

SEAFARERS



LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

USNS John Glenn Delivered; Construction Starts on LNG-Powered TOTE Containership



The SIU recently welcomed new tonnage into the Seafarers-contracted fleet, and more is on the way. In mid-March, the U.S. Navy took delivery of the SIU-crewed *USNS John Glenn* (photo at left), a mobile landing platform operated by Ocean Shipholdings for the Military Sealift Command. Earlier, construction started on the world's first LNG-powered containership, which also will be operated by an SIU-contracted company (TOTE, Inc.). Pictured at a ceremony for the containership (photo immediately below, from left) are Peter Keller, executive VP of TOTE; Rep. Duncan Hunter (R-Calif.); Walter Tschernkowsch, manager, General Dynamics NASSCO Steel Dept.; and Duncan Hunter, Congressman Hunter's son who did the honors of making the first cut of steel on TOTE's new Marlin-class hull #495. The remaining image below is an artist's rendering of the TOTE vessel. (Ship images courtesy General Dynamics NASSCO) *Page 3.*



Crowley Crews Deliver

SIU boatmen teamed up in early March to deliver equipment that's now part of a large, floating production facility located about 280 miles south of New Orleans. Part of the operation is pictured in the photo at right. A closer photo of one of the tugs, the *Ocean Wave*, is provided below. *Page 3*



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President's Report

Stop the Madness

An old comic strip once featured an expression which over the years has far transcended the combined circulations of all the newspapers that carried it: "We have met the enemy, and he is us!"

That line from a Pogo comic gained more prominence a year or two later when it was used to promote environmental stewardship in the early 1970s, a practice that's far more common today. But when I think of that expression, it calls to mind a current issue in our nation's capital that severely harms efforts to bring more jobs back home and keep them here.



Michael Sacco

Why in the world are we giving tax breaks to corporations that send jobs overseas?

At the most recent meeting of the AFL-CIO executive council, on which I have represented our union's interests since 1991, we tackled this subject and came up with a straightforward strategy to stop the bleeding. (If your eyes are starting to glaze over at the thought of reading about tax laws, remember that the real issue here is American jobs. Read on.)

The heart of the problem is that U.S.-based businesses have hoodwinked legislators and administrations into believing they need outsourcing tax breaks to be "competitive." Over the years, they've managed to get laws rewritten so that their income generated overseas is taxed at lower rates than what's produced at home.

If that's not an incentive to outsource American jobs, nothing is.

Of course, their approach isn't that blatant. It's sugarcoated and misleading, in the same way that proponents of so-called right-to-work laws hide behind that misnomer. After all, who could be against the right to work? But, as we know, that's not what those laws are about, at all. They're about driving down wages, benefits and working conditions as well as dividing workers.

Back to the subject at hand. When businesses claim they need these kinds of tax breaks, their argument confuses the interests of multinational corporations with the interests of people who live and work in America, which is the proper concern of elected officials. And when they get rewarded for outsourcing, it feeds an international race to the bottom.

We heard a report during the executive council meeting that pointed out corporate profits today are at all-time highs, yet the corporate share of federal tax revenues has fallen more than 60 percent in the last 50 years. What this means is that big corporations have gamed the system so that working families' tax dollars actually subsidize taking away American jobs.

If this seems ridiculous, you should know that not everyone feels it's out of line. In fact, Congress is now considering several proposals that would increase the tax incentive for corporations to shift employment and income overseas.

Those considerations include allowing corporations to indefinitely "defer" paying taxes on offshore profits; dramatically reducing or completely eliminating U.S. taxes on offshore corporate profits; and a "minimum international tax," which is basically what the name suggests.

It doesn't have to be that way, it shouldn't be that way, and there are a few relatively simple steps that will restore fairness. The American people want a system that rewards those who produce and employ here, not those who abandon America. That's why the labor movement stands for a simple and clear standard: The tax laws must not in any way encourage investment in foreign countries rather than the United States.

That means the offshore profits of U.S. corporations must be taxed at the same rate and at the same time as their domestic profits. There is no economic or political justification for giving corporations a tax incentive to shift jobs and income overseas. While part of our industry is based on moving goods overseas, there's no way we will stand for jobs moving overseas.

It's time to invest in America. It's time to restore our social contract, and to recognize that workers deserve to share in the profits they help generate. It's time to stop treating American workers as if they're disposable.

Through our affiliation with the AFL-CIO, the SIU will continue this fight until we've won.

Obama Announces Nominees for Posts At USTRANSCOM, U.S. Coast Guard

Change is coming in the leadership of two government organizations vital to the SIU and maritime industry.

President Barack Obama announced recently his nominations to replace Gen. William Fraser as commander of the U.S. Transportation Command (USTRANSCOM) and Adm. Robert Papp as U.S. Coast Guard Commandant. Both posts have a large impact on American maritime interests, including the U.S. Merchant Marine.

For USTRANSCOM, Obama selected Air Force Gen. Paul Selva, current commander of Air Mobility Command. For the Coast Guard, Obama picked Vice Adm. Paul Zukunft, commander of U.S. Coast Guard Pacific Area.

Selva testified before the Senate Armed Services Committee during his confirmation hearing



Gen. Paul Selva

March 11. In his testimony, Selva emphasized the importance of the U.S. Merchant Marine and its essential role in supporting American interests around the world. He added that the United States must take steps to ensure its Ready Reserve Force (RRF) of U.S.-flag vessels is well-maintained and able to serve the country for many years to

come – a strategy that could involve expanding the fleet.

"The capacity provided by the RRF is critical to USTRANSCOM's ability to meet its wartime requirements," Selva said. "In the past, the fleet capacity was increased by using authorities to purchase vessels. For the future, we will explore all options to find a recapitalization strategy that is cost-effective and minimizes the cost of ownership (in) the fleet for the long term, to include purchase and extended service life programs where it makes sense."

The general also touted the importance of key government initiatives like the Maritime Security Program (MSP). Under the MSP, an annual stipend ensures the military has access to a fleet of well-maintained U.S.-flag vessels in times of war or emergency. The agreement provides the military with billions of dollars in sealift capabilities for a fraction of the cost.

The MSP and others, Selva said, "are critical to USTRANSCOM's ability to meet the needs of the warfighter and the nation. For more than a decade of operations in Iraq and Afghanistan, our commercial sealift partners have provided the vast majority of sealift for the Department of Defense. The vessel

capacity, intermodal transportation networks and the U.S. citizen Merchant Marine are key components to USTRANSCOM and its global mission."

Regarding the future of such important maritime

programs, Selva pointed to the role played by the U.S. Maritime Administration (MARAD) and its task to develop a national maritime strategy.

"Congress tasked the Maritime Administration with the development of a national maritime strategy to ensure the health of the fleet and the U.S. Merchant Marine," Selva said. "USTRANSCOM is coordinating closely with MARAD to ensure these vital commercial programs remain effective in supporting DOD well into the future."

Sen. Dick Durbin (D-Ill.) issued a statement praising Selva's service and vowing his support. Durbin's state is home to Scott Air Force Base, which serves as the location of USTRANSCOM headquarters.

"General Selva's experience at Air Mobility Command has prepared him well to take on this critical new assignment at Scott Air Force base," Durbin said. "I look forward to voting on his nomination as soon as possible in the Senate."

If confirmed by the Senate, Selva will succeed Fraser, who has served as USTRANSCOM commander since 2011.

Obama's nominee for Coast Guard Commandant, meanwhile, is getting praise of his own. Vice Adm. Paul Zukunft, a 37-year Coast Guard veteran who currently commands the U.S. Coast Guard Pacific Area, received high marks from Homeland Security Secretary Jeh Charles Johnson.

"Since I became secretary, I have had the opportunity to get to know Vice Admiral Zukunft, and if confirmed he will be a great leader for the future of the Coast Guard," Johnson said. "As a 37-year veteran of the U.S. Coast Guard, he has demonstrated this leadership while serving in a number of different capacities, including coordinating federal response to the Deepwater Horizon Spill."

If confirmed, Zukunft would replace Papp, who has served as commandant since 2010. Papp added himself among those praising Zukunft and his service.

"He is an outstanding selection to serve the nation as the next leader of the greatest Coast Guard in the world," Papp said. "Paul and his wife, Fran, are eager to advocate for and represent all members of our Coast Guard family."



Vice Adm. Paul Zukunft

President Outlines Maritime Priorities

President Barack Obama released his 2015 budget in March, offering a glimpse into the administration's maritime priorities.

While the \$4 trillion budget is not expected to be adopted by Congress, it does outline what policies the administration is expected to support and pursue in a variety of fiscal matters. As for the budget's approach to maritime, the administration once again offered a mixed bag.

While the budget offered good news for key initiatives like the Maritime Security Program (MSP), Title XI shipbuilding loan guarantees and the Maritime Administration's (MARAD) Ready Reserve Force fleet (RRF), it also had some troubling provisions. Once again, the administration proposed converting a sizeable portion of the Food for Peace budget into a cash giveaway, a move that could negatively affect the domestic maritime and farm industries (not to mention the intended recipients of the food).

Following is a breakdown of how the president's 2015 budget impacts the maritime industry.

Maritime Security Program

The MSP is an annual stipend that ensures a

fleet of 60 militarily useful commercial vessels are well-maintained and able to be called for use by the government in times of war or national emergency. The president's 2015 budget provides the full amount of \$186 million for the program, a small sum when compared to the billions of dollars' worth of sealift capability the program provides the nation.

The budget also allocated an additional \$25 million to the MSP to offset some of the losses in cargo tied to the administration's proposal to alter the nation's Food for Peace program. The administration broke down how the additional \$25 million would be spent in the budget document.

"At least \$1 million of these funds shall be used to support training programs to retain and advance U.S. citizen mariners for crucial positions as determined by the secretary of transportation in consultation with the commandant of the Coast Guard," the budget read. "Up to \$24 million of the remaining funds shall be used for other support to mariners, such as providing payments to operators of vessels in foreign trade separate from Maritime

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

Navy Takes Delivery of New Tonnage, More on Way

Construction Starts on LNG-Powered Containership

For the SIU, good news and new tonnage keep coming from a union shipyard on the West Coast.

The U.S. Navy on March 12 took delivery of a mobile landing platform (MLP) that will be crewed by Seafarers. A few weeks earlier, construction began on the world's first LNG-powered containership, which also will be operated by an SIU-contracted company.

Operated by Ocean Shipholdings, the MLP – the *USNS John Glenn* – was built at General Dynamics NASSCO in San Diego, the same yard that also is constructing new Marlin-class containerships for TOTE, Inc.

“These vessels signify new jobs for SIU members, and they also showcase the great capabilities of American shipyards,” said SIU Vice President Contracts George Tricker. “Within these two new-build programs alone, you can see how the U.S. Merchant Marine supports our military and our economy.”

Fireworks marked the first cut of steel in a ceremony Feb. 24 as construction of the

initial LNG-powered ship started.

“These ships will be the most advanced, environmentally progressive vessels of their kind,” said U.S. Rep. Duncan Hunter (R-Calif.), chairman of the House Subcommittee on Coast Guard and Maritime Transportation. “They also represent \$350 million in U.S. investment, 600 American shipyard jobs, and the bright future of the indispensable domestic maritime industry.”

According to NASSCO, the Marlin-class vessels, which will sail in the Jones Act trade, mark a new age in American shipbuilding. TOTE's back-to-back announcements in 2012 – converting its existing RO/RO fleet in Alaska and investing in new containerships for the Puerto Rico trade – began “what can only be described as a change of tide in the U.S. maritime industry toward LNG as the new maritime fuel,” the shipyard said in a news release.

“Clean-burning, LNG offers unmatched environmental benefits, reducing emissions below even the world's most stringent standards,” NASSCO observed. “The new Mar-

lin class will create a reduction of sulfur dioxide (SOx) emissions by 98 percent, particulate matter (PM) by 99 percent, nitrous oxide (NOx) and carbon dioxide (CO2) by 71 percent over TOTE's ships currently operating in Puerto Rico.”

“The move to LNG fuel is no less significant than the evolution from sail to steam,” said Mark Tabbutt, chairman of Saltchuk, TOTE's parent company. “The Marlins represent the start of a new age in American maritime.”

Speakers at the February event included Hunter; Acting Maritime Administrator Chip Jaenichen; Tabbutt; and Kevin Graney, general manager of the NASSCO shipyard.

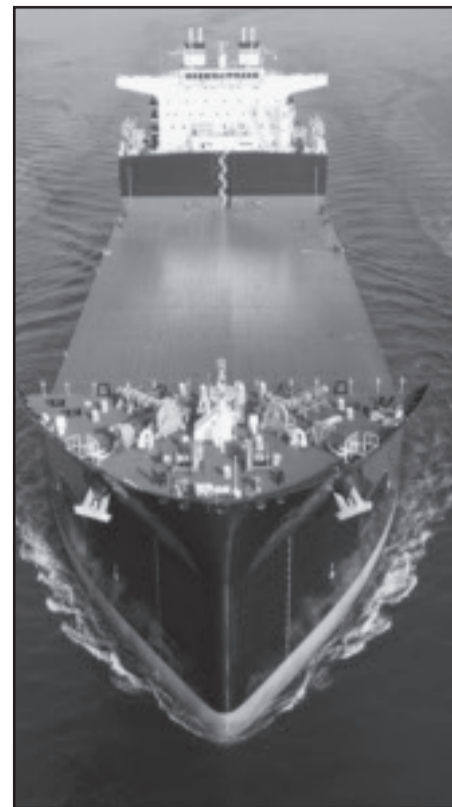
TOTE has ordered two containerships and has options to build up to three additional ones. Each will be 764 feet long.

“We are excited to begin construction of the lead ship on this historic project,” said Fred Harris, president of General Dynamics NASSCO and himself a former union mariner. “All of the stakeholders on this first-of-a-kind program ... are completely focused on its success. We are beginning construction at a level of design, planning and material readiness that is unsurpassed.”

The Marlins, which will home port in Jacksonville, Fla., are expected to enter service in late 2015 and early 2016. TOTE recently announced it entered into an agreement with Pivotal LNG and WesPac Midstream to provide LNG to the ships.

Meanwhile, the SIU also welcomed news that the *USNS John Glenn* became the second MLP delivered to the Navy. The ship is named after the Honorable John Glenn for his exceptional and decorated service as a U.S. Marine Corps pilot, astronaut and U.S. senator. Glenn, 92, attended the vessel's christening Feb. 1 at the yard.

Construction of the *USNS John Glenn* began in April 2012. The 785-foot-long auxiliary ship will serve as a floating base for amphibious operations, and operate as a



The addition of the *USNS John Glenn* bolsters U.S. sealift capability. (Photo courtesy NASSCO)



An artist's rendering highlights the propulsion system of TOTE's new LNG-powered containerships. (Photo courtesy NASSCO)

transfer point between large ships and small landing craft.

“This is a great day for the NASSCO, Navy and Military Sealift Command team,” said Harris upon the *Glenn's* delivery. “We are delivering this ship with the quality, innovation and capability needed to support the future missions of the nation's fleet and uniformed men and women around the world.”

NASSCO is currently building the third ship of the class, which will be configured as an afloat forward staging base. It is scheduled for undocking in November and delivery in the second quarter of 2015.

SIU-Crewed Crowley Tugs Deliver

Crews Carry Massive Offshore Production Facility to U.S. Gulf

With skilled SIU boatmen leading the way, Crowley Maritime Corp. recently made a big delivery in the Gulf.

SIU-crewed Crowley tugs in early March successfully delivered oversized equipment – including topsides, tendons, piles and more – that are now part of a massive semi-submersible floating production facility located approximately 280 miles south of New Orleans. Working alongside the ocean-class tugs were Crowley's 455 series high-deck-strength barges, which carried much of the equipment as it was towed offshore.

“Utilizing the Crowley tugs' dynamic positioning capabilities, the facility, known as *Jack/St. Malo*, was successfully moored and made storm safe at a depth of 7,000 feet between the Jack and St. Malo offshore oil and natural gas fields, which are within 25 miles of each other,” the company reported.

