

The Seafarers Log

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'Delivering Since 1938'

SIUNA Convention Celebrates Union's History, Stresses Political Action, International Solidarity

Delegates to the Seafarers International Union of North America convention met Sept. 11-12 in Piney Point, Md., where they spelled out strategies to advance the union's causes and then elected officers. The convention's theme, "Delivering Since 1938," paid tribute to the union's 75th anniversary, which is next year. In photo at right, SIUNA President Michael Sacco (right) and Secretary-Treasurer David Heindel (left) pose with guest speaker ITF President Paddy Crumlin, who urged delegates to continue fighting on behalf of working families. In photo below, SIU Executive VP Augie Tellez (left) congratulates U.S. Rep. Nick Rahall (D-W. Va.) on his convention address. Full coverage starts on page 3 and continues on pages 11-18.



Union Gains Jobs As Crowley Buys 2 Jones Act Tankers

Seafarers—contracted Crowley recently bought two brand new Jones Act tankers, a move that signals outright job gains for the SIU. The first tanker, the *Pennsylvania*, is pictured below and at right. Page 3.



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President's Report

Obama-Biden the Clear Choice

By the time most Seafarers receive this edition of the *LOG*, Election Day will be less than a month away. It's a crucial election for the maritime industry and for America's working families, and we absolutely, positively must get out there and vote.

For the last few months, I've taken every opportunity to let our members and other officials know that I believe the choice in the presidential race is crystal clear for anyone who supports a strong U.S. Merchant Marine. That choice is the Obama-Biden ticket, and that's how I'll be voting November 6.

Please be clear on this point as well: Where the SIU is concerned, in no way is this about Democrats versus Republicans. As I said during our recent SIUNA convention, we aren't a one-party organization. We proudly support those who support maritime, regardless of whether they're Republicans, Democrats or Independents. We've always had friends on both sides of the aisle, and we always will. No clearer case can be made than the fact that the two previous presidents – one Democrat, one Republican – have toured the Paul Hall Center.

It so happens that this year, we've got a pro-labor incumbent running against someone who is openly anti-union. Although President Obama hasn't been perfect for our industry, I know we can work with him as well as with Vice President Biden, who always stood with us when he served in the Senate.

Of course, the White House election is just one part of what's up for grabs. One-third of the U.S. Senate is facing election, and so is the entire U.S. House of Representatives, plus the nearly countless state and local elections throughout the nation. Every one of those elections is important, and as we all know, every vote counts. So, once more, make sure you're registered, and get out to the polls on November 6 in support of pro-maritime, pro-worker candidates. In the interim, participate in grassroots activities through the union halls, your local port maritime councils and the AFL-CIO. Our future depends on it.

Welcome Home

What a relief it was to know that the SIU-crewed *Ocean Atlas* safely returned home to the United States last month following an at-times tense detention in Venezuela. Our crew members and the AMO officers deserve tons of credit for making the best of a strange, challenging situation, and keeping their cool. I also appreciate our members' acknowledgment of the union's exhaustive efforts to bring everyone home – it wasn't easy on this end, either, but cooperation, diplomacy, and justice prevailed.

This is the latest example of our union's motto: Brotherhood of the Sea. We stand together at all times, but never more so than when Seafarers are potentially in danger.

Successful Convention

Last but not least, I encourage all members to read about the SIUNA convention, and in particular the comments from our guest speakers. It was an energetic meeting Sept. 11-12 and I believe we took a realistic look at the challenges facing our industry, and responded by laying out viable, sensible strategies for tackling those challenges. As always, it won't be easy. But as always, we're up to the challenge.



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

Seafarer Rights to Expand Globally

Maritime Labor Convention Will Normalize Industry

Things will soon change for the better for seafarers worldwide.

An expansive collection of global standards was recently ratified by the International Labor Organization, a development that will have a profound impact on working conditions, health and safety issues among the world's mariners. Set to go into effect August 2013, the Maritime Labor Convention, 2006 (MLC, 2006) will provide a global "bill of rights" to seafarers and normalize the industry internationally.

"This is great news for the world's more than 1.2 million seafarers," said ILO Director General Juan Somavia. "It was a dream of the ILO as early as 1920, and I pay tribute to the international maritime community for having made it a reality."

The convention establishes minimum requirements for nearly every aspect of working conditions, including employment, hours of work and rest, accommodations, food, and health and medical care. To enforce those guidelines, state flag administrations will issue "Maritime Labor Certificates" following inspections and require ships to complete and maintain a "Declaration of Maritime Labor Compliance" on board.

Such declarations will address issues involving seafarers' contractual arrangements, responsibilities of manning agencies, working hours, health and safety, crew accommodations, catering standards and seafarers' welfare.

"The maritime labor inspection and certification system is a big step forward by the ILO in taking concrete and specific action to address the very serious problems that arise because of international ownership of ships and the inability of some countries to ensure their ships meet international standards for quality shipping," said Cleopatra Doumbia-Henry, director of the ILO's International Labor Standards Department. "Each state is tasked with ensuring that ships flying its flag meet the 'decent work' requirements set out in the convention, but also with certifying that those ships comply with the requirements relating to labor conditions."

For its part, the United States has fulfilled and exceeded such requirements for years.

The convention's ratification was welcome news to unions and employers alike. In a joint statement, the SIU-affiliated International Transport Workers' Federation and the International Shipping Federation praised the convention, adding, however, the industry must be prepared to implement the new standards.

"It has the potential to make a real difference to all seafarers, regardless of nationality or the flag of the ship on which they serve," said SIU Secretary-Treasurer David Heindel, who serves as chairman of the ITF Seafarers' Section. "At last, we will have a 'one-stop shop'

for labor standards, which we are confident will be genuinely implemented and enforced on a global basis."

Expecting enforcement to be quite strict, the ITF and ISF said shipowners should focus on preparing for compliance before the MLC, 2006 takes effect. Ships believed to be in non-compliance could face more detailed inspections and possible detention where serious cases of non-compliance or hazardous materials are concerned.

"The vast majority of companies should have no problem complying with the substance of the convention, since in large part this is derived from existing ILO maritime standards and accepted good employment practices," said ISF Labor Affairs Committee Chairman Arthur Bowring.

"However, the enforcement mechanism is new and it will be important to avoid teething problems when some of the more detailed requirements are applied and interpreted."

While the MLC, 2006 was adopted by the ILO unanimously in 2006, it took six years before its two pre-ratification requirements were filled. The first requirement – that the ratifying countries represent at least 33 percent of the world's gross shipping tonnage – was met in 2009. In fact, those countries now make up nearly 60 percent of the world's tonnage. The second requirement – that at least 30 ILO member countries ratify the convention – was met this summer when Russia and the Philippines signed on.

"This is a remarkable achievement," Somavia said. "Not only are these first ratifications drawn from almost every region in the world, but the tonnage level is nearly double the required amount."

Bowring said the six-year time frame was due to the sheer number of countries involved and the convention's impressive scope. The result, he added, was an ironclad agreement with broad international support.

"This convention is the result of tripartite negotiations over a lengthy period, which means the labor standards we have all agreed to can be supported by governments, shipowners and seafarers, giving us a uniform global framework of sound employment standards," he said.

Compliance may take some preparation, Heindel added, but the entire industry will be better off once the convention takes effect August 2013.