As was done when SIU-crewed ocean-class tugs successfully delivered the *Olympus* platform and *Lucius* spar to the U.S. Gulf, both completed late last year, Houston-based Crowley personnel (managing the tugs and barges) oversaw completion of the delivery in three stages in both near-shore and offshore waters.

Crew members involved in the more recent project included Captains **Ted Caffy**, **Charles Alan Williams**, **Andrew C. Ashworth**, **Brian Cain**, **Stuart B. Andrews Jr.**, **Stephen Berschger**, **Laurence Christie** and **Ward P. Davis**; Chief Mates **Darrel Koonce**, **Dustin Marks**, **Clyde McNatt**, **James Hoffman** and **Scott R. Ellis**; Chief Engineers **R.D. Lewis**, **Charles Pate**, **Scott**

Bovee and **Edgar C. Henson**; ABs **Terry Lavolette**, **Ryan Landers**, **Dave Heindel Jr.**, **Orvin McCoy**, **Preston Harper**, **Farrell Bodden**, **Steven Kendrick**, **Jonathan Solomon**, **Corey Hill**, **Satchel G. Caffy**, **Ben E. Johnson** and **Edward J. Rynn**; Assistant Engineers **Michael Bibby**, **Keith Smith**, **Matthew Hamer**, **Andralesia Terrell**, **Richard A. Saunders**, **James H. Murray**, **Thomas Murphy** and **Isaac Levine**; Second Mates **Travis Cheer**, **Nate Leachman**, **Eric A. Eaton**, **Cecil Wilson** and **Ray Adams**; Third Mate **Scott M. Tompkins**; Dynamic Positioning Officer **John Willson**; and Ordinary Seamen and/or Cooks **Johnny Godwin**, **Stephen R. Goletz**, **Rene Fuentes**, **Evan Flynn** and **Glen Williams**.

During the first stage, the near-shore phase, the topsides were skidded onto the company's 455 series barge *Julie B* at the Keiwit facility dock in Ingleside, Texas, where they were later lifted and installed onto the hull of *Jack/St. Malo*. Once in place and secured, the *Ocean Wind* and *Ocean Wave* provided assistance by pushing the *Jack/St. Malo* facility away from Corpus Christi, through the Port of Aransas, Texas, and out to deeper waters. The *Ocean Sun* followed the flotilla and was equipped to provide assistance if needed.

Relocation to deeper waters marked the beginning of the second phase of work, the offshore stage. Here, the *Ocean Wind* and *Ocean Sun* towed the facility to its final location, alongside the Crowley-contracted tugboat *Harvey War Horse II*. Also during this phase, the 455 series barge 455-7, towed by Crowley's tug *Warrior*, and third-

party barge *Marmac 400*, towed by Crowley's tug *Pilot*, delivered the piles (long, pipe-like structures that serve as anchors for the platform) to the project site.

Finally, the *Marty J*, towed by the *Pilot*, made three subsequent trips to the installation site to deliver additional equipment – including chains, connectors and line reels – that were used in the mooring of the floating facility.

In the final stage, the positioning phase, the *Ocean Wind*, *Ocean Wave*, *Ocean Sky*, *Ocean Sun* and *Harvey War Horse II* worked together to hold the *Jack/St. Malo* in its final location, and remained on site in a star pattern to provide support as the spar was connected to its moorings and

made storm safe in more than 7,000 feet of water.

As one Crowley executive put it, “Not only was the project completed safely and on time, but it also helps to illustrate the increasing competence and capability of our crew and vessels. We look forward to utilizing these specialized teams and assets in projects in the future.”

Scheduled to begin producing oil and natural gas later this year, the facility will have a capacity of 170,000 barrels of oil per day and 42.5 million standard cubic feet per day of natural gas. The *Jack/St. Malo* will act as a hub for the 43 subsea wells, including pumps and other equipment on the seafloor.



SIU-crewed tugs tow the equipment to its final location.

Seafarers Fondly Remember Retired Dispatcher Jesse Solis

Reflecting on the life of retired union official Jesse Solis, people who worked with him at sea and ashore described him in glowing terms.

"He was a kind, caring man who was always able to remain patient and calm," recalled SIU Vice President Contracts George Tricker, who worked with Solis at the hall in Wilmington, Calif., from 1990-97. "He was more like a father than a brother and he set the standard for servicing the membership. I think everyone who worked with him still carries his example with us every day."

Solis died Feb. 17 in southern California, at age 78. He spent 45 years in the maritime industry, including 26 as an SIU official, before retiring in late 2005. He sailed with the Marine Cooks and Stewards (MC&S) from 1960 until that union merged into the SIU in 1978, then came ashore a year later.

In addition to attending his traditional memorial service, many Seafarers and SIU officials met at the Wilmington hall for a remembrance in late February. More than 100 people turned out for that gathering, including retiree **Mary Lou Lopez**, one of Solis' close friends.

"I met Jesse in 1975 aboard the *SS Mari-rosa*," Lopez remembered. "A few years later, he became a dispatcher and he surely learned the contracts well. He was so helpful to all of us and constantly encouraged us to keep our documents up to date and go to Piney Point (to upgrade)."

She added that in retirement, they lived just a few blocks apart in San Pedro, Calif., and kept in frequent touch.

"We weren't boyfriend/girlfriend but we were close friends, and he was always there for me," Lopez said. "He was positive and funny and just a great guy. He will be missed by many."

A native of Travis County, Texas, Solis began sailing with Matson and later shipped with companies including APL, Oceanic Steamship, Pacific Far East Line, and Delta Steamship Lines. His last ship was the *Delta Santa Maria* in 1979, on which he was chief steward.

Ashore, he officially had several titles over the years including representative, patrolman, port representative, and safety director, but he was known to practically all as dispatcher.

Wilmington Port Agent Jeff Turkus said he had an unforgettable first encounter with Solis upon graduating from the trainee program in 1979. When Turkus went to the counter at the old hall in Avalon, Calif., Solis (a Marine Corps veteran), upon learning of Turkus' service in the Navy, disarmed him when he exclaimed "Not another [bleeping] swabbie!"

"It was hilarious," Turkus said. "I thought I was going to have a problem, but two hours later I was on a ship as an ordinary. I saw him for years after that, and every time I signed off, he'd point at me and say, 'Don't sit around, man.'"



Jesse Solis is pictured in September 2005 during his retirement celebration at the union hall in Wilmington, Calif.



Solis sailed with the Marine Cooks and Stewards before that union merged into the SIU, including on this 1972 voyage as a bell captain.

Turkus added, "Jesse was a special guy. He was compassionate and he would help out anyone who was down in the dumps, whether it was with funds or words of wisdom. He was like a priest — there were some guys you would listen to, and everybody listened to him."

Former Seafarer Bill Pratley, a 1981 graduate of the trainee program who's now a maritime consultant, knew Solis from

shipping out.

"Jesse was a soft-spoken, kind and gentle man who could always be counted on to do the right thing," Pratley said.

Solis is survived by four children, six grandchildren, one great grandchild and several siblings.

Donations in Solis' memory may be made to the Disabled American veterans at www.dav.org, 877-426-2838.



Pictured from left to right in the photo above are: (front) Recertified Bosun Dan Marcus, Recertified Steward Lauren Oram, Electrician Timothy Pillsworth, Recertified Steward Exxl Ronquillo, (standing) Bosun Martin Simmons Jr., Chief Steward Marychris Littell, Executive Assistant Tina Corbin, Secretary-Treasurer David Heindel, Bosun Brian Fountain and Assistant VP Ambrose Cucinotta. The photo below shows committee members reviewing their report before signing off on it.

Finance Committee Okays 2013 Records

Seven Seafarers recently signed off on the SIU's financial records for 2013, finding the paperwork in good order.

Those members were elected by fellow Seafarers at the March membership meeting in Piney Point, Md., to serve on the annual financial committee. The committee, in accordance with the union's con-

stitution, then reviewed the SIU's financial records for the previous calendar year.

After closely examining the paperwork at SIU headquarters the first week of March, the group completed its report, which will be read in all ports and presented for approval at the union's April membership meetings. The report also

has been submitted to the secretary-treasurer's office.

Serving on the committee were Recertified Steward **Lauren Oram** (chair), Recertified Bosun **Dan Marcus**, Recertified Steward **Exxl Ronquillo**, Electrician **Timothy Pillsworth**, Chief Steward **Marychris Littell**, Bosun **Brian Fountain** and Bosun **Martin Simmons Jr.**

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

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



Administration's 2015 Budget

Continued from Page 2

Security Program payments..."

Ready Reserve Force Fleet

The RRF is a fleet of 46 ships — mostly with SIU crews — that provide support for the rapid deployment of American military forces. They are among the vessels carrying equipment and supplies to U.S. forces around the world.

Under the president's 2015 budget, the RRF gets a budgetary boost. For 2015, the administration allocated \$378 million for the RRF, up from \$364 million. Acting Maritime Administrator Paul "Chip" Jaenichen has said the increased levels would make it likely that no vessels would have to be removed from the RRF for budgetary reasons.

Title XI Shipbuilding Loan Guarantees

The budget also brought good news regarding the Title XI shipbuilding loan guarantee program. Title XI helps spur growth in domestic shipbuilding by offering government guarantees on loans related to vessel construction. By guaranteeing those loans, the government encourages companies to build more ships and banks to lend them the money to do it.

The 2015 budget proposes \$35 million for the program, a move that could guarantee more than \$1.7 billion in loans for 39 different projects.

Food for Peace

Unfortunately, the administration's 2015 budget proposes converting parts of the nation's Food for Peace program into a cash voucher system. Out of the \$1.4 billion the administration allocated for the program, approximately 25 percent (\$350 million) could go toward cash vouchers aid instead of food aid.

Created in the 1950s, Food for Peace has funded efforts to bring American-grown food on U.S.-flag ships to starving people around the world. It not only saves lives and improves America's standing in the world, but it also is responsible for more than 44,000 American jobs. Having the program send cash instead of food could threaten those American jobs and increase the chance that food never reaches those who need it.

Other Proposals

The administration's 2015 budget also made news in a variety of other areas. The National Oceanic and Atmospheric Administration, which employs some SIU members, saw an increase in its budget for core navigation, while funding was also increased for Department of Transportation infrastructure work that could improve the nation's ports.

The Army Corps Engineers, which also employs Seafarers, saw its funding drop in certain areas, including its port modernization and navigation programs.

Senators Shoot Down False Attacks on Jones Act

Maritime Coalition also Sets Record Straight in Jersey Salt Saga

At least one state official and a few local media outlets tried to blame a key maritime law for a potential shortage of road salt in New Jersey, but the state's two U.S. senators made sure the false claims didn't gain traction.

The American Maritime Partnership (AMP), a key coalition to which the SIU is affiliated, also helped set the record straight in late February after the Jones Act briefly came under attack.

The senators and AMP both said the real culprit was poor planning by the state.

The saga unfolded as local media outlets lazily reported claims by a state official that the Jones Act was preventing a readily available supply of rock salt from being delivered from farther north. (The law requires that domestic cargoes move aboard American-flag, U.S.-crewed ships that are also built and owned U.S.) Some of those outlets also said the domestic maritime industry was standing in the way of a waiver request, to the detriment of public safety.

While false attacks on the Jones Act are nothing new, this particular round of erroneous claims caught the attention of not only those within the industry, but also U.S. Senators Robert Menendez (D-N.J.) and Cory Booker (D-N.J.). On Feb. 25, the senators issued a joint statement that reads in part, "When we first heard about the emergent nature of the state's salt shortage in media reports, we immediately contacted the appropriate federal agencies on behalf of the health, safety and well-being of New Jersey residents seeking help in expediting procurement and delivery of much-needed rock salt.

"What has become clear is that the State Department of Transportation has fallen short in planning for and addressing its dwindling salt supply," the senators continued. "There were numerous opportunities to enlist our help, including at least one direct conversation with (Transportation) Commissioner (Jim) Simpson, in which the apparent salt crisis wasn't even mentioned. In the face of an emergency, citizens of New Jersey expect its officials to do everything possible to protect the public from potential harm and in this case, the state has fallen short."

The senators also pointed out that the state's request for a waiver "was denied be-



U.S. Sen. Robert Menendez (D-N.J.)



Tom Allegretti
AMP Chairman



U.S. Sen. Cory Booker (D-N.J.)

cause it was determined that American vessels were readily available to transport the salt from Maine to New Jersey, a development we were glad to help facilitate and expedite. We stand ready to act and to advocate for our fellow New Jerseyans at the federal level, but can only do so when we are informed of a potential issue. It doesn't matter if it's John Q. Public, a local mayor or in this case, the state. Had offers for help not been ignored, we could have worked in partnership, provided appropriate guidance on the best way to achieve their intended goal, and most likely avoided this unnecessary situation."

They concluded by defending the Jones Act, a law that helps pump billions of dollars each year into the American economy while maintain around 500,000 U.S. jobs.

"We would caution those who would recklessly call for the abolition of the Jones Act, which has served for nearly a century to protect our national and economic security," the senators stated. "The Merchant Marine Act of 1920 – which prohibits use of a foreign-flagged vessel for transporting goods between U.S. ports – was designed to support America's strong shipping industry, while ensuring our country's readiness to de-

fend itself against a national security threat.

"The lesson learned here should not be to repeal or blame the Jones Act, but to work in partnership to achieve a common goal. The state's poor planning should not become New Jersey residents' emergency."

AMP Chairman Tom Allegretti, in an op-ed submitted on behalf of the coalition's 450-plus member organizations, noted, "The sheer volume of inaccurate statements (concerning the salt issue) calls for the record to be set straight. ... Several weeks ago, the state Department of Transportation found itself unprepared for the winter weather that the state and the nation have experienced this year. Recognizing that a foreign shipment from the usual source of road salt – South America – would not reach New Jersey quickly enough, officials scrambled for options. "Sensing a potential public relations disaster as the state would soon run out of salt, New Jersey transportation officials identified a stockpile in Maine," he continued. "They were told then by the U.S. Department of Transportation that U.S. law required that it be shipped by a U.S.-owned, -crewed, and -flagged vessel. Despite this guidance, state officials opted to publicly promote a story that a foreign-flagged vessel was available

in Maine and willing to haul the salt to New Jersey, and, if not for the Jones Act, that ship could sail immediately. However, there is no confirmation that the foreign vessel was willing to move the salt. The ship left port the next day – which would signal it had no intention to move that salt."

Allegretti pointed out that not only did the domestic maritime industry not stand in the way, it activated a vessel "to retrieve the salt and deliver it to New Jersey on Monday evening. Even more curiously, on Monday, the same day the salt arrived, the New Jersey transportation commissioner misinformed the media that the shipment was 'still in Maine,' and that 'it could be three weeks' before it gets here.' This reckless statement is not true.

"The DOT simply waited too long to order more salt, then found itself in a public relations bind and needing a scapegoat. With just a little planning, this situation could have been prevented. It is important that New Jerseyans know that the domestic maritime industry acted quickly to help resupply the state and that this industry plays a foundational role assuring our country's national, economic and homeland security every day of the year."

NY Congressman: Maritime Industry Can Help Steer Economic Turnaround

Demonstrating both his sense of humor and his very serious commitment to the American maritime industry, Con-

gressman Michael Grimm (R-N.Y.) reaffirmed that support Feb. 27 during an address to the Washington, D.C., chap-



Following his remarks, U.S. Rep. Michael Grimm (R-N.Y.) (center) is pictured with (from left) SIU Secretary-Treasurer David Heindel, SIU VP Contracts George Tricker, SIU Patrolman Anthony Houston and SIU Legislative Director Brian Schoeneman.

ter of the Propeller Club of the United States.

A co-founder of the Congressional Maritime Caucus (with Congressman Cedric Richmond) (D-La.), Grimm joked about occasionally being too candid, but quickly added that the people in maritime "know where you stand with me. I'm proud to say, you have a friend in Congress that understands your industry and wants to learn more about it. I'm going to stand up for what's right in your industry every single time – not once in a while, not only when it's easy or when people are watching. When the doors are closed, know that I'm working behind the scenes on securing funding, on making sure that you're treated fairly. And that we build awareness and educate members on one of the best industries that this country was founded on – an industry that our economy was started on. We need to recognize the gem that we have in maritime."

A U.S. Marine Corps veteran, Grimm said that when he first was elected to Congress three years ago, he immediately noticed "that the (maritime) industry had been neglected for years – decades, even. That's what really gave rise to the Congressional Maritime Caucus: to be able to reestablish an emphasis that a dialogue is not haphazard; it's not done once in a while. ... This is about an education process. Members of Congress need to know (for example) what the Jones Act is, why we have it and how important it is from so many different perspectives – especially what's near and

dear to my heart, the national security of the greatest nation in the world. It's often lost, and believe it or not we even have prior-service military members of Congress that really don't understand the Jones Act's magnitude."

He said that in an era when seemingly every political campaign points to job creation as a cornerstone, maritime jobs – both at sea and on the docks and in related shore-side positions – can play a huge role in turning around the economy. He recalled recently meeting a 70-year-old Longshoreman whose son and grandson both followed his career path. Grimm stated that those jobs and others in the industry have more in common than water; they are "career jobs" that allow people to support their families.

"The answers to growing our economy and creating jobs are right in front of our nose," Grimm declared, adding that investing in the maritime industry will greatly boost the cause. "Why can't we go back to the way jobs were created when this country was formed?"

After taking questions from the audience (addressing flood insurance and potential cuts in the Defense Department), Grimm wrapped up his talk by reinforcing his backing of the U.S. Merchant Marine and other segments of maritime.

"I'm 100 percent for the industry," he said. "I'm proud of it. I think those are real career jobs that we're not taking advantage of, and we need to do so. I love the industry, and you're regular, salt-of-the-earth people. You say what you mean; you mean what you say."

NMC, SIU Clarify Medical Certificate Requirements

New Regulations Mandate That Internationally Sailing Mariners Have Document

As of March 31, all Seafarers who sail internationally should have received communications in the mail from the U.S. Coast Guard's National Maritime Center (NMC). The package – which refers to the NMC's final rule on amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) – should include a new medical certificate that brings mariners in compliance with the latest international rules.

These new requirements come with a lot of information to digest. The NMC and SIU have worked to make the entire process as easy to navigate as possible. The NMC acknowledged the need to keep mariners in the loop and has hosted meetings and issued guidance documents to clarify the process.

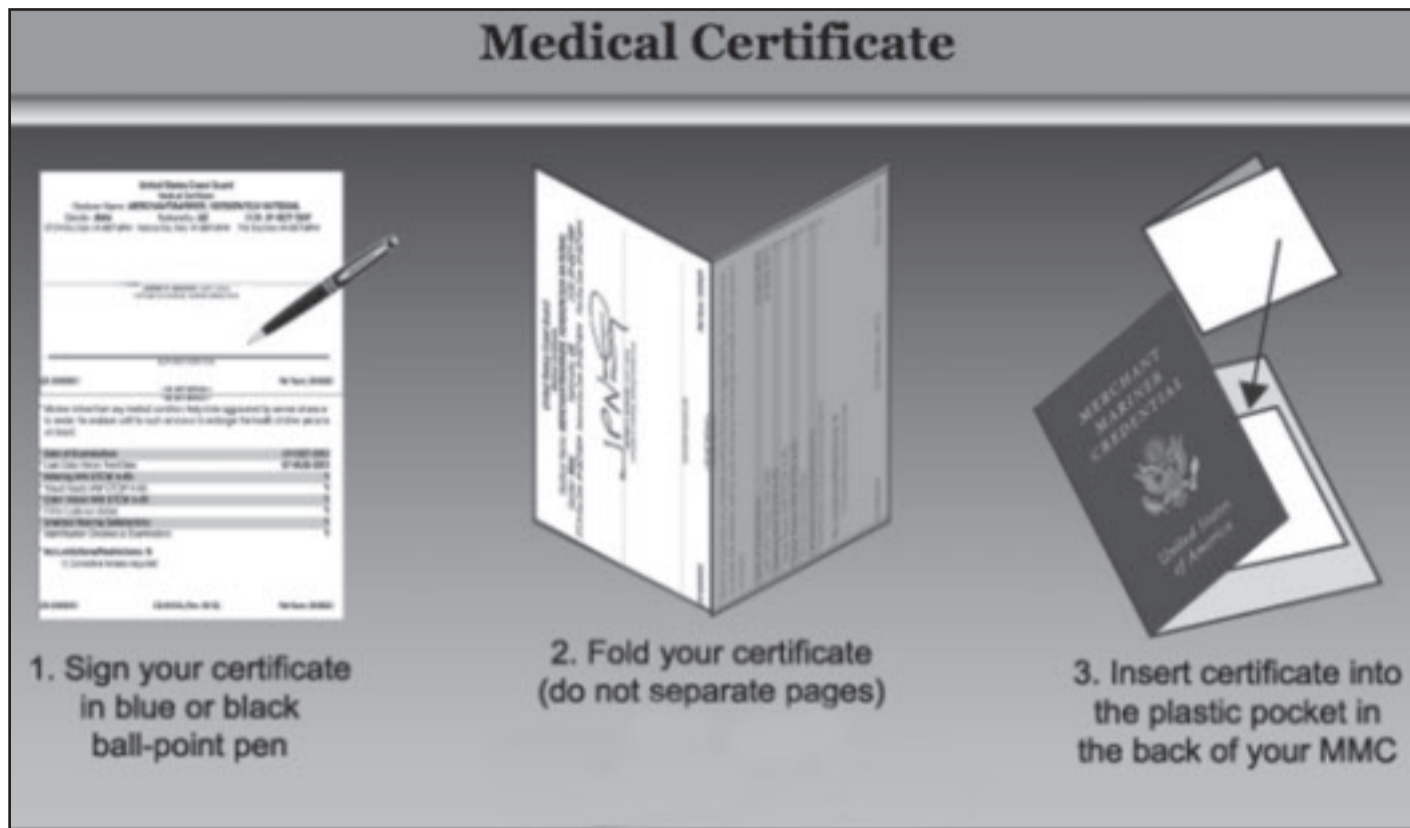
"We are fully aware there is a lot of anxiety [about] the future of the implementation of the STCW with the domestic fleet," said Mayte Medina, chief of the Coast Guard's Maritime Personnel Qualifications Division. "We will continue to use the advisory committees and use the public meetings."

The SIU has also taken an active role in informing mariners about the changes. Following is a breakdown of what mariners need to know for now about the STCW Manila amendments and how the new rules affect them.

Background on Medical Certificates

■ Medical certificates are now being issued by the NMC to serve as proof the mariner meets certain medical and physical standards.

■ The certificates ensure U.S. mariners



This graphic, created by the NMC, instructs mariners on what to do once they receive their new STCW medical certificate.

are in compliance with the new Maritime Labor Convention (MLC) requirement that mariners have a medical certificate issued by the flag administration they sail under.

Receiving Medical Certificates

■ All mariners holding STCW endorsements should have automatically received the medical certificates in the mail by March 31, free of charge. The certificates are mailed to the address the NMC has on file for the mariner.

■ Medical certificates should be

scanned at the mariner's union hall to be entered into the SMIS database.

■ Mariners must sign their medical certificate and carry it with them aboard vessels.

■ Mariners who have changed their address since their last credentialing transaction should contact the NMC at IAskNMC@uscg.mil or 1-888-427-5662 to ensure the right address is on file.

■ Those who have yet to receive their certificates should contact the NMC at 1-888-427-5662.

Expiration Dates

■ Each medical certificate carries three expiration dates. One is the expiration date for the STCW, a second is the expiration date for the national endorsement and the third is the expiration date for first class pilotage.

■ If a mariner's medical certificate expires during a voyage, it will remain valid until the next U.S. port of call, provided the period after expiration does not exceed 90 days.

Waivers

■ Mariners with existing medical waivers are issued a medical certificate,

provided the mariner is compliant with the terms of the waiver. If a mariner has not complied with the annual reporting requirements or other conditions, the NMC will not issue medical certificates.

■ Mariners receiving a waiver of certain medical conditions may receive a time-limited medical certificate. Applicants must comply with the terms of their waiver letter in order to renew the certificate.

Entry-Level Mariners

■ Entry-level mariners should contact IAskNMC@uscg.mil or 1-888-427-5662 to request issuance of a two-year medical certificate.

■ They must also obtain a Coast Guard physical examination, attach any additional information and submit the physical to a Coast Guard regional examination center and request, in writing, a two-year medical certificate.

■ Along with the physical examination, entry-level mariners must provide proof of sailing on international vessels and submit a copy of a discharge or company letter.

Comprehensive information about the STCW final rule is available at www.uscg.mil/nmc

Talking Maritime with VP Biden



SIU St. Louis Port Agent Becky Sleeper (right) recently had a chance to talk about the maritime industry with Vice President Joe Biden (left) during a Feb. 19 event in Granite City, Ill. VP Biden, a longtime friend of the SIU, was in town to promote the administration's support of infrastructure investment, including ports and waterways. Sleeper mentioned her time sailing in support of Operation Desert Storm and also stressed the need for ongoing support of the Jones Act; VP Biden enthusiastically replied that he remains fully committed to backing the nation's freight cabotage law.

Senator Reaffirms Jones Act Support

Sen. Mary Landrieu (D-La.) specifically sought the position of the Department of Homeland Security (DHS) regarding the Jones Act when that agency's head was testifying March 12 before the Senate Appropriations Committee's Subcommittee on Homeland Security.

Landrieu, who chairs the subcommittee, reaffirmed her longstanding support for the Jones Act before asking Secretary Jeh Charles Johnson, "So, what are your views of the Jones Act? And under what circumstances can you imagine it would have to be waived?"

After explaining how a waiver may be obtained, Johnson further responded, "In my experience as secretary of DHS, I have not seen that yet. And so, we have maintained – enforced the general rule that U.S. port to U.S. port should involve a U.S.-flagged vessel."

Landrieu thanked the secretary for his answer, noting that "the majority of members of Congress would feel strongly about that. And that is the law. We will be carefully monitoring it."

The Jones Act, which is part of the Merchant Marine Act of 1920, states that cargo moved between two domes-

tic ports must be carried by U.S.-flag, U.S.-owned, U.S.-crewed and U.S.-built vessels.



Sen. Mary Landrieu

Workers Should Share in Wealth They Help Create

'Broad-Based Wage Growth Is the Defining Challenge of Our Time'

The AFL-CIO executive council, on which SIU President Michael Sacco is the longest-serving member, recently approved a statement that clearly spells out many of the labor movement's core goals.

Meeting in Houston in late February, the council passed 11 resolutions, one of which specifically addressed labor's firm belief that workers have a right to share in the gains they help generate. Titled "Broad-Based Wage Growth Is the Defining Challenge of Our Time" (a quote from President Obama), the statement provides insight into goals shared by the federation and its 56 affiliates (including the SIU), that collectively represent an estimated 12.5 million workers. The text is as follows:

"The purpose of the labor movement is to give voice to working people so we can improve our lives, our nation and our world. The principle that all working people share in the wealth we create through rising wages has always been at the heart of our movement.

"In 1996, this Council issued a statement titled America Needs a Raise. Since 1997, according to the Economic Policy Institute, 100 percent of the wage growth in the U.S. economy has gone to the top 10 percent of the income structure. Income for the bottom 90 percent declined.

"At the 2013 AFL-CIO convention, we committed to the battle to raise wages in all their forms. In the 2013 elections, the fight against inequality and wage stagnation propelled Bill de Blasio and Marty Walsh to victories in New York and Boston, and the voters themselves raised the minimum wage in cities and states across the country. Meanwhile low-wage workers across the country struck for higher wages and collective bargaining. These successful efforts by working people have put raising wages at the center of our public life.

"We therefore view the great national conversation about economic inequality that is now taking place as both an opportunity and a challenge for our movement. Working people have the opportunity to shape the conversation in ways that help workers win real economic improvements and build a true working-class movement. Our challenge is to keep the growing momentum for change from being deflected by tokenism and distractions.

"In a landmark speech last December, President Obama warned of a 'dangerous and growing inequality' and declared that making our economy work for every working American was the 'defining challenge of our time.' Pope Francis similarly warned last year

that 'inequality is the root of social ills' and called for 'attacking the structural causes of inequality.'

"But before we can tackle the structural causes of inequality, we have to understand what they are. Inequality did not just happen. It was not an accident or an act of God. It was the predictable result of decisions made by people with power in America over the past generation. The key decision was to use the power of government to help corporate America push down wages by destroying workers' bargaining power.

"Any serious effort to attack the structural causes of inequality must begin with restoring the individual and collective bargaining power of all workers. Wage and income stagnation is a problem affecting the 90 percent, not just the poorest people in America, though it is the poorest workers whose lives are most blighted by falling real wages.

"If we care about economic inequality, we have to raise wages and living standards across the board. It's that simple. If we care about a healthy economy no longer plagued by financial booms and busts, we have to raise wages and living standards. If we care about a healthy society, with a sense that we are all in this together, we have to raise wages and living standards. Broad-based wage growth is the defining challenge of our time.

"Broad-based wage growth begins with the principle that everybody – including tipped workers, agricultural workers and victims of wage theft – should be paid at least a minimum wage. But it does not end there. The minimum wage is just that – a bare minimum. All workers deserve to be paid a living wage that allows them to provide for themselves and their families. And every worker should be allowed to bargain for better wages and better living standards.

"Broad-based wage growth is very different from the fantasy that everybody can be rich – or the reality that a few of us will become



AFL-CIO President Richard Trumka

rich. Wages must grow with productivity if our economy is to provide economic security and dignity to the vast majority of people who never will be rich, but who work hard every day and deserve their fair share of the enormous wealth they produce. Our economy used to provide those things, but no longer does. Our challenge is to make sure it does so once again.

"The public is rightly focused on falling wages and rising economic inequality, thanks in large part to the courage of striking

Walmart and fast food workers across the country. According to one recent poll, 66 percent agree that 'government should work to substantially reduce the income gap between rich and poor.'

"The public understands that there is something wrong with our economy when almost all (95 percent) of the income gains since the end of the Great Recession have gone to the wealthiest 1 percent. Working people are hungry for solutions, and in workplaces and communities across the country, we are demanding action: increases in the minimum wage, an end to the exclusion of tipped workers from the minimum wage laws and, most importantly, the right to bargain collectively over wages.

"Now, as the 2014 elections approach and workers at Walmart and T-Mobile, workers in fast food and other restaurants and workers in the streets of Raleigh, N.C., stand up, the question the labor movement intends to put to every person in power in America – every politician and every employer – is a simple one:

"Are you for, as President Obama said, 'making sure our economy works for every working American,' or are you for inequality; for what Pope Francis calls 'a new tyranny' fueled by the 'idolatry of money'?"

"Raising wages requires collective bargaining and fundamental labor law reform. Only through workers bargaining with their

employers can we raise wages for the 90 percent.

"Raising wages and full employment go together. Raising wages drives up demand that drives hiring, and full employment gives workers bargaining power.

"Raising wages requires that workers' organizing drives and collective bargaining campaigns succeed – especially at giant corporate employers like Walmart that are at the core of Big Business' generation-long effort to cut wages and impoverish working families.

"Raising wages requires understanding that employers in industries like retail have learned to use scheduling and other complicated personnel practices to keep wages low. That's why collective bargaining is necessary to make sure wage gains are real, and Our Walmart's demand of a minimum annual salary of \$25,000 for all employees at America's largest private employer is so important.

"To succeed, we must as a labor movement frame these campaigns as what they really are: fights for raising wages and broadly shared prosperity and against inequality, and as fights worthy of broader support from other parts of the labor movement, our allies and the public.

"Raising wages requires passing the many legislative and electoral initiatives under way at the federal, state and local levels that aim to raise wages and improve working conditions for millions of workers – beginning with raising the federal minimum wage to \$10.10 an hour, and including efforts to win paid sick days and end unequal pay for equal work.

"Raising wages requires that workers' voices not be weakened, and that means defeating state-level legislative attacks on workers and our unions, such as right to work for less and paycheck deception.

"Raising wages requires a more effective labor movement. At the 2013 convention, we committed to creating stronger and more durable bonds with our allies at the local, state, and national levels; and encouraging a progressive tendency in both political parties. Focusing on wages, quality jobs and a thriving middle class will help us achieve these goals.