"While there will be a lot to do to ensure that the standards are properly enforced in a year's time, I think this is a moment when all concerned can take credit for what has been achieved by the adoption of the MLC, 2006, and the tangible benefits this will bring both to shipowners and the seafarers they employ" he said.

Bipartisan Support for Jones Act Evident in United States Congress

Congressmen from both sides of the aisle are standing up to possible threats to the Jones Act and the American maritime jobs that come with it.

In multiple letters and in congressional hearings, U.S. Reps. Frank LoBiondo (R-N.J.), Rick Larsen (D-Wash.) and Elijah Cummings (D-Md.) told top administration officials they would fight any future attempts to waive Jones Act provisions that require U.S.-flag ships to transport oil tapped from the country's Strategic Petroleum Reserve (SPR). Such waivers allowed foreign-flagged ships to transport oil when the administration decided to tap the SPR last year, taking good-paying jobs away from American mariners.

"The Jones Act is the law of the land, it is the cornerstone of our U.S. maritime capability and it should be waived only in the rarest of circumstances," Cummings wrote in a letter to President Obama. "The Jones Act supports tens of thousands of domestic maritime and shipbuilding jobs and is critical to maintaining a domestic maritime industry. It should never be waived for the convenience of oil refiners or to the benefit of foreign nations."

While Deputy Transportation Secretary John Porcari assured the House Subcommittee on Coast Guard and Maritime Transportation during a June hearing the administration had learned from the 2011 incident and would involve Congress in future decisions, many members are not entirely convinced.

"While Deputy Secretary Porcari provided some information regarding the waiver process, his testimony was not clear regarding steps that would be taken in the future to maximize the use of the Jones Act fleet should another SPR drawdown occur," wrote Cummings, who serves as a senior member on the subcommittee.

And with the administration considering tapping the

SPR again to alleviate high gas prices, other members of the Coast Guard and Maritime Transportation Subcommittee are speaking out as well.

In a letter to the respective heads of the Departments of Homeland Security, Transportation and Energy, subcommittee chairman LoBiondo and ranking member Larsen said they were concerned about preserving good American jobs.

"It may make sense to reconsider options to release SPR oil reserves in light of the shutdown of Gulf Coast drilling operations due to Hurricane Irene and rising gas prices," LoBiondo and Larsen wrote. "However, we were very disappointed to first learn of the administration's renewed interest in this option from a media report, and not directly from the administration, especially considering Mr. Porcari's stated pledge to work closely with Congress on such decisions."

LoBiondo and Larsen added employing U.S.-flagged ships for future SPR drawdowns is especially important, as the country continues to struggle with a weak economy and high unemployment.

"Congress has sent a clear signal to the administration that it fully expects any future transport of SPR oil to be carried on U.S.-built, -owned and -crewed vessels," they wrote. "Should the administration decide to release SPR reserves, we look forward to working with you to uphold the longstanding tenets of the Jones Act to ensure that the transport of this oil results in jobs for U.S. mariners and business for U.S. carriers, just as the law requires."

The country, they added, needs to put American workers first.

"At a time when far too many Americans remain unemployed, priority must be given to addressing the needs of our maritime workers."

Political Action, International Solidarity Emerge as Keys During SIUNA Convention

Quinquennial Event Also Kicks off 75th Anniversary Observance

Delegates representing the dozen affiliated organizations of the Seafarers International Union of North America (SIUNA) gathered Sept. 11-12 in Piney Point, Md., for the union's 26th convention, where they mapped out strategies to boost working families.

Hosted at the union-affiliated Paul Hall Center for Maritime Training and Education, the quinquennial event also marked a slightly early kickoff for observing the 75th anniversary of the SIUNA and one of its autonomous affiliates: the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/NMU. The convention's theme – Delivering Since 1938 – and related artwork paid tribute to that anniversary.

Delegates called for actions to promote and protect workers' rights, sustain a strong U.S. Merchant Marine, continue with international efforts aimed at improving the lives of all workers, and educate and mobilize rank-and-file members to back pro-labor candidates in the November elections. They also approved resolutions honoring the victims and responders of the September 11 terrorist attacks; supporting our troops; remembering members, officials and friends of SIUNA affiliates

who passed away since the previous convention; and encouraging continued utilization of Union Plus programs.

Approximately 250 delegates and guests attended the convention. Addressing the gathering Sept. 11 were (in order): Valerie Cole, Union Plus representative; U.S. Rep. Nick Rahall (D-W.Va.); Steve Cotton, ITF maritime coordinator; Tom Ellis, director of finance and operations at the Union Sportsmen's Alliance; Ernie Grecco, president of the Metropolitan Baltimore Council of AFL-CIO Unions; Paddy Crumlin, ITF president and Maritime Union of Australia national secretary; and Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command.

The Sept. 12 speakers (also in order) were Fred Mason, president of the Maryland and D.C. AFL-CIO; Vice Adm. Al Herberger, USN (Ret), former maritime administrator and deputy commander of the U.S. Transportation Command; Dr. Conrad Oca, president of the Associated Marine Officers' and Seamen's Union of the Philippines; Mike Jewell, president of the Marine Engineers' Beneficial Association; Tom Bethel, president of the American Maritime Officers; and Jackie Smith, president of the Norwegian Seafarers' Union.

Additionally, SIUNA affiliates reported on their recent activities, and delegates elected by acclamation President Michael Sacco and Secretary-Treasurer David Heindel. Seventeen vice presidents

also were chosen by the convention. They are Augustin Tellez, Dean Corgey, George Tricker, Joseph Soresi, Kermet Mangram, Nick Marrone, Tom Orzechowski, Nick Celona, Tom Bethel, Donna Walsh, Anthony Poplawski, Michel Desjardins, Gunnar Lundeberg, Butch Cleary, John Spadaro, Eugene Irish, and Herb Perez.

President Sacco opened the convention by discussing the union's strides since its founding in 1938.

"When I look back on our history, the thing that stands out is progress," he said. "Today's mariner is more competent and better-trained than ever. As the industry has evolved, we've stayed ahead of the game through training and safety measures that allow the modern seafarer to thrive despite smaller crews, shipboard automation and multi-tasking.

"And we've partnered with our operators to help protect their investments," he continued. "As costs – and potential liabilities – have gone up, we've had to work together very closely to ensure our survival. Along the way, we've also helped break down barriers in the workplace. I'm happy to say that we've long since passed the point where gender or race makes any difference when it comes to getting and keeping a job. Today, all that matters is the mariner is qualified and has his or her paperwork in order."

He then discussed the urgent need for SIUNA affiliates to elected pro-worker candidates in November, and reminded

delegates that the entire labor movement's survival "depends on politics. I'm very proud of the fact that the SIUNA and all of our affiliates support pro-worker politicians, regardless of whether they're Democrats or Republicans or Independents. We're not a one-party union," he said.

"But this year, at least in the presidential race, the Republicans have come right out and said they're out to eliminate unions. They want to destroy us. It's all there in black and white, as part of their official platform that was released to the public last month."

Finally, he delivered a poignant remembrance of the victims of September 11. Sacco mentioned that as the attacks occurred, the SIUNA-affiliated United Industrial Workers was conducting its 2001 convention in that same auditorium in Piney Point where this year's SIUNA gathering took place.

"Brothers and sisters, none of us will ever forget 9-11, but something else I'll never forget is the unity that existed all across the United States for quite a while afterward," he said. "What a terrible shame that it took a devastating tragedy to remind people that we're all Americans, and we're all in this together. People shouldn't have to suffer or die in order to get our country to drop the hardline partisanship that has taken over our politics."

Detailed convention coverage appears on pages 11-18



New Tankers Provide Additional SIU Jobs

SIU-contracted Crowley has purchased two brand new Jones Act tankers, a move that will result in outright job gains for Seafarers. While the first tanker, the *Pennsylvania*, has already been delivered, the second tanker, the *Florida*, is scheduled for delivery during the first quarter of 2013.

The first SIU members sailing aboard the *Pennsylvania* are Bosun **Homar McField**, AB **Saleh Mothana**, AB **Arthur Doherty**, AB **Mapalana Gamage**, AB **Rodney Roberson**, AB **Brandon Albro**, QMED **Nestor Martinez**, Oiler **Benjamin Stanley**, Chief Steward **Exxl Ronquillo**, Chief Cook **Jesus Pacheco** and SA **Dennis Uchic**.

Built by union workers at Aker Philadelphia Shipyard, the tankers will mark Crowley's first foray into the Jones Act tanker fleet since its last tanker was retired in 2011.

"This is a great win for the SIU, for Crowley and really for U.S. national and economic security," said SIU Vice President Contracts George Tricker. "These are state-of-the-art vessels, and Crowley has shown great confidence in the mariners who are working and will work aboard them."

"Crowley is thrilled to partner with Aker Philadelphia Shipyard and to take delivery of these new Jones Act tankers," said Crowley President and CEO Tom Crowley. "We are bringing the best available technologies to our customers, who understand and appreciate safety and operational excellence. This is yet another example of our ongoing investments in new equipment and technology to meet the

current and future needs of our customers."

The tankers will be able to carry nearly 330,000 barrels of petroleum products and chemicals. They will operate in the U.S. coastwise trade.

"Putting these vessels into service continues our commitment to offering a wide variety of solutions for the safe and reliable transportation of petroleum products and chemicals for our customers," said Rob Grune, Crowley's senior vice president and general manager, petroleum services. "As one of the largest independent operators in the U.S., we have a proven reputation for providing economical, reliable service while adhering to the most stringent safety and environmental protection standards. This tradition is certain to continue with the delivery of these two new tankers."

The tankers are the thirteenth and fourteenth in the Veteran Class built at Aker. With a length of 183.2 m, a breadth of 32.2 m and a depth of 18.8 m, the tankers come in at 45,800 deadweight tons with a draft of 12.2 m. They are double-hulled with segregated ballast systems and safety features including water, CO₂, foam and water spray firefighting systems.

"I am confident this transaction will bring significant value to both parties for years to come," said Aker Philadelphia Shipyard President and CEO Kristian Rokke. "This is a major milestone for the shipyard and we are greatly appreciative of the support we have received from many, including the Commonwealth of Pennsylvania, City of Philadelphia and AKER ASA."



Built by union members, the *Philadelphia* (immediately above), also carries a union crew. Members of the the new vessel's inaugural crew are pictured aboard ship in the wide photo above.

Happy Homecoming for Ocean Atlas

Crew Appreciates Union's Successful Effort to End Ordeal in Venezuela

A week after their tense detention ended in Venezuela, SIU members aboard the heavy-lift ship *Ocean Atlas* voiced two main sentiments shortly after safely arriving in Houston.

First, they were glad the ordeal was finished. Second, they sincerely appreciated the crucial support of their union – including regular communications to the ship and virtually round-the-clock efforts to help secure its release.

"I'm very grateful to everybody that pulled us through and got it worked out," Recertified Bosun **David Hetrick** told a reporter for the *Seafarers LOG* aboard the ship on Sept. 22. "It could have been terrible for all 15 of us."

Operated by Crowley for Intermarine, the *Ocean Atlas* was detained in Maracaibo from Aug. 29-Sept. 14. In a complicated saga that essentially boiled down to an administrative mistake involving a local customs agent, the SIU crew and AMO officers for a time thought they might end up in jail, even though neither they nor the companies had done anything wrong.

But, as the unions, companies and others worked feverishly to clear up any misunderstandings and red tape, vessel master Capt. Jeff Raider went ashore with local authorities, which helped allow the other mariners to stay on the ship. (Hetrick and others were quick to thank the captain for his professionalism and selflessness.) The vessel finally sailed again on Sept. 14, making a stop in the Dominican Republic before docking in Houston, where SIU Vice President Gulf Coast Dean Corgey and SIU Houston Port Agent Mike Russo boarded the ship.

SIU Secretary-Treasurer David Heindel and SIU Counsel Leslie Tarantola led the union's efforts, backed by other headquarters officials. "But this was a group effort all the way, not just within our union but also including the U.S. State Department, the International Transport Workers' Federation (ITF) and many others whom we have publicly acknowledged," Heindel stated. "And we couldn't have been successful without the members remaining levelheaded and patient. They deserve tremendous credit."

In a public statement issued once the vessel sailed from Venezuela, the SIU pointed out, "Understandably, the media reports concerning the *Ocean Atlas* at times have missed the mark on certain details. Venezuelan officials acted appropriately, based on information sent from Colombia regarding a missed inspection of the vessel's cargo. Venezuelan law enforcement authorities, as part of their ongoing commitment to assist other nations in trying to curtail the movement and distribution of illegal drugs, investigated a report made by Colombian authorities that the ship could be carrying narcotics."

"The search confirmed that the ship was not carrying any narcotics, though it

did find that the *Ocean Atlas* was carrying declared weapons (rifles) for potential use by security teams when the ship traverses high-risk waters such as the Gulf of Aden. Carrying such weapons is common practice, given the ongoing battle against maritime piracy. The ship detention resulted from what amounted to an administrative mistake by a local customs agent. The *Ocean Atlas* itself did everything properly." (The SIU also is renewing its calls for the International Maritime Organization to immediately issue regulations on private armed security companies in the acquisition, carriage and use of weapons utilized in protecting our crews. These rules should be agreed upon and given uniformity between United Nations member states. The union further pointed to the *Ocean Atlas* episode as an example of why Seafarers are encouraged to support the union's Maritime Defense League, abbreviated as MDL.)

Knowing they were in the right only provided so much comfort for the crew, though, when armed local authorities boarded the ship and said all of the mariners would be arrested and would have to go ashore to issue statements.

"Fear of the unknown was the most dis-comforting part," said GUDE **Samir Tarsha**. "I have nothing but positive things to say about the Venezuelan people, but we didn't know what would happen next. It was especially uncomfortable for our families."

Tarsha added that he "absolutely" appreciated the SIU's work to help secure the crew's release. "I knew that behind the scenes, the union was handling it."

Asked to reflect on the experience after things had calmed, AB **Bill Winnett** summed up many of the feelings aboard the ship when he replied, "It's hard to know where to start. Obviously, it was a misunderstanding."

He continued, "I think we all knew we'd get through it, but it was a little bit scary at times. We thought we were going to jail.... We received emails and information from the companies and the unions, so we knew they were on it. We got a personal email from (SIU President) Mike Sacco himself. We all felt supported and we appreciated our families being contacted, too."

AB **Nicolas Byers** said that while he personally wasn't frightened, he was concerned that the vessel boarding may have become incendiary.

"When people come aboard with guns and speaking a different language, there may be a natural tendency to lash out," he said. "We knew we were in the right, though, and we really appreciated what the SIU, AMO and everybody else working together did for us."