"Raising wages requires involving workers through both traditional and nontraditional membership in the labor movement, such as Working America.

"Most of all, raising wages is about the path to shared prosperity, a future worthy of our children and grandchildren, about a society in which we are truly in this together."

Alaska Ranks Third In Nation Per Capita In Maritime Jobs

The American Maritime Partnership (AMP), the voice of the domestic maritime industry, joined with the Transportation Institute, along with Sen. Lisa Murkowski (R-Alaska), Sen. Mark Begich (D-Alaska) and Rep. Don Young (R-Alaska) on March 20 to highlight new data from a study by PricewaterhouseCoopers that shows Alaska ranks third in the nation in per capita maritime jobs.

The study showed that thousands of Alaskan jobs are directly related to the domestic maritime industry and account for more than \$1 billion in economic impact. Alaska's navigable waterway network of more than 5,400 miles is the largest in the country and allows the state's maritime industry to move commodities across Alaska's 586,000 square miles.

America's domestic maritime industry includes vessel operators, marine terminals, shipyards, and workers engaged in the movement of cargo exclusively within the United States.

"For many Alaskan communities not accessible via road, our waterways are our highways, and the hard-working men and women of the state's maritime industry provide a crucial transportation link that delivers essential fuel and supplies. With more than 5,400 miles of navigable water-

ways, it is no surprise that the state ranks third in the nation in maritime jobs per capita," said Murkowski. "The U.S. maritime industry, supported by the Jones Act, provides vital services necessary for Alaska's economy and quality of life, and I appreciate the work of the American Maritime Partnership, the Transportation Institute and the many companies operating in the state who are making our maritime workforce strong today and for the future."

"The U.S.-flagged fleet, enabled by strong support from the Jones Act, has been key to Alaska's development and is the economic backbone of the state today. From moving our natural resources to market to transporting our armed forces overseas, to bringing in the commercial goods needed to keep the state running, Alaskans rely on the maritime industry in almost every aspect of our lives," Begich said. "I'm glad the Transportation Institute's study has captured this snapshot of where we are as a maritime state, and I hope to use my chairmanship of the Oceans, Fisheries and Coast Guard subcommittee to make Alaska a worldwide hub for maritime activity as we move into the Arctic."

"As a mariner myself, I recognize the crucial role the maritime industry plays in delivering goods to communities across the globe," said Young. "I am a strong supporter of the Jones Act, which I believe is necessary to maintaining a viable U.S. Merchant Marine fleet that keeps Alaskan communities fueled and supplied even in some of the world's most challenging conditions. Alaska's maritime industry is not only critical to our state's economy, it is also an important part of our state's identity."

"Alaska's maritime industry contributes more than \$1 billion to the state's economy every year and sustains more than \$344 million in wages," Transportation Institute President Jim Henry said. "Alaska's shipyard industry also plays

an important role in the state's economy by providing more than \$108 million in annual economic impact, sustaining more than 1,100 associated jobs, and supporting more than \$63.9 million in worker income in Alaska."

Alaska's maritime industry also receives support from several private-sector efforts that have provided training, apprenticeship, and employment opportunities to hundreds of Alaskans in the past decade. The purpose of these initiatives is to provide maritime training, education and job placement to displaced fisherman, veterans, youth, and Alaska Natives.

Some of these initiatives include:

■ A program supported by the Seafarers International Union (SIU) and our contracted companies in Alaska (Horizon Lines, Alaska Tanker Company, Seabulk, and TOTE, Inc.), to offer free training for maritime positions through the SIU-affiliated Paul Hall Center;

■ Scholarships offered to Alaskan youth attending the California Maritime Academy through the "Alaskans for Alaskan Jobs in Transportation" program;

■ The Lund Scholarship, named in honor of an Alaska Marine Highway System mariner, focused on providing scholarships to individuals who attended the Ketchikan School District and are interested in obtaining some form of maritime academic or vocational training; and

■ A program supported by Crowley Maritime to advance Alaska Natives into licensed tug officers.

America's domestic maritime industry includes approximately 40,000 vessels, supports more than 478,000 jobs, and has an annual economic impact of \$92.5 billion according to the findings by PricewaterhouseCoopers. The industry also accounts for approximately \$29 billion in wages and \$10 billion in tax revenues.



WELCOME ASHORE IN – AND SHOVING OFF FROM – JACKSONVILLE – Two longtime Seafarers recently picked up their first pension checks at the hall in Jacksonville, Fla., while former Patrolman Brian Guiry couldn't resist the call of the sea and returned to sailing. In the photo at left, Asst. VP Archie Ware (right) congratulates Chief Cook Abraham Lagasca, who joined the SIU in 1990. Ware is pictured directly above with OMU Charles Dallas, who began his SIU career in 1977. In the photo above at right, SIU VP Gulf Coast Dean Corgey (right) wishes good luck to Guiry, who's sailing with Maersk Line, Limited.

At Sea and Ashore with the SIU



STATE FED ADDS SEAFARER – Patrolman Kevin Sykes (foreground) recently was sworn in as a delegate member of the Texas AFL-CIO, whose affiliated unions (including the SIU) represent 235,000 members in Texas. Becky Moeller, president of the state federation, recently addressed the executive board of the Maritime Trades Department, AFL-CIO, in Houston.



AT THE HALL IN PUERTO RICO – For Paul Hall Center apprentice Steven Horta (center in photo above), seafaring runs in the family. Before heading to Piney Point, Md., for the program's third phase, he is pictured in San Juan, P.R., with (from left) his mother, Marilyn Ginel, Port Agent Amancio Crespo, administrative assistant Maria Gomez and QMED Hector Ginel, his uncle. The photo at right features (left) future Seafarer Jaziel Crespo with the port agent and his nephew, AB Jose Crespo Jr.



WITH SEAFARERS IN CHARM CITY – Baltimore Port Agent Elizabeth Brown is pictured with Bosun Victor Nunez (above) aboard the *Tyco Decisive* and with (photo at top right, from left) AB Stanley Gurney, Recertified Steward Rafael Cardenas and Bosun Paul Dooley aboard the *Resolve*, where crew members raved about the steward department. The remaining photo, though taken at the union hall, is figuratively much farther off the beaten path. It shows former Seafarer Scott Wenneson (far right, with his wife), former Patrolman Ken Horner (left), Brown and a unique item that Wenneson picked up after stumbling upon it at a local auction: a plaster bust of the late Andrew Furuseth, who is regarded as the father of the American maritime labor movement. Furuseth was president of the old International Seamen's Union, forerunner to the SIU. It is believed that the plaster bust was used in the creation of metallic ones at SIU headquarters and at the union's affiliated school in Piney Point, Md.





ABOARD BLACK EAGLE – SIU members (photo at left) are pictured in mid-January aboard Sealift Inc.'s *Black Eagle* (photo above) in Concord, Calif. The SIU crew included AB Luis Valerio, Steward/Baker James Watson, GUDE Jacob Gaskill, GUDE Nicole Stephenson, SA Dimitri Baker, OS Arnold Williams, Bosun Moises Ramos, OS Ledaron McIntosh, AB Alexander Dodoo and AB Abedon Lujan.

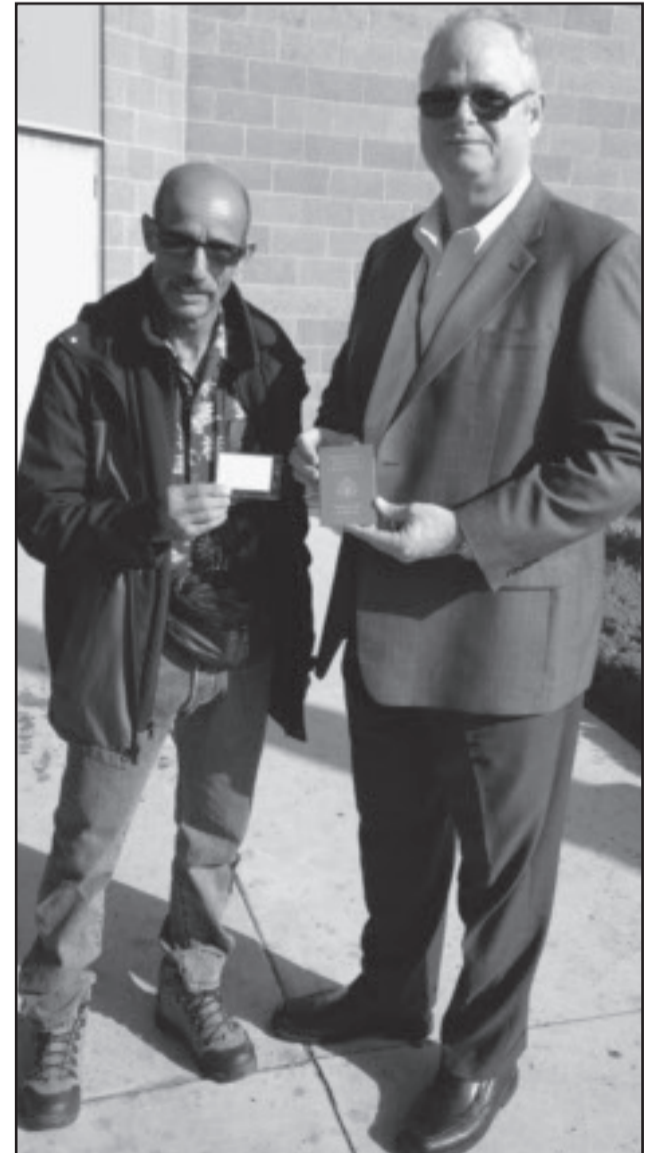


TAKING THE OATH IN NORFOLK – At the SIU hall in Norfolk, Va., VP Government Services Kermet Mangram (left in photo above) swears in GUDE Aaron Shorter.



ABOARD WEST COAST RRF SHIPS – SIU Asst. VP Nick Celona (standing in photo above) and Patrolman Nick Marrone II recently met with crews from Ready Reserve Force (RRF) ships in Alameda, Calif., including the *USNS Algol*, *USNS Capella*, *Gem State*, *Keystone State* and *Grand Canyon State*. Members from the *Algol* and *Capella* are pictured here.

IMPECCABLE SAFETY – Chief Cook Marilou Toledo (left in photo at immediate right) and SA Ahmed Omar (right), pictured with Captain Mark Paine aboard the *USNS Impeccable*, recently received cash awards as part of an ongoing safety program conducted by vessel operator Maersk Line, Limited. The Seafarers' excellent work recently was applauded by the ship's officers and crew.



CHECKING OUT MEDICAL CERTIFICATE – During a recent visit in southern California, SIU VP Contracts George Tricker (right in photo above) and AB Ahmed Baabbad examined one of the newly issued medical certificates from the Coast Guard. The certificates were issued due to the most recent amendments to the STCW convention.



HAPPY ANNIVERSARY – AB Josefino Casugay submitted this photo of him and his wife, Erlinda, who celebrated their 44th anniversary March 8. Josefino has been sailing SIU since 1968, while Erlinda is a retired preschool teacher still working part-time at a faith-based preschool. They have five kids, eight grandchildren and one great grandson. Josefino said he's thinking about retiring next year.



WELCOME ASHORE IN HOUSTON – Patrolman Joe Zavala (right in photo above) hands newly retired Seafarer Mark Stewart his first pension check at the Houston hall.

Get Latest SIU News, Access Your Own Info

Member Portal, Texting Service And More Available to Seafarers



Access the mobile version of the SIU website by typing www.seafarers.org into any mobile browser.

Whether a Seafarer is accessing personal data through the member portal on the union's website or sharing photos and comments on the SIU's social media sites, there are lots of ways to stay connected. Here's a quick look at some of the informational resources available to SIU members (besides, of course, the *Seafarers LOG*):

■ **Member Portal.** All members are encouraged to sign up for a free account through the SIU home page, www.seafarers.org. The member portal features a wealth of information including work history, claims status, a list of dependents and much more, plus Seafarers can use it to update their contact information.

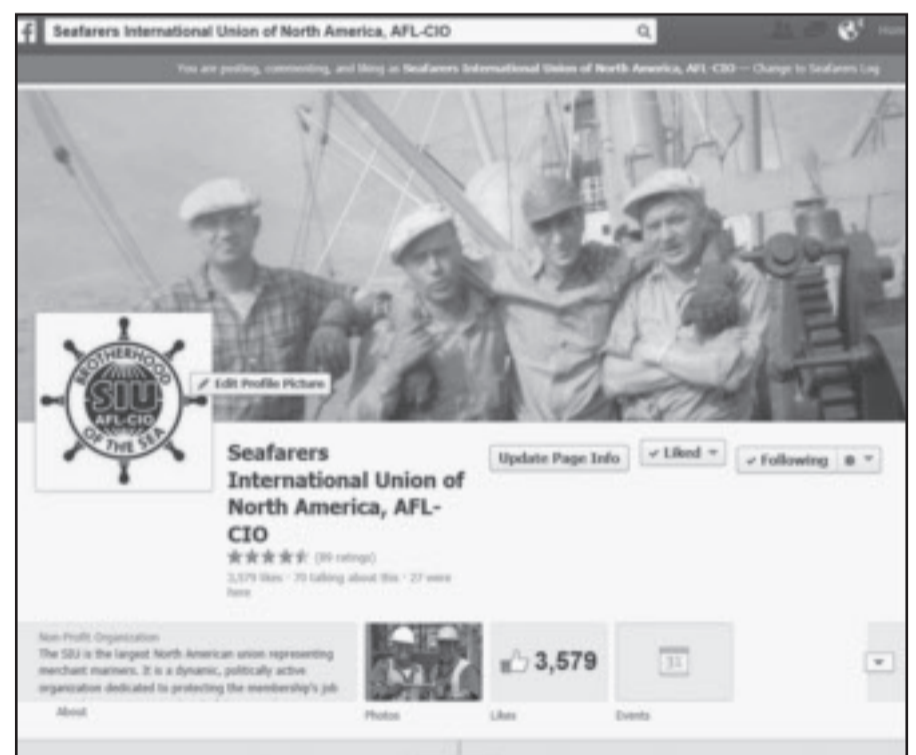
■ **Text Messaging.** Seafarers can sign up for SIU text alerts by sending the word "join" (without the quotation marks) to 97779. The union is just getting started with this service and will be selective in how often it's used. In addition to receiving important alerts about the union and the maritime industry, members may elect to sign up for job alerts. Message and data rates may apply. It's easy to opt out, too.

■ **Facebook and Twitter Sites.** The

SIU's social media pages are linked on the homepage at www.seafarers.org. The SIU's twitter handle is @SeafarersUnion. We normally post a handful of times per week – usually current photos of members, occasionally links to interesting articles, and once a week (Friday morning) an old file photo.

■ **Mobile Website.** Want to check something on the union's website but can't get to a computer? The SIU late last year launched a mobile version. Just type the web address for the home page into any mobile browser and it should automatically redirect to the mobile site. Most pages have been optimized for mobile browsing, although visitors may scroll to the bottom of nearly any page and select "Classic" if they'd rather view the traditional design.

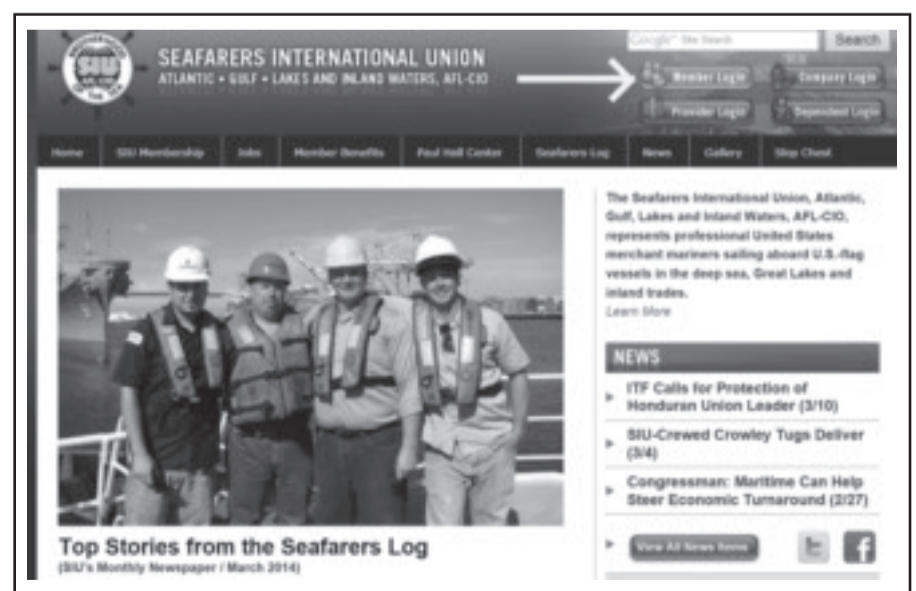
■ **Good Old Seafarers.Org.** Launched in 1997, the union's website features general and SIU-specific news items, current and past issues of the *Seafarers LOG*, lists of all the union halls and membership meeting dates, union and Seafarers Plans forms (in PDF format), photo galleries, Paul Hall Center course dates and a lot more.



The SIU Facebook page is linked on the union's homepage. Most of the posts are current photos of members, but links to news items and (weekly) old images also are featured.



The union's Twitter handle is @SeafarersUnion.



The members-only portal is linked at upper right on the home page, and also may be accessed directly at <https://members.seafarers.org/>

A Merchant Seaman in Korea

April to December 1948 – Part 2

Editor's note: Beginning in September 2010, the LOG regularly has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. Most of the earlier stories were run in two series, concluding in the September 2012 edition. Stand-alone articles were published in the November 2012, May 2013 and August 2013 issues.

Brother Woods recently submitted the following article recalling a stay in Korea; the first installment ran in our March edition.

At this time in Korea, the summer of 1948, I was told that the highest ranking officer in the Pusan area was that of a full colonel and few were ever allowed to see him. It was said he spent most of his time in Japan playing golf. The colonel didn't need to give a care about his office because at its entrance door was a grouchy old 30-year sergeant major who handled all his affairs. I don't think that Gen. Douglas MacArthur would have been allowed past him. He was especially curt to army pilots wishing to be assigned flying time. If they didn't fly a designated number of hours each month it would cost them pay.

I was surprised at the manner in which he answered officers. However, I never heard or saw any officer pull rank on him. He had them intimidated. It was obvious that whatever he did or said would be backed up by the colonel.

The sergeant was also in charge of the officers club. The club was serviced by two young Koreans who tended the bar and did the cleaning. Beer was sold in cans for 10 cents, whiskey and scotch at 10 cents a shot. Periodically, there would be an open house with free drinks and sandwiches.

The club could not show a profit and had to make use of any extra income. In the evening, the sergeant would sit near the bar and observe the activity that was taking place.

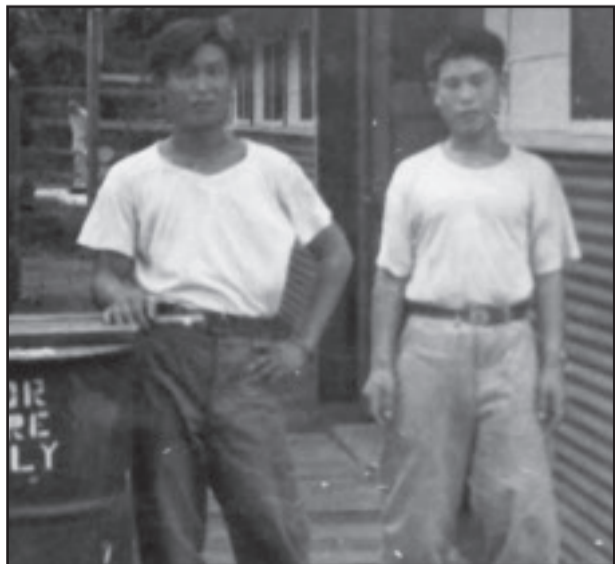
For an initial refundable deposit of 25 dollars, I became a member of the monthly officers' liquor allowance. Once a month, for less than 10 dollars, I could purchase a case of beer, a bottle of scotch, a bottle of rye and two bottles of wine. The cost of beer and alcohol in the States was much higher because it included taxes; here it was tax-free.

Only the beer appealed to me, however, the army pilots were pleased to exchange their cases of beer for my bottle of rye or scotch.

I shared my beer with the enlisted men who operated the motor pool. They were closer in age to me. I could get a jeep and driver any time I requested a ride. One time, this arrangement proved a bit embarrassing. I was in a card game in the hut's rec room when one of the pilots, a first lieutenant, called for a jeep and was told there was none available at the time. When the game ended, I also called for a jeep and within a few minutes the vehicle arrived in my name. The lieutenant was still waiting.

I had become close friends with the two young soldiers that operated the motor pool. When they were off duty, we would pack sandwiches and a cooler of cold beer and then visit remote villages and beaches on the east or west coast of the Lower Peninsula. The boys always had a rifle on hand. Their superiors had told them that while the U.S. had liberated Korea from the Japanese, there were Koreans, both from the South and North, who wanted us out of their country.

In a few weeks, our office was closed down. The major was relocated to Seoul, the capital of Korea, and asked if



Woods said these two Korean young men "were employed as house boys in our hut. They were constantly reading and studying, and I'm confident they went on to more important jobs."

I would like to continue to work with him. We would be doing identical work, reporting on the heating systems of buildings the State Department was considering for office space. I accepted his offer and within a day or so found myself back in Seoul.

I was assigned a room at the West Gate Hotel. It was called a hotel but it was more like a series of small rooms with dressers, small closets and desks.

The latrine was down the hall and shared with other DACs, one of whom was in charge of the post exchange (PX). He would tell me when good buys were available for sale.

When I started to work, I once again had a driver, an interpreter and two laborers; I found my job would be reporting the conditions of furnaces, boilers and their missing parts.

In one old building, as I was attempting to get water into a boiler to check for a leak, I could not understand why no water came out of the hose attached to the boiler. I had the laborers dig up the floor and discovered the underground pipes had been removed. There were shortages of just about everything at that time and I am sure the missing pipe was put to good use. Metal beer and soda cans were hammered flat and used as roofing tiles. Nothing was wasted.

The major called me into his office to tell me he had been alerted to expect a group of high-ranking American officials to arrive in Seoul for a conference. To entertain them, a review was planned for their benefit at the Old Opera House. He asked me to check the air conditioning in the building.

Cooling systems were new to me; I knew little about their operation. When I arrived at the opera house, I was met by an elderly Korean gentleman who spoke a passable amount of English. He indicated that he was in charge of the building. He knew all about the air conditioning system and offered to explain it to me. At the time, I thought the system to be unique and only later did I learn that fans and ice have been in use for many years in many parts of the world. Cakes of ice are placed in a room and huge fans blow air over the ice and the cooled air into the building.

He said, "All I need is ice." I reported back to the major who told me he would make some phone calls. The next day, when I returned to the opera house the ice had been delivered. The interior was cool but damp with a substantial amount of condensation on the walls and seats.

There was a weekly bingo game at the club. One night, a clothes washing machine was to be the big prize. When it was carried out to the winner, it proved to be a rock and a stick – a Korean washing machine.

As the days went by, I began to like the native Koreans more and more and admired them for their resourcefulness. They had been subjected to all sorts of indignities under the Japanese but had managed to uphold their traditions and self-respect.

My stay in Korea was cut short in early November 1948, when we were told that all civilian workers would be returned to the States. No reason was given but the air was full of rumors that later proved to be true. North Korea wanted South Korea and would not hesitate to fight for it. We were guessing that MacArthur and his staff in Japan knew a lot more than they were telling us.

About 50 DACs, including me, were transported to the Port of Inchon in preparation to board a USAT Transport (no airplane this time) for the return voyage to the States. Our hold luggage, but not our carry-ons, was loaded aboard the ship. As we waited to board, a jeep pulled alongside the pier and an army officer told us we would be not boarding this ship and we would be returning to the hotel in Seoul. He was asked, "What about our hold luggage?" He gave an honest answer, "I don't know."

I didn't see my hold luggage again until it was delivered to my home in New York City the following summer. The lock on my footlocker had been broken off and all my clothes and souvenirs were missing. Someone had taken the time to fill the locker with assorted junk, possibly to give it some weight.

Back at the hotel, we learned that the Communist Army had broken through the Nationalist lines in Northern China and were threatening Shanghai. All U.S. Army transports had been ordered to go there and carry both Chinese and other nationals to Taiwan. (We were still referring to the island as Formosa.)

When I first heard I would be sent back to the States, I said, "Well, I'll be back home in time for Thanksgiving dinner at my Mom's in New York City." It was to be another month before a transport became available to return us to the States.

A transport became available in early December; we boarded it and found it to be crowded with long lines for every activity. It became more crowded when we stopped



This photo from Tague is part of the author's collection from his stay in Korea.

at Okinawa to pick up additional passengers. There was much whining and complaining from the passengers about the accommodations, especially from the military wives with children.

The shipboard crowding didn't bother me. I was 21 years old and had shared crowded cabins with two or three other seamen for almost four years during the war.

Our stop at Okinawa was of special interest. I had been there in 1945 at the end of the war when a typhoon passed over the island. My ship, an oil tanker, had rode out the storm at sea for three days and then returned to an anchorage at Buckner Bay on the east coast of the island. (Buckner Bay was named in honor of Gen. Simon Bolivar Buckner Jr. He was killed June 18, 1945 during the closing days of the Battle of Okinawa by enemy artillery fire, making him the highest-ranking U.S. military officer to have been lost to enemy fire during World War II.)

When we returned to our anchorage in Buckner Bay, the beaches were filled with ships, boats and debris as a result of the damage caused by the storm. Therefore, when I went ashore on this last visit in December 1948, I was pleasantly surprised to see a clean and well-maintained military base. A sign read: Welcome to Okinawa courtesy of the United States Ryukyu Islands Command. Nearby was a plaque honoring Ernie Pyle.

We arrived in San Francisco on Christmas Eve 1948. As the ship passed under the Golden Gate Bridge, the passengers threw pennies over the side, a good luck tradition.

All government offices were closed for the holiday and I was very short on funds, as I had not been paid in a number of weeks. Transportation back to New York could not be arranged until Monday when the government offices reopened.

One of the men with me had previously lived in the City by the Bay and was able to get me a hotel room with the understanding I would pay the hotel bill on the coming Monday. He also treated me to dinner at the famous Top of the Mark restaurant in the Mark Hopkins Hotel. As we sat and enjoyed dinner, I could see the lights of Alcatraz Island across the bay. It looked peaceful and attractive in the moonlight. Its beauty gave me an eerie feeling, as I thought of the convicts serving time in the prison.

Back at the hotel, I put a call through to my mother to wish her a Merry Christmas and to tell her I would be home within the week. My girlfriend, Jackie, was visiting with my family. Jackie asked me for the hotel's telephone number and within the hour called me from her parent's house and we chatted for the first time in eight months.

In the 65 years since I worked in South Korea, the country has made a most remarkable, one could say miraculous, recovery from the decades of Japanese oppression and later the war with its northern neighbor. From dirt roads to highways, from shacks with roofs made of discarded flattened metal cans to modern buildings. From a subjugated nation under Japanese rule, Korea has become a nation of international respect and admiration. I want to say, "I knew they could do it."

Ed Woods
Atlanta, Georgia
January 2014

Postscript

June 25, 1950 was a Sunday. My wife, Jackie, and I had just settled down to breakfast when we heard the news report of the North Korea invasion of South Korea. It was added that the North Koreans were driving south with little or no opposition. My prayers and thoughts immediately went to the young soldiers of the 24th Corps that I had befriended.

Seafarers Deliver In Deep Freeze 2014



Each Antarctic summer since McMurdo Station was established in 1955, an MSC tanker and dry cargo ship (with assistance from an icebreaker) have arrived to deliver most of the fuel and dry cargo required to sustain personnel at the research outpost for a year.

For many people, thoughts of summer may include beach umbrellas, flip-flops and visits by the local ice cream truck.

Not so at the National Science Foundation's McMurdo Station, where summertime still means icebergs, penguins and all the other assorted sights that reflect Antarctica's status as the coldest and windiest spot on the planet.

For Seafarers, Antarctic summer means gearing up for the annual re-supply mission to the station, known as Operation Deep Freeze. SIU members have a decades-long tradition of delivering vital cargos to McMurdo Station as well as transporting research findings from the scientific outpost.

This year, the tanker *Maersk Peary* and heavy-lift vessel *Maersk Illinois* (both operated by Maersk Line, Limited) called on the station from late January to early February. According to the Military Sealift Command, the *Peary* delivered more

than 3.5 million gallons of diesel fuel, jet fuel and gasoline (enough to sustain the station for a year), while the *Illinois'* cargo featured nearly 7 million pounds of supplies such as frozen and dry food stores, building materials, vehicles, and electronic equipment and parts.

Recertified Steward **Tony Spain** from the *Peary* submitted the photos on these two pages. These images and some additional ones from the *Peary* are posted in the Gallery section of the SIU website, and they're also in an album on the SIU Facebook page.

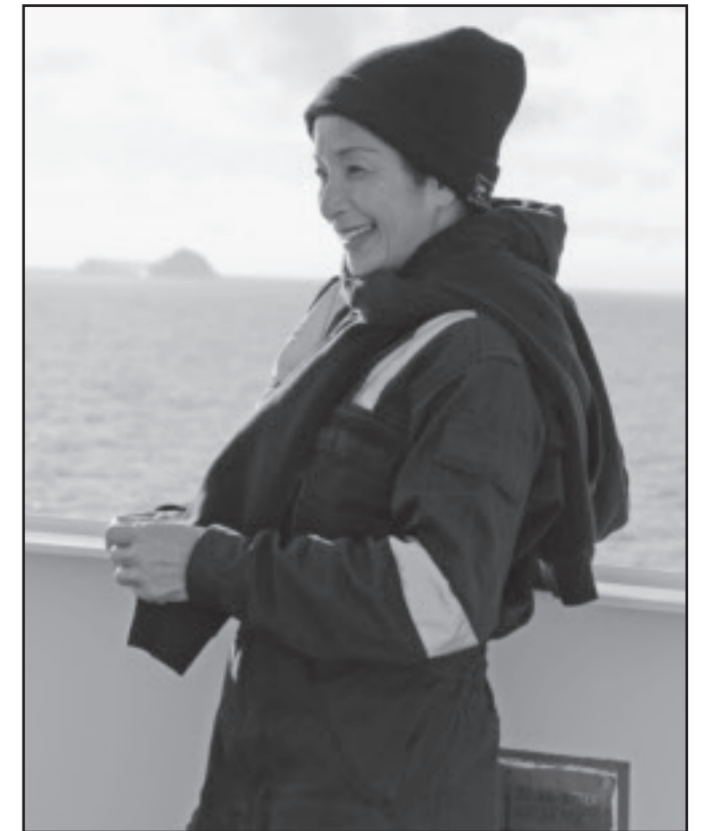
SIU members aboard the *Peary* during Operation Deep Freeze included Spain along with Bosun **Ron Paradise**, AB **Marie Acosta**, AB **Fortunato Ranario**, AB **Steven Whiting**, AB **William Smith**, Chief Pumpman **Virgilio Demegillo**, QMED **Lee Wright**, Wiper **Raymond Martinez**, Chief Cook **Mark Keller** and GSTU **Yasser Mohssen**.



QMED Lee Wright



Most of the SIU crew members are pictured aboard deck in Antarctica.



AB Marie Acosta



The Seafarers-crewed *Maersk Peary* docks at McMurdo Station.



AB Steven Whiting



Bosun Ron Paradise



AB Fortunato Ranario



Wiper Raymond Martinez, AB Vincent Castellano



Chief Pumpman Virgilio Demegillo



Recertified Steward Tony Spain, GSTU Yasser Mohssen, Chief Cook Mark Keller

JUST BECAUSE YOU'RE UNION.