"My personal feeling is relief that we're home," stated AB **Russell Macomber**. "We were there for 17 days and only five of them were really bad. The night they came aboard and told us we were going to jail wasn't real pleasant."

Reflecting on the overall experience, he added, "It made me more appreciative of the people in my life, and the SIU's support



Following a shipboard meeting Sept. 22 in Houston, pictured aboard the vessel are (from left) Recertified Bosun David Hetrick, SIU VP Gulf Coast Dean Corgey, ACU Joel Ababa, AB Nicolas Byers, Electrician Christopher Eason, SIU Houston Port Agent Mike Russo, AB Bill Winnett, GUDE Samir Tarsha and AB Russell Macomber.

meant a lot. The support was amazing and – I don't want this to sound wrong – but it was unexpected. Seeing they were constantly involved meant a great deal."

Chief Steward **Connie Denoma** said that despite the tension, she understood its roots.

"It started with bad information, and that's what I told the Venezuelan people: It's not your fault. I could see the same thing happening in the United States," she said.

Concerning the SIU's support, Denoma stated, "I was very glad that this was a high-profile case and in the hands of people who'd

use common sense. I'm thankful that people didn't make more out of it than it was, and that cooler heads prevailed."

Electrician **Christopher Eason** took the events more or less in stride.

"I didn't think it was a big deal," he said. "It's part of the job. I thought the union did a great job and I wasn't worried; as long as I was getting paid, I was happy."

ACU **Joel Ababa** said he "only was worried because we weren't in the U.S. But now that we're back, it feels great, man. It's good to be safe."



Electrician Christopher Eason



Recertified Bosun David Hetrick



Chief Steward Connie Denoma



Seafarers credited vessel master Capt. Jeff Raider (second from right) for his actions throughout the detention. Pictured with him in Houston are (from left) Port Agent Mike Russo, VP Dean Corgey and AB Russell Macomber.



Paul "Chip" Jaenichen
Deputy Maritime Administrator



Robert Smith
Division Chief
NMC Training and Assessment



Mayte Medina
Division Chief
Coast Guard Maritime Personnel Qualifications

PHC Adapts to Changing Technology, Regs

Seafaring is changing throughout the world, and the SIU is taking steps to ensure its members will continue to thrive in an ever-evolving industry.

Key to that strategy are the educational offerings at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC). Gathered at the school's Piney Point, Md. campus for their annual meeting on Sept. 13, the PHC's advisory board heard from a variety of government officials, union officials and major shipping representatives about the changing industry and what the school needs to do to continue meeting those new challenges.

"Most of the suggestions and recommendations they make at these meetings help us develop a better curriculum," SIU President Mike Sacco said at the start of the meeting. "We have to change with the needs of the industry. If we can't meet those needs we're not going to survive."

SIU Executive Vice President Augie Tellez told the industry leaders they should consider the SIU and the school a partner when it comes to crewing ships with well-trained seafarers and making sure they reach ports on time. In short, they're all in the same boat.

"Use us like you would use any other business asset," he said. "We want to make sure that what we are doing is meeting your needs. We'd like to identify where we're missing and see if we can correct that."

As the meeting continued, it became clear there were quite a few industry changes on the horizon.

Deputy Maritime Administrator Paul "Chip" Jaenichen, for one, said the administration would "challenge the industry" to start churning out more engineers. He introduced a new model that would require trainees to spend 45 days on an RFF ship.

"We think it's a win-win for everyone," he said. "We get folks who are familiar with the ships we operate; you get an opportunity to get a trial run of those electricians."

As ship technology continues to change, Jaenichen

added, additional training will be required. And that's where the SIU and its union-affiliated school come in.

"We need to create more qualified mariners in the jobs we need," he said. "This is how to work with the industry to help us get where we need to go."

When it comes to organizing courses for such training at maritime schools, the National Maritime Center (NMC) is making large strides, said NMC Mariner Training and Assessment Division Chief Robert Smith.

"If we work together on this we come out with the perfect mariner," Smith said, adding the NMC is focusing on keeping up to date with the latest technology. "The only rule constant in the universe is change – and we have to embrace it."

He added the NMC's credentialing process is being streamlined to provide a better, online-centered user interface that results in shorter processing periods and better access to information.

"This is an ongoing task," he said. "We continue in stride to get better at what we do."

Mayte Medina, chief of the Coast Guard's Maritime Personnel Qualifications Division, provided insight into what upcoming changes tied to the 2010 STCW Amendments and the International Labor Organization's recently ratified Maritime Labor Convention, 2006 will mean to the industry. The Manila Amendments and the MLC 2006 provide increased seafarer rights internationally, but Medina said it's still too early to identify what exact changes in policy and training must be made. The Manila Amendments are at the beginning of a five-year transitional period and the MLC, 2006 doesn't go into effect until August of 2013.

Medina said the Coast Guard has yet to set a definitive policy on either.

"We don't have any authority at this stage to cut any certificate," Medina said of the Manila Amendments. "Once a person comes back to renew in five years (when

the transitional period ends) we will ask them to prove they met those requirements."

As for the MLC 2006, Medina said, the Coast Guard is drafting a policy that will help U.S.-flag ships avoid unnecessary delays at foreign ports.

"We're drafting a policy as we speak. ...so everybody knows how we comply on a particular vessel," Medina said. "It's going to be very, very, very soon."

PHC Training Director J.C. Wiegman added the school will be ready when that happens.

"We're moving forward," he said. "We are submitting our courses to the National Maritime Center while the regulatory agencies work toward the final rule."

Military Sealift Command (MSC) Training Director Richard Egan said his organization was also preparing for changes.

"Our training requirements have doubled," he said. "It's astronomical all the pressure being put on mariners and companies to meet all of these requirements."

After listening to what changes may need to be made in future curriculum, officials with the PHC shared the changes in policy and curriculum the school already made.

PHC instructor Tom Truitt discussed the school's path from unlicensed apprentice to deck and engine programs, adding that changes would be made at various stages to keep up with new industry standards. Truitt said there would be further emphasis on health awareness and actual sea time.

"The biggest changes will be the total number of assessments and the requirements of those assessments needed," Truitt said. "We're hoping we'll produce a better sailor out there."

Engineering instructor Jay Henderson added the school will continue to have an exceptionally comprehensive engineering program in an attempt to keep up with new technology and meet the demands of the industry.

Changes are also coming to the Seafarers Management Information System on the SIU website. SIU Secretary-Treasurer David Heindel said officials are looking to enhance the member portal and increase the ease of scheduling exams. He asked those in attendance to explore the site and offer their suggestions.

"If there are tweaks we need to make we need to know that so the system can work for you as well as our mariners," Heindel said. "I encourage everybody on the ship owner side to let us know what we can do better."

Re-emphasizing the need to stay informed of the needs of the industry, officials encouraged the industry leaders and government officials in attendance to sign up for a variety of subcommittees to delve further into particular issues. Those groups will exchange ideas through emails, phone calls and meetings over an extended period of time.

By the end of the Sept. 13 advisory board meeting, the subcommittee sign-up sheets were largely full.

"The subcommittees are extremely important. When you sign up with these working groups you're providing a service," said John Mason, CEO of American Service Technology Inc. "We're going to have people who know how to work on these things."

The industry will continue to change, Mason added, and the PHC is determined to stay ahead of those changes.

"There are a lot of things moving along and they're all interconnected," he said. "We're going to attempt to do something (about it)."



John Mason
CEO, American Service Technology Inc.



J.C. Wiegman
Director, PHC Training

Information for the 2012 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

Balloting Begins Nov. 1 for Union Officers

Voting starts Nov. 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District/NMU. SIU members will be able to cast secret ballots at union halls or by mail through Dec. 31, 2012.

Seafarers eligible to vote in this election to determine union officials for the 2013-2016 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot appears on pages 7 and 8.

The credentials committee report, which was prepared Aug. 16, and submitted to the membership at the September monthly meetings, indicated 26 candidates had qualified to run for 25 positions. (The committee's report was published in the September 2012 *Seafarers LOG*.)

The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

20 Polling Places

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 20 union halls around the country. (See list of voting locations on this page.)

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing en-

velopes at these halls between 9:00 a.m. until 12:00 noon, Monday through Saturday, except legal holidays, from Nov. 1 to Dec. 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer receives the ballot and envelopes, his or her book will be marked with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenged." His or her book will be stamped with the words "Voted Challenge" and the date.

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters - 5201 Auth Way, Camp Springs, MD 20746.

Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections.

All ballots will be counted by the rank-and-file committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene in early Jan. 2013.

Notice on Unopposed Candidates

One part of the article of the SIU constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU constitution reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

Procedures for Voting

All Seafarers eligible to vote in the union's 2012 election of officers and job holders for the term 2013-2016 may vote by secret ballot from Nov. 1 through Dec. 31, 2012.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU constitution, which is printed verbatim on pages 9 and 10 of this issue of *Seafarers LOG*.

In summary, here is the procedure for voting:

- Eligible Seafarers may pick up ballot and mailing envelopes from 9:00 a.m. to 12 noon (local time), Monday through Saturday, excluding legal holidays, from Nov. 1 through Dec. 31, 2012 at designated union halls (see list on this page).

- When a full-book member arrives to vote, he or she should present his or her book to the port agent of his duly designated representative.

- The member will be asked to sign a roster sheet indicating the date, the number of the

ballot given the member and his or her book number.

- The member will have his book stamped with the word "Voted" and the date.

- At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

- The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

- In cases where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will also be stamped "Voted Challenge" and the date.

- After a member has voted, he or she puts the ballot in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

Notice of 2008 Election

For Election of 2013-2016 Officers Seafarers International Union of North America Atlantic, Gulf, Lakes & Inland Waters District/NMU

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9 a.m. to noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2012 and shall continue through Dec. 31, 2012.

Voting Locations

ALGONAC	520 St. Clair River Dr., Algonac, MI 48001
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503
BALTIMORE	2315 Essex St., Baltimore, MD 21224
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	Cliffline Office Ctr., Suite 103B, 422 West O'Brien Dr., Hagatna, Guam 96910
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	5100 Belfort Road, Jacksonville, FL 32256
JOLIET	10 East Clinton, Joliet, IL 60432
MOBILE	1640 Dauphin Island Pkwy., Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd., Harvey, LA 70058
NEW YORK	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	115 Third St., Norfolk, VA 23510
OAKLAND	1121 7th St., Oakland, CA 94607
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave., Santurce, PR 00907
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

Procedure For Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2012 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

2. Include in the request the correct address where the absentee ballot should be mailed.

3. Send the request for an absentee ballot by registered or certified mail.

4. The registered or certified mail en-

velope must be postmarked no later than midnight, Nov. 15, 2012 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2012.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2012.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2012 and received by the bank depository no later than Jan. 5, 2013.

ELECTION NOTICE OF 2012 ELECTION

Section 401 (e) of the Labor-Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) requires the mailing of an election notice to each member entitled to vote at his last known address. This notice is being sent to you in compliance therewith and, in addition, contains information of interest to all candidates and members.

SEE REVERSE SIDE FOR VOTING LOCATIONS AND PROPOSED CONSTITUTIONAL REVISIONS

No. 00000

FOR ELECTION OF 2013-2016 OFFICERS
VOTING PERIOD NOVEMBER 1st, 2012 THROUGH DECEMBER 31st, 2012

OFFICIAL BALLOT

For Election of 2013-2016 Officers and Constitutional Amendments

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
Atlantic, Gulf, Lakes and Inland Waters District/NMU

VOTING PERIOD NOVEMBER 1st, 2012 THROUGH DECEMBER 31st, 2012

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH INK OR INDELIBLE PENCIL



<p style="text-align: center;">PRESIDENT <i>(Vote for One)</i></p> <p>1 <input type="checkbox"/> Michael J. Sacco, S-1288</p> <hr/> <p style="text-align: center;">EXECUTIVE VICE PRESIDENT <i>(Vote for One)</i></p> <p>2 <input type="checkbox"/> Augustin Tellez, T-764</p> <hr/> <p style="text-align: center;">SECRETARY-TREASURER <i>(Vote for One)</i></p> <p>3 <input type="checkbox"/> David W. Heindel, H-1443</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT <i>(Vote for One)</i></p> <p>4 <input type="checkbox"/> George Tricker, T-919</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST <i>(Vote for One)</i></p> <p>5 <input type="checkbox"/> Joseph T. Soresi, S-2658</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE GULF COAST <i>(Vote for One)</i></p> <p>6 <input type="checkbox"/> Dean E. Corgay, C-5727</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE WEST COAST <i>(Vote for One)</i></p> <p>7 <input type="checkbox"/> Nicholas J. Marrone, M-2308</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS <i>(Vote for One)</i></p> <p>8 <input type="checkbox"/> Michael D. Murphy, M-2483</p> <p>9 <input type="checkbox"/> Thomas Orzechowski, Jr., O-601</p>	<p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES <i>(Vote for One)</i></p> <p>10 <input type="checkbox"/> Kermet T. Mangram, M-2394</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT <i>(Vote for One)</i></p> <p>11 <input type="checkbox"/> Archie Ware Jr., W-1169</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST <i>(Vote for One)</i></p> <p>12 <input type="checkbox"/> Nicholas A. Celona, C-1578</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST <i>(Vote for One)</i></p> <p>13 <input type="checkbox"/> Ambrose L. Cucinotta, C-1795</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST <i>(Vote for One)</i></p> <p>14 <input type="checkbox"/> Bryan D. Powell, P-1987</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS <i>(Vote for One)</i></p> <p>15 <input type="checkbox"/> James P. McGee, M-5945</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES <i>(Vote for One)</i></p> <p>16 <input type="checkbox"/> Chester Wheeler, W-25058</p>	<p style="text-align: center;">PINEY POINT PORT AGENT <i>(Vote for One)</i></p> <p>17 <input type="checkbox"/> Patrick Vandegrift, V-488</p> <hr/> <p style="text-align: center;">NEW YORK PORT AGENT <i>(Vote for One)</i></p> <p>18 <input type="checkbox"/> Robert Selzer, S-1258</p> <hr/> <p style="text-align: center;">PHILADELPHIA PORT AGENT <i>(Vote for One)</i></p> <p>19 <input type="checkbox"/> Joseph T. Baselice, B-2795</p> <hr/> <p style="text-align: center;">BALTIMORE PORT AGENT <i>(Vote for One)</i></p> <p>20 <input type="checkbox"/> Georg Kenny, K-1041</p> <hr/> <p style="text-align: center;">MOBILE PORT AGENT <i>(Vote for One)</i></p> <p>21 <input type="checkbox"/> Jimmy White, W-1600</p> <hr/> <p style="text-align: center;">NEW ORLEANS PORT AGENT <i>(Vote for One)</i></p> <p>22 <input type="checkbox"/> Chris Westbrook, W-5787</p> <hr/> <p style="text-align: center;">HOUSTON PORT AGENT <i>(Vote for One)</i></p> <p>23 <input type="checkbox"/> Michael Russo, R-5772</p> <hr/> <p style="text-align: center;">OAKLAND PORT AGENT <i>(Vote for One)</i></p> <p>24 <input type="checkbox"/> Tracey Mayhew, M-3487</p> <hr/> <p style="text-align: center;">ST. LOUIS PORT AGENT <i>(Vote for One)</i></p> <p>25 <input type="checkbox"/> Rebecca J. Sleeper, S-2497</p> <hr/> <p style="text-align: center;">DETROIT-ALGONAC PORT AGENT <i>(Vote for One)</i></p> <p>26 <input type="checkbox"/> Todd R. Brdak, B-2684</p>
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**See Reverse Side for
Voting Locations
and
Proposed Constitutional Revisions**