Lee Murphy
union member



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4/14

April & May 2014 Membership Meetings

Piney Point.....	Monday: April 7, May 5
Algonac.....	Friday: April 11, May 9
Baltimore.....	Thursday: April 10, May 8
Guam.....	Thursday: April 24, May 22
Honolulu.....	Friday: April 18, May 16
Houston.....	Monday: April 14, May 12
Jacksonville.....	Thursday: April 10, May 8
Joliet.....	Thursday: April 17, May 15
Mobile.....	Wednesday: April 16, May 14
New Orleans.....	Tuesday: April 15, May 13
New York.....	Tuesday: April 8, May 6
Norfolk.....	Thursday: April 10, May 8
Oakland.....	Thursday: April 17, May 15
Philadelphia.....	Wednesday: April 9, May 7
Port Everglades.....	Thursday: April 17, May 15
San Juan.....	Thursday: April 10, May 8
St. Louis.....	Friday: April 18, May 16
Tacoma.....	Friday: April 25, May 23
Wilmington.....	Monday: April 21, May 19

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



And that was my experience as a Walmart employee.

Attention SEAFARERS

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(The Seafarers Political Activity Donation)

Dispatchers' Report for Deep Sea

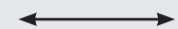
February 16, 2013 - March 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	10	9	3	16	3	2	0	28	20	3
Anchorage	0	3	0	1	1	0	1	1	5	0
Baltimore	10	8	0	6	3	0	4	10	9	0
Fort Lauderdale	9	13	2	15	8	2	7	22	21	1
Guam	4	2	1	2	1	0	0	5	2	1
Honolulu	8	5	2	8	0	1	2	15	9	1
Houston	60	11	1	41	6	1	21	109	21	2
Jacksonville	36	20	3	28	12	3	14	67	41	2
Joliet	6	3	0	7	2	0	0	10	6	1
Mobile	5	1	1	5	3	1	4	13	9	2
New Orleans	10	2	2	11	0	1	4	21	3	1
New York	53	21	0	36	11	0	14	86	25	2
Norfolk	16	11	3	12	9	5	7	27	30	7
Oakland	33	8	0	12	5	0	7	52	13	0
Philadelphia	6	3	1	4	2	0	0	9	4	4
Piney Point	1	1	0	0	1	0	1	2	1	0
Puerto Rico	5	4	0	7	5	0	2	10	10	1
Tacoma	41	10	0	30	8	2	12	68	20	2
St. Louis	3	3	1	1	1	0	0	5	3	1
Wilmington	37	14	1	24	9	2	10	68	33	0
TOTALS	353	152	21	266	90	20	110	628	285	31
Engine Department										
Algonac	2	3	2	7	5	3	0	5	7	0
Anchorage	1	0	0	1	0	0	0	1	2	0
Baltimore	6	6	1	1	4	0	3	6	9	1
Fort Lauderdale	7	6	1	3	3	0	2	12	13	1
Guam	1	1	0	0	0	0	0	1	1	0
Honolulu	7	8	0	7	3	0	2	11	11	0
Houston	9	14	0	9	8	0	4	23	17	0
Jacksonville	31	16	3	15	11	1	9	47	29	3
Joliet	1	2	0	4	3	0	0	3	4	0
Mobile	8	2	1	9	1	1	2	14	3	2
New Orleans	4	2	0	2	1	0	0	7	3	1
New York	9	13	0	11	5	0	2	25	21	1
Norfolk	13	17	0	10	5	1	3	18	22	0
Oakland	13	3	0	3	3	0	5	23	11	0
Philadelphia	2	1	0	1	1	0	0	6	2	1
Piney Point	1	2	0	0	2	0	0	1	4	1
Puerto Rico	1	5	1	2	4	0	2	2	10	2
Tacoma	14	5	3	9	3	2	3	27	7	1
St. Louis	2	1	0	1	0	0	1	3	2	0
Wilmington	7	13	0	5	9	0	3	21	20	0
TOTALS	139	120	12	100	71	8	41	256	198	14
Steward Department										
Algonac	1	2	1	2	2	2	0	7	1	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	1	0	2	2	0	1	2	2	0
Fort Lauderdale	8	5	1	7	2	0	3	15	5	1
Guam	2	0	0	0	0	0	0	3	1	0
Honolulu	8	1	0	8	1	0	3	16	3	0
Houston	17	4	1	10	4	0	5	37	7	2
Jacksonville	17	6	2	14	3	0	5	28	12	3
Joliet	1	2	1	0	2	1	1	4	2	0
Mobile	5	0	0	1	0	0	0	9	2	0
New Orleans	5	2	0	1	1	1	0	8	2	0
New York	12	9	1	5	4	0	3	33	10	1
Norfolk	11	10	3	7	2	5	2	24	15	4
Oakland	29	2	4	14	1	1	6	46	5	2
Philadelphia	1	0	1	2	0	1	1	2	0	0
Piney Point	0	5	0	3	0	0	1	2	6	1
Puerto Rico	1	2	1	1	1	0	1	2	3	0
Tacoma	10	4	0	6	2	0	4	28	3	1
St. Louis	0	0	0	2	0	0	0	2	0	0
Wilmington	20	5	1	13	2	1	6	39	6	1
TOTALS	151	60	17	98	29	12	42	307	85	17
Entry Department										
Algonac	0	8	3	2	16	2	0	2	17	16
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	1	3	4	0	3	1	1	1	2	2
Fort Lauderdale	1	4	2	1	2	1	1	0	9	2
Guam	0	1	0	0	0	0	0	0	2	0
Honolulu	2	2	6	1	3	10	1	3	6	6
Houston	3	13	0	5	6	2	3	7	21	4
Jacksonville	1	13	9	1	7	6	2	2	21	22
Joliet	0	7	1	1	14	0	0	1	6	1
Mobile	0	3	2	1	2	0	0	0	1	2
New Orleans	0	2	0	0	0	0	0	3	7	0
New York	6	20	5	2	14	2	0	10	38	20
Norfolk	1	14	10	0	13	6	0	1	19	32
Oakland	5	16	3	2	6	1	1	5	21	9
Philadelphia	0	3	1	0	2	0	0	1	3	2
Piney Point	0	0	1	0	0	0	0	0	0	1
Puerto Rico	1	0	2	0	0	0	0	1	1	2
Tacoma	4	7	0	6	6	1	2	4	13	19
St. Louis	0	2	0	0	1	0	0	0	2	0
Wilmington	3	18	9	2	11	6	3	11	34	32
TOTALS	28	137	58	24	106	38	14	52	225	172
GRAND TOTAL:	671	469	108	488	296	78	207	1,243	793	234

Seafarers International Union Directory

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Inquiring Seafarer

Editor's note: This month's question was answered by SIU members in Houston.

Question: Why did you get into this industry and why have you stuck with it?



Jay White
Bosun

I was always on the water and around boats all my life. I had fished and surfed and I ended up on ships. I enjoy seeing the world and also enjoy the time off. I first went to sea in 1978 and I joined the union in 1987.



Marcos Clotter
Pumpman
My father was

an engineer and he helped me out. He encouraged me to learn more, go to the school. He was NMU back then; he retired about 25 years ago. I love being in the industry. It's a fantastic job and you learn a lot as you go.



Billy Hill Sr.
Recertified Bosun

I'm a third-generation guy. My father and grandfather were also members. My son is a member, too, which makes him fourth generation. It's a family tradition. You don't see many guys who can say that. I went into it because I grew up around it. I grew up in the port of Houston. I

used to visit my dad on ships when I was a boy and I've always felt right at home on a ship. I've stayed because I like meeting people and it's a union. That's actually the main thing, the union. I've been a union man since I was born. This job is a lifestyle. It's not the typical 8-to-5 job.



Fausto E. Aranda
GUDE

My dad was a recertified steward, so I sort of got in because of him. I originally had a scholarship that fell through and I asked my dad what I should do. He mentioned joining the SIU. It's definitely a different type of work. You

get to travel and see open seas and different cultures. Plus, there's all this wildlife and breathing that fresh air. It was amazing to see a sunset at sea for the first time. I had never seen that before. And the union is like a family. They welcome you and treat you really well. Plus, with this job, I'm able to support my family. I'm thankful to my dad for getting me in the union.



Romualdo Medina
AB

I joined the union in 1994; it was in February, the same time of year it is now. Being a union

member has really changed my life. It has provided me with great training, continuous employment and the opportunity to travel and see the world. I have worked in different capacities aboard ship, including as bosun, which has allowed me to supervise other mariners. This enabled me to help others in their careers.... This I think was good for me, my shipmates and for the union. So far, the union has been a very wonderful thing in my life and I say thanks to the SIU.



Robert Davis
Recertified Steward

Well, back in 1985, I was working on a cruise ship sailing between Japan

and Hawaii. The vessel was under a Panamanian flag with not too many English-speaking people on board. We pulled into Honolulu and at the dock were all of these young people carrying SIU placards. They were protesting our existence because we were not American flag and we were going to be sailing between Hawaii and Tahiti. So I asked who those people were. I was informed and so I decided that I would leave the Panamanian ship and become an American-flag crew member. Once I found out about Piney Point ... well, that's what really sold me on the union. So I got involved and decided to stay. I went to Piney Point many times to achieve the level that I have today. I think the SIU offers the greatest opportunities for its members. With the brotherhood being what it is, it's really like a large family to me.

Pic-From-The-Past



This 1954 file photo shows the *Del Oro* discharging mahogany at Industrial Canal in New Orleans.

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

NORMAN ADLER

Brother Norman Adler, 65, was born in New York and started sailing with the Seafarers in 1989. He was originally employed on the *USNS Chauvenet*. Brother Adler shipped in the steward department. He enhanced his skills in 2006 at the maritime training center in Piney Point, Md. Brother Adler's most recent ship was the *Noble Star*. He is a resident of Bayshore, N.Y.



TERRY ALLEN

Brother Terry Allen, 63, became an SIU member in 1978 while in New York. He initially worked aboard the *Santa Mariana*. Brother Allen sailed in the steward department and upgraded often at the Paul Hall Center. Brother Allen's most recent trip to sea was on the *Lightning*. He now makes his home in Long Beach, Calif.



CONSTANTINE BAILEY

Brother Constantine Bailey, 71, signed on with the Seafarers in 2001 during the SIU/NMU merger. The engine department member was born in the West Indies. Brother Bailey attended classes in 2001 at the Paul Hall Center for Maritime Training and Education. His last ship was the *Mary Ann Hudson*. Brother Bailey lives in Port Arthur, Texas.



HARRY BROWN

Brother Harry Brown, 65, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. His most recent ship was the *Houston*. Brother Brown worked in the deck department. He upgraded in 2002 at the Piney Point school. Brother Brown resides in Mobile, Ala.



ANGEL BRUNO

Brother Angel Bruno, 63, donned the SIU colors in 1971. He initially shipped on the *Brooklyn*. Brother Bruno enhanced his skills on two occasions at the union-affiliated maritime training center in Piney

Point, Md. He sailed in all three departments. Brother Bruno's most recent trip was aboard the *Horizon Trader*. He calls Brooklyn, N.Y. home.

DAVID GOOSBY

Brother David Goosby, 65, began sailing with the SIU in 1967. He originally shipped on the *Alcoa Voyager*. The engine department member attended classes frequently at the Paul Hall Center. Brother Goosby's last ship was the *Overseas Boston*. He is a resident of Tampa, Fla.



BERTRAM HICKMAN

Brother Bertram Hickman, 67, started shipping with the SIU in 1990. He initially sailed aboard the *Independence*. Brother Hickman enhanced his skills three times at the Piney Point school. He worked in the steward department and concluded his career on the *Maersk Peary*. Brother Hickman settled in Perkasia, Pa.

MILTON HOLLIS

Brother Milton Hollis, 68, joined the Seafarers in 1990 in Houston. The deck department member's earliest trip was on the *Sealift Caribbean*. Brother Hollis upgraded often at the Paul Hall Center. His most recent trip was aboard the *Horizon Challenger*. Brother Hollis makes his home in Coldspring, Texas.



BERNARD HUTCHERSON

Brother Bernard Hutcherson, 65, donned the SIU colors in 1978. He originally sailed with Manhattan Tankers Corporation. Brother Hutcherson shipped in the deck department. He enhanced his skills frequently at the union-affiliated school in Piney Point, Md. Brother Hutcherson's most recent trip was on the *Alliance Charleston*. He resides in Lynn Haven, Fla.



ANTHONY JONES

Brother Anthony Jones, 65, signed on with the Seafarers in 1968. The engine department member first sailed aboard the *City of Alma*. Brother Jones took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He last shipped on the *Alliance Norfolk*. Brother Jones calls Jacksonville, Fla., home.

EDWARD KING

Brother Edward King, 65, joined the union in 1978 while in San Francisco. He initially sailed on the *Santa Maria*. Brother King was a member of the steward department. His most recent ship was the *Independence*. Brother King continues to live in his native state, California.



CHARLES LARSON

Brother Charles Larson, 65, began sailing with the Seafarers in 1991. He first shipped aboard the *Sea Fox*. Brother Larson sailed in the deck department. He upgraded often at the maritime training center in Piney Point, Md. Brother Larson's most recent voyage was on the *Cape May*. He is a resident of Kitty Hawk, N.C.



ROLANDO LOPEZ

Brother Rolando Lopez, 65, joined the SIU in 1989. His initial trip was aboard the *USNS Harkness*. Brother Lopez attended classes on numerous occasions

at the Paul Hall Center. The steward department member last sailed on the *Charger*. Brother Lopez calls Vacaville, Calif., home.



INLAND

WILLIAM CHARNOCK

Brother William Charnock, 65, became an SIU member in 1993. Brother Charnock initially worked with Piney Point Transportation. In 2001 and 2003, he enhanced his skills at the maritime training center. Brother Charnock shipped as a member of both the steward and deck departments. He was last employed with Allied Transportation Company. Brother Charnock lives in Hampton, Va.



LEONARD DOWNS

Brother Leonard Downs, 62, started sailing with the union in 1995. He primarily worked with McAllister Towing of Virginia. Brother Downs was a member of the deck department. He resides in Diggs, Va.

ALBERT HOLMES

Brother Albert Holmes, 62, signed on with the SIU in 1989. Brother Holmes was a member of the deck department. He worked aboard vessels operated by Or-gulf Transport Company. Brother Holmes makes his home in Blytheville, Ark.

GARY LAVINDER

Brother Gary Lavinder, 62, first donned the SIU colors in 1976. He was originally employed with Steuart Transportation Company. Brother Lavinder attended classes on two occasions at the Seafarers-affiliated school in Piney Point, Md. He last sailed with Moran Towing of Maryland. Brother Lavinder is a resident of Annapolis, Md.



JULIO SANTIAGO

Brother Julio Santiago, 64, began shipping with the union in 2003. For the duration of his career he sailed with Puerto Rico Towing & Barge. Brother Santiago worked in the deck department. He lives in Trujillo Alto, P.R.



This Month In SIU History

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

1939

A strike of the crew of the *SS Cuba* and members of the ILA who unload the *Cuba*, last week tied up the Havana-Tampa vessel to back up the strike called by the SIU crew on the *Florida* at Miami. Both vessels are operated by the Peninsular and Occidental Steamship Co., the *Florida* running between Miami and Havana. U.S. Commissioner H.T. Colvin of the Department of Conciliation of the Department of Labor called together union and company officials in an attempt to straighten out the difficulty.

The strike began when the car ferry *Joseph R. Parrott* shipped several men off the dock, and the real union men aboard the ship walked off in protest against this violation of a bona fide contract. The *Parrot*, however, is still running with a finky crew.

The crew of the *Florida* struck last Friday, and the *Cuba* crew walked off Saturday, following a joint meeting held aboard the ship. The Longshoremen, in sympathy with the crew, refused to unload the *Cuba*, and a picket line was thrown around the dock. Altogether, a total of 200 seamen are on strike in the two ports.

1949

As the phony "strike" of the Canadian Seamen's Union against the 100-odd SIU contracted deep sea ships operating from the eastern ports of Canada neared the end of its third week, the Canadian District of the SIU was in a stronger position in the area than ever before. In the past week, hundreds of CSU members, expressing disgust with communist control of their union, have come into the SIU Canadian District.