ELECTION NOTICE OF 2012 ELECTION

FOR ELECTION OF 2013-2016 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 2012 and shall continue through December 31st, 2012.

VOTING LOCATIONS

ALGONAC	520 St. Clair River Drive, Algonac, MI 48001	NEW YORK	635 Fourth Avenue, Brooklyn, NY 11232
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503	NORFOLK	115 Third Street, Norfolk, VA 23510
BALTIMORE	2315 Essex Street, Baltimore, MD 21224	OAKLAND	1121 7 th Street, Oakland, CA 94607
FT. LAUDERDALE	1221 South Andrews Avenue, Ft. Lauderdale, FL 33316	PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
GUAM	422 W. O'Brien Dr., Cliffline Office Ctr., Hagatna, Guam 96910	PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
HONOLULU	606 Kalihi Street, Honolulu, HI 96819	PUERTO RICO	1057 Fernandez Juncos Avenue, Santurce, PR 00907
HOUSTON	1221 Pierce Street, Houston, TX 77002	ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
JACKSONVILLE	5100 Belfort Road, Jacksonville, FL 32256	TACOMA	3411 South Union Street, Tacoma, WA 98409
JOLIET	10 East Clinton, Joliet, IL 60432	WILMINGTON	510 North Broad Avenue, Wilmington, CA 90744
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605		
NEW ORLEANS	3911 LaPalco Blvd., Harvey, LA 70058		

WHEREAS, the Executive Board of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District/NMU met to discuss the current needs and conditions of the Union, its membership and the maritime industry in this country; and

WHEREAS, among their discussions and deliberations was the subject of proposed revisions in the Union's Constitution which would enable the Union to function more efficiently and to continue to fulfill its obligations to the membership; and
 WHEREAS, a Constitutional Committee was elected on August 14, 2012, in accordance with Article XXV, Section 2 of our Constitution. They studied the proposed Constitutional Amendments Resolution and unanimously concurred on all proposed constitutional revisions; and
 WHEREAS, the report of the Constitutional Committee was approved by the membership at the regular membership meetings in September 2012.
 NOW, THEREFORE, IT IS RESOLVED

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITIONS, TO BE VOTED UPON, IF ADOPTED, WOULD AMEND THE CONSTITUTION AS FOLLOWS:

PROPOSITION #1

Due to a change in the Law, Article XIII, Elections for Officers, Assistant Vice-Presidents and Port Agents, Section 1 (h) should be amended to read as follows:

"I hereby certify that the during the past thirteen (13) years I have not been convicted of, or served any part of a prison term resulting from a conviction for robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit such crimes. In addition, I certify that I support the Constitution of the United States of America, its institutions and form of government."

Are you in favor of amending Article XIII, Elections for Officers, Assistant Vice-Presidents and Port Agents, Section 1 (h).

PLACE "X" IN BOX OF YOUR CHOICE

YES NO

PROPOSITION #2

Are you in favor of amending the name of the Union to be as follows:

"Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters."

PLACE "X" IN BOX OF YOUR CHOICE

YES NO

These amendments, if approved, shall become effective upon the date of certification of the Union Tallying Committee.

Information for the 2012 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

SIU Constitution Spells Out Rules On 2012 Elections

The section of the union's constitution outlining voting procedures in the SIU's elections, which are conducted every four years, appears here and on page 10 in its entirety.

Article XIII

Elections for Officers, Assistant Vice-Presidents and Port Agents

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

The name of the candidate.

His home address and mailing address.

His book number.

The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

Proof of citizenship.

Proof of seetime and/or employment as required for candidates.

In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit any such crimes."

Dated _____

Signature of Member _____

Book No. _____

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safe-keeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at either the regular meeting in August of the election year or at a special meeting convened in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of

the Deck, Engine and Steward Departments. No officer, Assistant Vice-President, or Port Agent, or candidate for office of the job of Assistant Vice-President, or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one (1) member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram, overnight mail, air mail, special delivery, or an equivalent mail service at the address listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by airmail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two (2) days after the day on which the telegram, overnight mail, air mail, special delivery or an equivalent mail service is sent to correct his application or argue for his qualification.

The Committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President or Port Agent has met all the requirements of Section 1(a) of Article XII.

(f) Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If November 1st and December 31st falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on

the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five (5) columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book

members in good standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the prepaid postage-mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "Voted Challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Section 3(a) of this Article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested or an equivalent mail service, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate vot-

Continued on next page

Information for the 2012 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

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ing instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of twenty (20) full book members. Two (2) shall be elected from each of the ten (10) Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports, on the first business day of the last week of said month. No officer, Assistant Vice-President, Port Agent, or candidate for office, or the job of Assistant Vice-President, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to the duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amount and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and

then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the Port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten (10). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissent therefrom, if any, shall be open to any member provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the committee shall be made up in sufficient copies to comply with the following requirements: two (2) copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one (1) copy of the report on the bulletin board in a conspicuous manner

and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within seventy two (72) hours of the occurrence of the claimed violation notify the Secretary-Treasurer at Headquarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution affected the results of the vote for any office or job, in which event the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of

the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one (1) calendar month.

Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Assistant Vice-President or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one (1) person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

Union's Constitutional Committee Submits Report

We, the undersigned Constitutional Committee, were elected at a Special Meeting held in Piney Point on August 14, 2012, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, proposed Constitutional Amendments contained in Resolutions submitted by our Executive Board.

These Resolutions, containing the proposed amendments, prior to their submission to us, were adopted by a majority vote of the membership. The provisions of these Resolutions including their "WHEREAS" clauses, are contained in this report so that all members will have available to them their full text for review and study at the same time that they read this, our Report and Recommendations.

First, **Whereas, Article XIII, Section 1 of the Constitution of this Union, which deals with the nomination process**

for the election of officers, specifies that, in addition to satisfying all other constitutional eligibility requirements to run for office, anyone nominated must also sign a certificate certifying that he or she has not been convicted of certain specific criminal offenses or been a member of the Communist Party during the five year period preceding the year of nominations; and

Whereas, legal counsel has advised that the relevant law has been amended which extended the disqualifying period from five years to thirteen years; and

Whereas, legal counsel has also advised that judicial precedent no longer allows a disqualification from running for or holding union office solely based upon an individual's Communist party membership,

NOW THEREFORE BE IT RESOLVED THAT, an amendment to Article XIII, section 1 of the Constitution of the Seafarers International

Union, AGLIWD, be included on the upcoming ballot for the election of officers to change the language on the required certificate to read as follows:

"I hereby certify that during the past thirteen (13) years I have not been convicted of, or served any part of a prison term resulting from a conviction for robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit such crimes. In addition, I certify that I support the Constitution of the United States of America, its institutions and form of government."

Second, **Whereas, the name of this Union was chosen decades ago when several individual districts and entities came**

together to form one union; and

Whereas, all of the individual districts and entities have been successfully merged into one Union which acts as a National Union affiliated with the Seafarers International Union of North America, AFL-CIO; and

Whereas, the Executive Board of this Union, upon resolution duly introduced, seconded and voted upon unanimously, on July 20, 2012, agreed to submit to the membership at their next regular membership meeting a proposal to amend the constitution to change the name of the Union;

Be it resolved that, if approved by a majority vote of the membership, the name of this Union shall be the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters.

proposed Resolutions and membership action taken to date, be printed in the *Seafarers LOG*, October 2012 issue, so that the membership will be kept abreast as to all facts and actions taken as of this time. In addition, we recommend that copies of such *LOG* issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2012.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolutions will serve the needs of the Union and the membership.

DATE: August 16, 2012
Fraternally submitted,
Constitutional Committee



Event Highlights



2012 SIUNA Convention

'Delivering Since 1938'



The 2012 Quinquennial Convention of the Seafarers International Union of North America was a total success. Held Sept. 11-12 at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., the event was packed with memorable moments, many of which were captured in the photos on this page and those appearing on the next seven that follow. Clockwise from left, newly elected SIUNA officers were all smiles shortly after taking their respective oaths of office. SIUNA Legislative Director Brian Schoeneman arrives at the center's Training Recreation Center (TRC) hotel for the convention while Monsignor Karl Chimiak of the St. Georges Catholic Church delivers the invocation signaling the convention's start. SIUNA President Michael Sacco greets delegates and guests during his opening remarks while members of the audience stand to applaud a guest speaker. President Sacco joins PHC VP Don Nolan, SIU Legal Counsel Leslie Tarantola, SIU Secretary-Treasurer David Heindel and Unlicensed Apprentice Richard Lawson in the Pledge of Allegiance. Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan checks in at the TRC front desk. An estimated 250 delegates and guests attended the convention.

West Virginia Congressman Promises Fight for Jones Act, Cargo Preference

U.S. Rep. Nick Rahall (D-W.Va.) came to the 2012 SIUNA Convention Sept. 11 vowing to fight against Washington's recent attacks on the Jones Act, cargo preference laws and the American maritime industry as a whole.

Speaking to the gathering of delegates and officials at the Paul Hall Center for Maritime Training and Education (PHC), Rahall called the attacks on the maritime industry "perplexing" and "disappointing."

"This, I believe, is a disservice to the American public," said Rahall, who serves as the ranking member on the House Transportation and Infrastructure Committee. "It's certainly been an impediment to the maritime industry. America, at its core, has been a maritime nation since its founding."

Specifically, he pointed to recent attacks on the Jones Act and the nation's cargo preference laws.

The maritime industry and many members of Congress were blindsided this summer when a collection of harmful changes to cargo preference laws were quietly attached last-minute to an unrelated transportation bill. The changes, which went initially unnoticed, reduced the mandated U.S.-flag share of federal food aid shipments from 75 percent to 50 percent.

"This devastating provision would, according to the Maritime Administration, eliminate 640 seafarers' jobs and an additional 2,000 maritime-related jobs and deny to U.S. carriers 500,000 metric tons of valuable cargo," Rahall said.

Determined to keep that from happening,

Rahall said he joined fellow Reps. Elijah Cummings (D-Md.) and Rick Larsen (D-Wash.) and introduced legislation to repeal the cargo preference changes.

"Certainly, you have my pledge to work very hard for this legislation," Rahall said as applause filled the PHC auditorium. "I appreciate the support of the SIU – it's going to be crucial as we try to move this bill."

Rahall also discussed his work to counter recent attacks against the Jones Act. While the Jones Act mandates only American-owned, -built and -crewed vessels can transport cargo among U.S. ports, several waivers were granted by the administration last year when it tapped the country's Strategic Petroleum Reserve (SPR).

The waivers, which allowed foreign vessels to transport oil from the reserve, "drew a strong, bipartisan rebuke from the Congress and generated outrage throughout the U.S. maritime community," Rahall said, adding the waivers took good jobs away from American mariners.

"I certainly do not believe that spurring growth in our own economy equates to creating jobs for your foreign competitors," he said. "That's not an equal equation, in my opinion."

The House Subcommittee on Coast Guard and Maritime Transportation, on which Rahall sits, held a hearing on the matter in June. That hearing, Rahall added, showed the administration that Congress was serious about protecting the Jones Act and would not accept further attacks against it.



SIUNA President Michael Sacco (left) joins U.S. Rep. Nick Rahall (D-W.Va.) for this photo shortly after the congressman addressed the convention.

"We will continue to monitor this program and try our best to fend off threats to the Jones Act in order to protect the livelihoods of American maritime workers," Ra-

hall said. "We expect any future release of oil from the SPR to provide economic opportunities and jobs for U.S. mariners and not foreign mariners."

U.S. Military Depends on Strong Merchant Marine

MSC Commander, Retired Maritime Administrator Stress Industry's Value, Cooperation

The commander of the U.S. Military Sealift Command (MSC) and a retired deputy commander of the U.S. Transportation Command reminded delegates at the Seafarers International Union of North America convention that America's military depends on a strong, reliable U.S. Merchant Marine.

Rear Adm. Mark Buzby, MSC commander, addressed the gathering Sept. 11 in Piney Point, Md., while Vice Adm. Al Herberger, USN (Ret) spoke the next day. In addition to his tenure at the Transportation Command, Herberger also served as U.S. maritime administrator during the Clinton administration.

Buzby emphasized the "spirit of cooperation and partnership built on trust" that exists between his agency and American



SIU VP Gov't Services Kermet Mangram (left), MSC Commander Rear Adm. Mark Buzby

maritime labor.

"We could not do it without you," Buzby stated. "We absolutely must have the strong minds and strong backs of your membership to help us execute our mission: our vital part of national security and national defense."

A current example of cooperation between unions and the agency, Buzby noted, is a revised agreement covering thousands of civil service mariners. That agreement, known as the CMPI 610, "is the first major revision that we have made to [it] in 25 years, and it addresses some of the critical issues faced by our mariners," he stated. "The real story, though, is the cooperation, respect and partnership between MSC and the unions – the Seafarers chief among them – that showed again through this negotiation process. It was long and hard and went on for at least two and a half years if not three. The end result is an agreement that everyone involved can use and understand and, most importantly, can be fairly compensated by."

Buzby specifically praised SIU Assistant Vice President Government Services Chet Wheeler, Representative Kate Hunt and Counsel Deborah Kleinberg for being "absolutely key to the quality agreement that was struck. Seafarers are very well-served by these professionals." (They weren't at the convention because they were visiting ships, along with MSC representatives, to explain the updated agreement.)

The commander also said he'd recently approved the agency's strategic plan for the next five years – and the convention delegates were the first people outside of MSC to hear about it. Buzby said the plan identifies four "high-level goals," including providing task-ready ships; developing, enhancing and enabling the agency's work force; focusing on the customer so our armed forces benefit; and managing organi-

zational change and growth, in part because "I have every expectation that MSC will have more missions and more responsibility in the coming years, but with a smaller budget."