SIU international officers from the United States, who are now in Canada, reported that crew after crew of CSU men were swinging to the SIU.... Paraphrasing

the slogan used in the successful Isthmian organizing campaign of two years ago, Canadian seamen are now jubilantly proclaiming: Canada, too, will be SIU!"

1959

SIU-manned Alcoa Steamship Company vessels have won the first-prize award for 1958 in the annual safety competition among operators of U.S.-flag seagoing dry cargo and passenger vessels sponsored by the National Safety Council's Marine Section. Alcoa won with the best safety record ever attained in the contest.

The SIU-contracted company won the second-place award in the 1957 contest, narrowly missing the top spot by one-tenth of a point. The award is based on the rate of lost-time accidents aboard ship in a year's time. Alcoa's 1958 score was an accident-frequency rate of 2.94, computed on the basis of only 18 accidents serious enough to cause a man to miss his watch or work.

Well over 1,000 crew members were employed on the 16 ships operated by the company during the year.

1969

The *Charles S. Zimmerman*, a modern floating school ship named in honor of the vice president of the International Ladies' Garment Workers Union, was christened at the SIU's Harry Lundeberg School of Seamanship here last month. Attending the ceremonies - at which Zimmerman's wife, Rose, wielded the bottle to officially christen the vessel - were many labor leaders, members of Congress, civic and church leaders and ranking representatives of the military.

In introducing Zimmerman to the assembled well-wishers, SIU President Paul Hall described the veteran trade unionist as a longstanding friend of the SIU - "one of the very few" who came to its assistance in the days when it was small and weak. "Because of the efforts of Zimmerman," Hall declared, "the lives of many people, including our Seafarers, are much better today."

Final Departures



DEEP SEA

ALEJANDRO ALDAIZ

Pensioner Alejandro Aldaiz, 67, died Oct. 10. He began sailing with the Seafarers in 1974 while in Houston. Brother Aldaiz initially worked with Dixie Carriers. He was born in Kingsville, Texas. A member of the deck department, Brother Aldaiz was last employed aboard the *Liberty Pride*. He retired in 2011 and called San Antonio, Texas, home.

ROBERT BEATTIE

Brother Robert Beattie, 81, passed away Aug. 14. He joined the union in 1991 in Seattle. Brother Beattie first sailed on the *Gem State*. He was an engine department member. Brother Beattie most recently shipped aboard the *Tacoma*. He was a resident of Tacoma, Wash.

BILLY BROWN

Pensioner Billy Brown, 84, died Sept. 22. He became a union member in 1966 while in Seattle. Brother Brown first shipped on the *Del Sol*. He sailed in the steward department. Brother Brown's final trip was aboard the *President Madison*. He went on pension in 1992 and called Portland, Ore., home.



ISHMAEL BRYAN

Pensioner Ishmael Bryan, 83, passed away July 23. He started shipping with the Seafarers in 1970. Brother Bryan's first vessel was operated by Michigan Tankers Inc. He was born in the Cayman Islands and shipped in the deck department. Brother Bryan last sailed on the *Ambassador*. He became a pensioner in 1997 and settled in Margate, Fla.



JOSEPH COLANGELO

Pensioner Joseph Colangelo, 59, died Oct. 2. He began sailing with the union in 1972. Brother Colangelo was born in New York. He was originally employed with Connecticut Transport Inc. Brother Colangelo worked in the deck department, most recently aboard the *Horizon Producer*. He began collecting his retirement pay in 2012 and was a resident of Jacksonville, Fla.

GEORGE CRAWFORD

Pensioner George Crawford, 88, passed away Sept. 7. Born in Alabama, he started shipping with the SIU in 1952 while in Mobile. Brother Crawford initially sailed on a Waterman Steamship Corporation vessel. He was a member of the steward department. Brother Crawford's last trip was aboard the *Stonewall Jackson*. He retired in 1992 and made his home in Mobile.



BENJAMIN CRUZ

Pensioner Benjamin Cruz, 81, died

Oct. 10. Brother Cruz signed on with the union in 1993. The engine department member's ships included the *Independence* and the *Innovator*. Brother Cruz was born in the Philippines. He became a pensioner in 2004. Brother Cruz continued to reside in the Philippines.



FRANCISCO DACRUZ

Pensioner Francisco Dacruz, 62, passed away Oct. 15. Brother Dacruz first donned the SIU colors in 2001 during the SIU/NMU merger. The steward department member was born in Cape Verde. Brother Dacruz's final ship was the *Yorktown Express*. He went on pension in 2013 and lived in Pawtucket, R.I.

JOHN DEBOS

Pensioner John Debos, 82, died Oct. 25. He started sailing with the union in 1963. Brother Debos was a native of Indonesia. He initially sailed with Victory Carriers Inc. Brother Debos was a member of the deck department. He was last employed aboard the *Explorer*. Brother Debos started receiving his pension in 1997. He made his home in Las Vegas.



PEDRO FLORES

Pensioner Pedro Flores, 85, passed away Nov. 22. Brother Flores was born in Puerto Rico. He joined the union in 1969. Brother Flores originally worked with Waterman Steamship Corporation. The deck department member's final ship was the *Value*. Brother Flores began collecting his retirement pay in 2000. He settled in Brooklyn, N.Y.



CHARLES GASKINS

Pensioners Charles Gaskins, 88, died Sept. 22. Brother Gaskins became an SIU member in 1951 in New Orleans. His earliest trip was on the *Del Norte*. Brother Gaskins was born in Florida. His final ship was operated by Mt. Vernon Tankers Corporation. Brother Gaskins was a member of the engine department. He retired in 1987 and called Starks, La., home.

JAMES GLEATON

Pensioner James Gleaton, 85, passed away Sept. 10. Brother Gleaton signed on with the Seafarers in 1961. He initially sailed on a Transeastern Shipping vessel as a steward department member. Brother Gleaton was born in South Carolina. He last shipped aboard the *Green Island*. Brother Gleaton went on pension in 1993 and lived in North Charleston, S.C.



GLORIA HOLMES

Pensioner Gloria Holmes, 65, died

Sept. 2. Sister Holmes joined the SIU in 1978 in San Francisco. The Louisiana native sailed in the steward department. Sister Holmes' earliest trip was aboard the *Santa Magdalena*. She most recently sailed on the *Charger*. Sister Holmes started receiving her retirement pay in 2012 and settled in Mather, Calif.

EVARISTO JIMENEZ

Pensioner Evaristo Jimenez, 90, passed away Sept. 11. Brother Jimenez was born in Santurce, P.R. He became a pensioner in 1986 and made his home in Brooklyn, N.Y.



TUIFAGALILLO MALIGA

Pensioner Tuifagalilo Maliga, 71, died Sept. 12. Brother Maliga began sailing with the Seafarers in 1978 while in San Francisco. His first ship was the *Santa Magdalena*; his last, the *Innovator*. Brother Maliga was born in America Samoa. The steward department member retired in 2000. Brother Maliga was a resident of Long Beach, Calif.



DENIS MANNING

Pensioner Denis Manning, 84, passed away Oct. 24. Born in Brooklyn, N.Y., he began sailing with the union in 1951. Brother Manning initially worked with Bldberg Rothchild Company. He was a deck department member. Brother Manning last shipped on the *Philadelphia*. He went on pension in 1987 and resided in Eugene, Ore.



SYLVESTER MASON

Pensioner Sylvester Mason, 75, died Sept. 21. Brother Mason first donned the SIU colors in 1967. The steward department member was born in Alabama. Brother Mason's final ship was the *President Roosevelt*. He became a pensioner in 2001. Brother Mason lived in Reno, Nev.



JOSE ORTIZ

Pensioner Jose Ortiz, 69, passed away Oct. 8. Brother Ortiz started shipping with the SIU in 1968. His first vessel was the *Seatrain New Jersey*; his last, the *Maersk Carolina*. Brother Ortiz was born in Ponce, P.R. and shipped in the deck department. He retired in 2009 and lived in Brooklyn, N.Y.



ARLEN QUINN

Pensioner Arlen Quinn, 82, died Oct. 9. He signed on with the SIU in 1956. Brother Quinn's earliest trip was with Standard Oil Company. He was born in Brooklyn, N.Y. Brother Quinn



last worked aboard the *Galveston Bay*. He was an engine department member. Brother Quinn began collecting his retirement compensation in 1994. He called

Cherry Valley, N.Y., home.

RAYMOND REID

Pensioner Raymond Reid, 85, passed away Sept. 16. Brother Reid became a union member in 1947. He was a member of the deck department. Brother Reid's final trip was aboard the *Montpelier Victory*. He went on pension in 1984 and made his home in Belle Chasse, La.



TERESO ROCHEZ

Pensioner Tereso Rochez, 73, died Sept. 9. Brother Rochez was a native of Honduras. He joined the SIU in 1990, initially sailing on the *Independence*. The steward department member's final trip was aboard the *Patriot*. Brother Rochez started receiving his pension in 2005. He resided in Houston.

JULIAN SALAZAR

Pensioner Julian Salazar, 81, passed away Sept. 25. He began sailing with the Seafarers in 1970. Brother Salazar originally worked on the *Steel Flyer*. A member of the engine department, Brother Salazar last shipped on the *LNG Libra*. He retired in 2000 and settled in Houston.

RICARDO SANCHEZ

Pensioner Ricardo Sanchez, 73, died Oct. 16. Brother Sanchez joined the union in 1977. He first sailed aboard the *USNS Potomac*. Brother Sanchez was a member of the deck department. Prior to his retirement in 2005, he shipped on the *Maersk Colorado*. Brother Sanchez called New York home.



FRANK WHITTINGTON

Pensioner Frank Whittington, 86, passed away Oct. 4. Brother Whittington was born in Blade, La. He went on pension in 1998 and was a resident of Galveston, Texas.

PERLEY WILLIS

Pensioner Perley Willis, 85, died Sept. 27. Brother Willis became an SIU member in 1951. He sailed aboard the *John Hanson* early in his career. Brother Willis worked in the steward department. His final trip was aboard the *OMI Wabash*. Brother Willis began collecting his pension in 1981. He resided in Houston.



ADOLPHUS YOUNG

Pensioner Adolphus Young, 79, passed away Oct. 21. He started shipping with the union in 1976. Brother

Young originally sailed on a Waterman Steamship Corporation vessel. He was a member of the steward department. Brother Young last sailed on the *Paul Buck*. He retired in 2006 and lived in his native state, Texas.

INLAND

GEORGE COLLIER

Pensioner George Collier, 68, died Sept. 28. Born in Pasadena, Texas, Brother Collier signed on with the SIU in 1963. His earliest trip was aboard the *Steel Rover*. Brother Collier worked in the deck department. He was last employed with G&H Towing. Brother Collier became a pensioner in 2002. He called Cisco, Texas, home.



KENNETH HUDGINS

Pensioner Kenneth Hudgins, 86, passed away Oct. 19. Brother Hudgins began sailing with the union in 1971. A Virginia native, Brother Hudgins, sailed in the deck department, and worked with Allied Transportation Company for the duration of his career. He became a pensioner in 1993 and resided New Point, Va.



LORRAINE JUDD

Pensioner Lorraine Judd, 93, died Aug. 15. Sister Judd joined the SIU in 1973. She primarily worked with Orgulf Transportation Company. Sister Judd was member of the steward department. She went on pension in 1984 and lived in Glendale, Ariz.



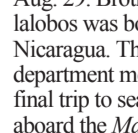
BOBBY SKINNER

Pensioner Bobby Skinner, 76, passed away Oct. 10. Brother Skinner joined the union in 1969 and initially shipped with Norfolk Barge Company. He last worked with Steuart Transportation Company. Brother Skinner became a pensioner in 2002 and was a resident of Bath, N.C.



CHARLES TUCK

Pensioner Charles Tuck, 62, died Nov. 27. He was a native of Newton, Mass. Brother Tuck joined the SIU in 1986 and made his first trip with Moran Towing of Texas. He last worked aboard the *Achievement*. He retired in 2011 and called Miami, Fla., home.



NATIONAL MARITIME UNION

DENIS VILLALOBOS

Pensioner Denis Villalobos, 78, died Aug. 29. Brother Villalobos was born in Nicaragua. The deck department member's final trip to sea was aboard the *Maersk Vermont*. He became a pensioner in 2003 and continued to call Nicaragua home.



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.

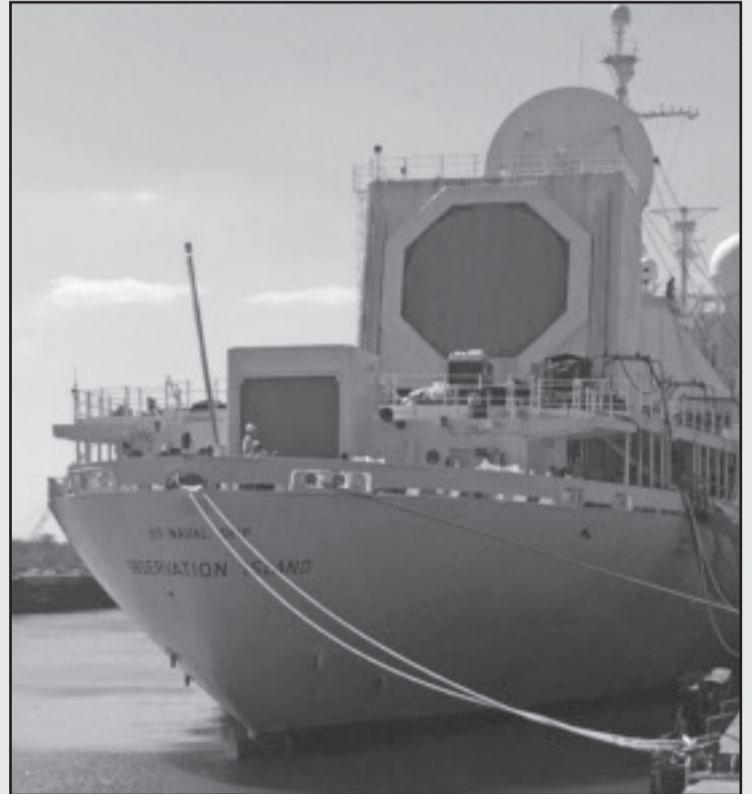
MAERSK HARTFORD

(Maersk Line, Limited), December 23 – Chairman **Ion Irimia**, Secretary **Johnnie B. McGill**, Educational Director **Ronald M. Pheneuf**, Engine Delegate **Jozef Dudas**, Steward Delegate **Alonzo Belcher**. Chairman thanked everyone for a smooth voyage. Secretary reported broken oven and dishwasher; parts have been ordered. Educational director noted very good crew and pleasant sailing. Treasurer stated \$6,000 in ship fund. No beefs or disputed OT reported. Requests were made for increase in food budget, two new computers for crew with Wi-Fi and DVD players. Next port: Newark, N.J.

USNS HENSON (Maersk Line, Limited), December 27 – Chairman **Mark A. Grzegorzcyk**, Secretary **Roger M. Chrappa**, Educational Director **Sutthipong M. Ticer**. Chairman talked about changes to medical benefits. Treasurer reported \$1,363 in ship's fund; suggestion was made to purchase movies. Crew members were reminded to be safe in foul weather and secure doors. No beefs or disputed OT reported. Concerns were expressed related to changes in health insurance due to new health care law. Next port: Subic Bay.

Aboard Observation Island

SIU members are pictured in mid-March aboard the *Observation Island* in Mobile, Ala., as the vessel is prepped for the mothball fleet in Beaumont, Texas. From left, front row: Oiler Major Brooks and AB James Pierce. From left in the back: Oiler Shawn Haber, Bosun Travis Austin, and Oiler Fred Green. The ship will be replaced by the *USNS Howard O. Lorenzen*, which completed final contract trials late last year.



HORIZON KODIAK (Horizon Lines), January 5 – Chairman **Christopher K. Pompel**, Secretary **Richard B. Sanderson**, Educational Director **Chris Earhart**, Deck Delegate **Dan Lovely**, Engine Delegate **Jan Haidir**, Steward Delegate **Strode V.**

Call. Chairman explained new sea time requirements for health care coverage. He advised crew not wait too long and get ahead. He also explained that TWIC and MMD must be valid for 180 days to get a rotary job and 120 days for a relief job, so watch expiration dates. Educational director encouraged mariners to keep all documents up-to-date including new security credential. They were advised to take advantage of upgrading courses available at the Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Special recognition was given for the memory of Brother Jim Ott, who worked at the Tacoma Hall. He would do anything for anyone and will be sorely missed. Recommendations were made to help reliefs qualify for new sea time requirements for medical benefits. Suggestions were also made regarding vacation benefits. Next ports: Tacoma, Wash., Anchorage and Kodiak, Alaska.

LIBERTY PRIDE (Liberty Maritime), January 5 – Chairman **Willie M. Marsh**, Secretary **Shirley M. Bellamy**, Deck Delegate **Michael Stein**. Chairman thanked crew for a safe, smooth voyage. He recommended members continue training at the Piney Point school and keep documents current. No beefs or disputed OT reported. It was reported that steam table needs to be fixed. Request was made for more linen and provisions for voyages.

MAERSK MISSOURI (Maersk Line, Limited), January 17 – Chairman **Arsenio I. Obenza**, Secretary **Glenn C. Bamman**, Educational Director **Alfred O. Cuevas**, Deck Delegate **John O'Shaughnessy**, Engine Delegate **Ricardo B. Duchy**, Steward Delegate **Abdul Syarbaini**. Bosun thanked crew for their hard work and professionalism. Secretary asked crew to leave cabins clean for reliefs. Educational director reminded fellow members to keep an eye on document expiration dates, and allow plenty of time for renewals. Everyone was also encouraged to upgrade at the maritime training center in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks was given to steward department for a job well done. Next ports: Elizabeth, N.J., Charleston, S.C., Savannah, Ga., Houston and Mobile, Ala.

GLOBAL SENTINEL (Transoceanic Cable Ship), February 27 – Chairman **Timothy B. Fogg**, Secretary **Vicki L. Haggerty**, Deck Delegate **Todd C. Conley**, Engine Delegate **Christopher J. Boronski**, Steward Delegate **Robert J. Haggerty**. Chairman discussed sea time requirements for medical benefits and urged members to take basic safety refresher. Secretary talked about Serv Safe requirements. Educational director advised crew members to enhance skills at Piney Point school. Treasurer reported \$2,600 in ship's fund. No beefs

or disputed OT reported. Mariners were reminded that computer is for web searches, not personal files.

MAERSK ARKANSAS (Maersk Line, Limited), February 9 – Chairman **Albert C. Williams**, Secretary **Mark S. Scardino**, Educational Director **Timothy P. Price**, Deck Delegate **Cory Mulligan**. Chairman expressed his gratitude to crew members for working well together and being safety conscious. Secretary thanked crew for helping keep house clean. Educational director stressed the need to keep documents up-to-date and he urged mariners to donate to SPAD (Seafarers Political Activity Donation). No beefs or disputed OT reported. Suggestions were made pertaining to vacation benefits. Crew thanked steward department for good food and great service. Next port: Mersin, Turkey.

YORKTOWN EXPRESS (Crowley), February 2 – Chairman **Nathaniel Leary**, Secretary **Donald B. Ganung**, Educational Director **Jerome D. Culbreth**, Engine Delegate **Robert Ott**. Bosun encouraged everyone to upgrade at the Paul Hall Center. He reminded fellow members to keep an eye on document expiration dates, and allow plenty of time for renewals. No beefs or disputed OT reported. Recommendations were made regarding medical and dental benefits.

Kudos for Maersk Memphis ABs



Maersk Memphis vessel master Capt. William Dutour had good things to say about AB Godocel Pascua (left) and AB Eduardo Barlas in a mid-March communication to the LOG. Dutour, who sent this photo of the Seafarers loading stores in Salalah, Oman, wrote, "Both men are a credit to themselves and the SIU by continually exceeding expectations while always maintaining a cheerful atmosphere about themselves."

It's Not Too Late to Donate a Piney Point Brick

Engraved Slabs May Honor Groups, Individuals

Launched last year, the brick donation program at the union-affiliated Paul Hall Center for Maritime Training and Education has proven popular with active and retired Seafarers, their families, and employees of the school and the SIU. Others have joined in supporting the program, too, including SIU-contracted companies and former members.

Commemorative bricks highlight the waterfront renovation project at the school, located in Piney Point, Md. With a donation, bricks can be engraved with text and graphics designed to honor groups and individuals. The waterfront park's scenic addition to the campus ensures those being honored will have a permanent and fitting place of remembrance within the maritime community.

The donation of a brick also comes with an entry in the program's name-the-park contest, offering donors yet another chance to leave their mark.

The bricks come in two sizes and may be ordered online at: <http://seafarers.org/SIUBricks.htm>.

The sizes include a traditional-sized brick (4 x 8 inches x 2.25) with three lines of engraving for a donation of \$125 and a larger brick (8 x 8 inches x 2.25) with six lines of engraving for a donation of \$250. The larger version also may be ordered with a corporate logo and up to

three lines of text (subject to space limitations based on the logo) for a donation of \$300. If submitting a logo, please note that it cannot be sent through the online order form. Logos (either in EPS, AI, PDF or high-resolution JPG, BMP or TIF format) should be emailed to siubricks@seafarers.org. Please include your contact information.

While proceeds from brick donations are being used to help offset some of the costs of the overall waterfront restoration (a multi-million dollar endeavor), the program's larger aim is to beautify the area while giving people an opportunity to share memories and honor others in a lasting way. For instance, an engraved brick may be for a particular lifeboat class, an instructor, or a crew that performed a heroic rescue. Brick donors may want to honor the memory of a departed loved one, or some other person who helped them along the way. Or, they may want to salute a company or an individual that's made a difference for the U.S. Merchant Marine. The possibilities are almost limitless, and the engravings do not have to be related to the school.

Everyone is encouraged to join in and support this worthwhile project. Questions as well as name-the-park submissions may be emailed to SIUBricks@seafarers.org.



These photos show some of the bricks that have been donated and the waterfront park. For more information, visit: <http://seafarers.org/SIUBricks.htm>



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

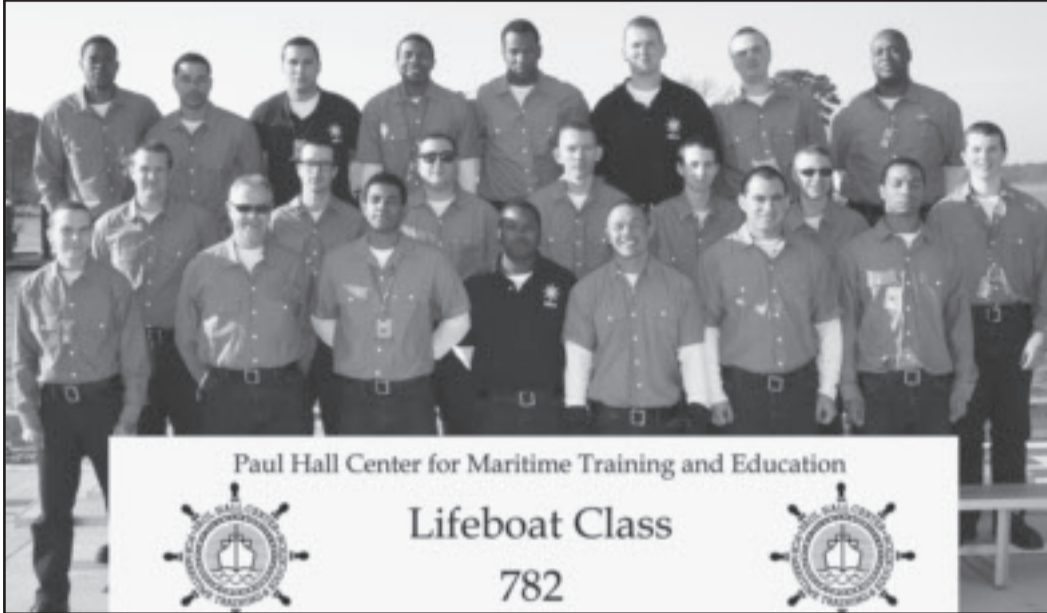
SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #782 – Twenty-three Phase I apprentices finished their requirements in this course Feb. 14. Graduating (above, in alphabetical order) were: Jose Argueta, Roger Attanasio, Michael Banks, Aaron Beasley, Jackson Blaty, Cole Briggs, Nathan Byrant, Kenneth Cabrera, Dylan Casuga, Gregory David, Devyn DuSaules, Derreck East, Fernando Haber, Cody Higgs, Taylor Jefferies, Aquan Jones, Joshua Kidd, Harlan Ouellette, John Paul, Dwan Reed, Patrick Spark, Derrick Williams and Morgan Wright. (Note: Not all are pictured.)



Radar Observer – Six upgraders completed their studies in this course Feb. 28. Graduating (above, in alphabetical order) were: Charles Brown Jr., Michael Cousin, John Curran, Ronel Guerzon, Jared Smith and Jerry Wilder.



UA to AB – The following individuals (above, in alphabetical order) graduated from this course Feb. 28: James DeMarco, Adrian Fraccarolli, James Hargrove, Michael Hunnicutt, Jenny Marcelin, Derek Minnix, Jose Panlilio III, Adam Poole, Christopher Sanicola, Ethan Sims, Edward Wright and John Zotti. Their instructor, Tom Truitt, is at the far right.



Junior Engineer – Twelve upgraders completed the enhancement of their skills in this course Feb. 28. Graduating (above, in alphabetical order) were: Jason Billingsley, Tyrone Ellis, Steven Fanega, Bobbie Gibbs, Yuri Hernandez, Mahare Kidane, James Ross, Abdunaser Saeed, Teon Shelton, Samuel Shuebrooks, Christopher Sykes and Alexandra Tittsworth. John Wiegman Jr., their instructor, is at the far right.



Marine Electrician – The following mariners (above, in alphabetical order) finished their requirements in this course Feb. 28: Van Dixon, Grant Gutter, Braden Horne, William Hryhorchuk, Boyko Kovathev, Michael Maldonado, Timothy McKibbin, Lamar Pinckney, Mark Santoli, Roy Saranthus, Grayson Ross and Aleksey Vigovskiy. Class instructor Jay Henderson is at the far right. (Note: Not all are pictured.)



BAPO – Twenty-one Seafarers graduated from this course Feb. 28. Completing their requirements (above, in alphabetical order) were: Nasser Ahmed, Austin Anderson, Gregory Attawora, Allan Bombita, Joel Boyd, Mark Cabasag II, Dustin Curtichfield, Tyree Delk, Bobby Dunn Jr., Jarrett Ford, Anthony Fraccalvieri, Ka-deem John, Matthew Meehan, Kyle Miller, Edward Molesky Jr., Michael Montanez, Hector Morales Ortiz, Peter Morrison Jr., Kevin Parrilla Alicea, Garland Scott and Shewana Stephenson. Class instructor Tim Achorn is at the far left. (Note: Not all are pictured.)

Safety Leadership (Maersk) - The following Seafarers (photo at right, in alphabetical order) completed this course Feb. 20. The full roster included: AB Mohamed Abdelwahab, Chief Cook Harlan Alonzo, AB Tracy Austin, AB Joseph Barnes, Bosun William Barrett, AB Julius Dagoldol, QMED David Dunklin, AB Danilo Fullante, SA Agnes Gamboa, Electrician Tesfay Gebregziabher, AB Douglas Hemphill, Chief Steward Michele Hopper, AB Sherman Hudson, Chief Cook Thomas Johnson, Bosun Gerald Kelly, AB James Kuck, Bosun Jeff Libby, Chief Cook Monell Liburd, AB Marc Marcus, Chief Steward Willie Massaline, AB Miguel Matos, Chief Cook Karen Mischel, QMED Alan Nelson, Chief Steward Scott Opsahl, Bosun Robert Pagan, AB Michael Penkwitz, AB Mikhail Pinchevskiy, Bosun Anthony Sanchez Villarrubia, Chief Cook Abigail Schubert, Bosun Frank Sena, AB Steven Sidler and AB Joevanny Soto.



Paul Hall Center Classes



BST (Crowley) - The following individuals (photo at left, in alphabetical order) completed this course Feb. 26: Willie Abrams, John Andrade, Andrew Bissonette, Jerron Broussard, Thomas Caballero, Charles Crim, Daniel Cronan, William Davis, Roderick Franklin, David Grader, Freddy Hamilton, Jonathon Hendrickson, Rodney McCaslin, Edward O'Connell, Ernesto Rios-Pratt, Daniel Smith, Marc Tomuschat, Anto Tunjic, James Vrettos and Rick Weaver. Their instructor, Joe Zienda, is at the far right.

Important 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.

Basic & Advanced Firefighting – Ten upgraders completed the enhancement of their skills in this course March 14. Those graduating (photo at right, in alphabetical order) were: Charles Brown Jr., John Curran, Ernest Frank III, Ronel Guerzon, Kendric Henry, Vincent Ippolito Jr., Michael Ratigan, Jared Smith, Elaine Watts and Jerry Wilder. Class instructors Wayne Johnson Sr., and John Thomas are at the far left and far right respectively.



BST Renewal (SIU) – The following individuals (photo at left, in alphabetical order) graduated from this course March 12: Dominic Brunamonti, Leighanne Deano, Timothy DeWine, Jonamie Encarnacion-Rivera, Nathaniel Fitzpatrick, Carlo Gentile, Richetta Jackson, Damir Josipovic, Anthony Lieto, Terrance Murphy, Craig Nebbia, Louella Sproul, Sean Sullivan, Jesse Sunga and Todd Williams. Joe Zienda, their instructor, is at the far left.



Certified Chief Cook – Five steward department upgraders graduated from this course recently at the Paul Hall Center. Completing their requirements (above, in no particular order) were: Jorge Roman, Prasert Mastrototaro, Claude Young, Steven Osovitz and Richard Howard.



Galley Operations – Two upgraders recently completed this steward department course at the union-affiliated school in Piney Point, Md. Completing their requirements were Alberto Jose (above, left) and Roxanne Fike, right. Jessy Sunga, their instructor is in the center.

SEAFARERS LOG



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AB Xerxes Cunanan (left) and AB Randell Paredes work on cables.



Members of the deck gang include (from left) ABs Randell Paredes, Kosar Iqbal, Santiago Rodriguez and OS Nagi Obad.

Soderman Seafarers Sail in Support of Military

For SIU members sailing aboard the *USNS Soderman*, helping maintain America's sealift capability is all in a day's work.

The Seafarers-crewed ship, operated by Ocean Shipholdings for the U.S. Military Sealift Command (MSC), is part of a prepositioning program deemed "essential" by the Navy.

As described by MSC, "Prepositioning ships provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks. These ships give U.S. regional combatant commanders the assurance that they will have what they need to quickly respond in a crisis –

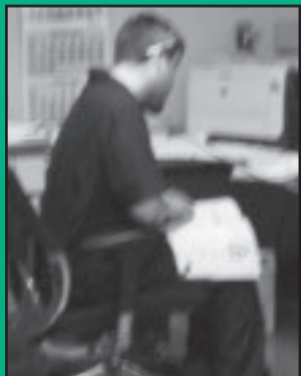
anywhere, anytime. During a contingency, troops are flown into a theater of operations to rapidly employ the cargo from these ships."

The *Soderman*, one of many SIU-crewed military support vessels, is 950 feet long and has a beam of approximately 106 feet. It is part of the Watson class of large, medium-speed, roll-on/roll-off vessels (LMSR) and can sail at 24 knots.

Recertified Bosun **James Orlanda** emailed these recent photos of mariners at work aboard the ship in the western Pacific Ocean.



QMED George Rose paints drain pipes after welding.



Storekeeper Joseph Zagrocki orders supplies for the vessel.



OS Gonzalo Sarra (right) uses a three-finger rust scaler while OS Gonzalo Sarra joins in chipping decks.



SIU hawsepiper Third Assistant Engineer Robert Brown keeps a close eye on the monitor for a fuel transfer.



Recertified Bosun James Orlanda is ready to mix paint.



SA Robert Goren puts together a fruit salad for breakfast.



Chief Cook Efen Matias is a blur in the galley as he quickly prepares a meal.



AB Harold Magallon