"Our combined efforts work toward maintaining a strong U.S. maritime industry that's critical to our continued leadership in a world that depends on the seas and the maritime trade," he continued. "None of it will happen without U.S. Mariners manning the lines."

Herberger remains an effective, highly regarded industry spokesman. A former union merchant mariner and Navy commander, he cited the American military operations in Iraq and Afghanistan as the latest examples of U.S. Seafarers standing up as the nation's fourth arm of defense.

"During the past 10 years the U.S. military relied on commercial U.S.-flag shipping and worldwide intermodal logistics systems to support U.S. and coalition forces in Iraq and Afghanistan," he stated. "Since 2002, almost 52 million measurement tons of cargo have been delivered to the U.S. coalition forces by sealift."

Quoting retired TRANSCOM Commander Gen. Duncan McNabb, he further pointed out that sealift "has been responsible for delivering over 90 percent of all the cargo to Afghanistan and Iraq, because of the superb volunteer participation of commercial U.S.-flag vessels and mariners."

Herberger said that although it may seem repetitive to express need for support of America's key maritime programs – the Jones Act, cargo preference laws, and the Maritime Security Program – the sentiments are worth repeating.

"It remains so important that members of Congress, and those in the executive branch, the media, the American public, understand the important role played by commercial vessels and the civilian, union



Vice Adm. Al Herberger
U.S. Navy (Ret.)

mariners in ensuring sealift support for U.S. military forces worldwide. The rough seas have to be calmed," he said, adding that the industry constantly is attacked by foreign-flag interests.

He continued, "Our overall objective that we need to continue to work together on is to increase public awareness of the value of the U.S. Merchant Marine and the maritime industry. We need to promote the industry in all facets, as it exists now and should be in the future. The industry has involved, and so must all advocacy.... We must get the Maritime Administration back in the game of promoting the industry. That's a mouthful for me, being a former maritime administrator, because I know what should be done and what has been done in the past, and why we need it badly again."

Herberger concluded by mentioning the excellent work of the Navy League of the United States, which promotes the U.S. Merchant Marine in addition to the Navy, Marine Corps and Coast Guard.



Paddy Crumlin
ITF President, MUA Nat'l Secretary



Steve Cotton
ITF Maritime Coordinator



Jackie Smith
President, Norwegian Seafarers' Union

International Maritime Labor Officials Emphasize Solidarity, Political Action

The Seafarers International Union of North America's quinquennial convention Sept. 11-12 at times had a strong international flavor, thanks to powerful speeches from four high-ranking maritime labor officials from overseas.

Addressing the convention in Piney Point, Md., (in order of appearance) were International Transport Workers' Federation Maritime Coordinator Steve Cotton and ITF President Paddy Crumlin on Sept. 11, followed the next day by Dr. Conrad Oca, president of the Associated Marine Officers' and Seamen's Union of the Philippines, and Norwegian Seafarers' Union President Jackie Smith.

They all stressed the importance of political action across the globe as well as international solidarity.

Cotton, who is charge of ITF inspectors around the world, is expected to become the federation's general secretary later this year. He urged convention delegates from the U.S. to support the re-election of President Obama, and said it is vital "that each and every one of you mobilize to ensure that those two right-wing politicians (the Republican nominees) and their declared determination to destroy the North American labor movement do not – do not – make it to the White House on the sixth of November."

Cotton then praised the work and leadership of SIUNA President Michael Sacco and Secretary-Treasurer David Heindel, who also chairs the ITF Seafarers' Section. He cited "their personal courage and commitment to the labor movement and [their] determination to build a brighter trade union future."

Envisioning the ITF's future, Cotton said the federation (to which the SIU is affiliated) "is in a real period of change. We have an organization with a great history. The ITF has historically been involved in providing information, servicing committees and providing solidarity from one union to another – all good things – but now, we want to become an organization that's more proactive, an organization that will build projects to empower unions, to give them more leverage, to give them more opportunities to build their membership. And with your help, we can achieve that."

He added, "As the workers of the world come under continuous attack ... we have to build on our capacity to support each other. We have to build on our opportunity to build relationships across the transport modes, not just seafarers but dockers, road workers, rail workers and other areas of the transport mode."

Crumlin, in addition to his role with the ITF, is national secretary of the Maritime Union of Australia – a position equivalent to that of a union president in the U.S. Discussing a huge legislative win for Australian mariners that was secured earlier this year, as well as other political victories for the industry around the world, he stated, "These things don't happen accidentally. They happen because we made them happen. They happen because we're determined to keep our jobs in our own countries. They happen because there's plenty of bite in the dog – we are prepared to go and lay it on the line."

He talked about the loss of American and Australian jobs to other countries and said cooperative efforts are needed to bring – and keep – those jobs back home.

"We have to reach out to other unions and we have to reach out to the American people and the Australian people and say, what sort of America do you want to live in? What sort of Australia do you want to live in? If you want to live in an America with dignity and decency and respect, if you want to live in an America where workers have a future, where workers can get a home, where workers can have health care.... If you want to live in America where working men and women are the bones and the skin and the flesh and the organs of democracy, then you have to get behind us."

Following up on Cotton's point about changes in the ITF's approach, Crumlin said, "We needed a new unionism that was a global unionism, that would reconcile differences between developing countries and developed countries. We need a new unionism that would take on the greed that we saw in the global financial crisis, that ripped away more wealth from generations of working men and women in this country and around the world than ever before in the history of humanity.... And when we were going to fight that, we couldn't do it alone. We had to reach out and think differently."

"Everywhere there is a non-union contract, we should attack it like a cancer. It's a cancer and we're the antidote.... Let's do it smart, let's do it politically, let's do it industrially, let's do it together. That's what the SIU is about and that's what the ITF is about."

Oca, in addition to serving as president of AMOSUP, directs four union-owned and union-operated seamen's hospitals in various countries that serve the union's members and their dependents. He told the delegates that U.S. unions deserve ongoing credit for "making it possible for millions of American citizens to enjoy the quality and standard of life that is still the benchmark for the rest of the world."

Oca noted that piracy remains a deadly threat for the world's mariners, but also pointed out that improvements have happened thanks to joint international efforts.

"We are heartened by the progress achieved in the fight against piracy, thanks in large part to the efforts of the ITF Seafarers' Section, by the SIUNA's very own Dave Heindel, who as chair spearheaded the Save our Seafarers campaign, or SOS Campaign, more than a year ago," Oca said.

He continued, "The SOS, through program advertisements and opening of its website has been able to mobilize thousands of citizens around the world to urge their governments to do something to stop piracy attacks on innocent Seafarers. Filipino Seafarers would like to thank the countless SIUNA members throughout America who have logged onto the SOS website and have sent their anti-piracy messages to President Obama and other elected officials."

"We hope these efforts succeeded in raising public consciousness and a global level of awareness that can hopefully lead to clear, positive and sustained multilateral actions by all



Dr. Conrad Oca
President, AMOSUP

governments and stakeholders. More importantly, the SOS Campaign has clearly shown that seafarers can best achieve success by working together. It is a pragmatic response that highlights the need of international solidarity and cooperation in running a successful campaign."

Other fruitful examples of joint efforts include the International Bargaining Forum and the Maritime Labor Convention of 2006, he added.

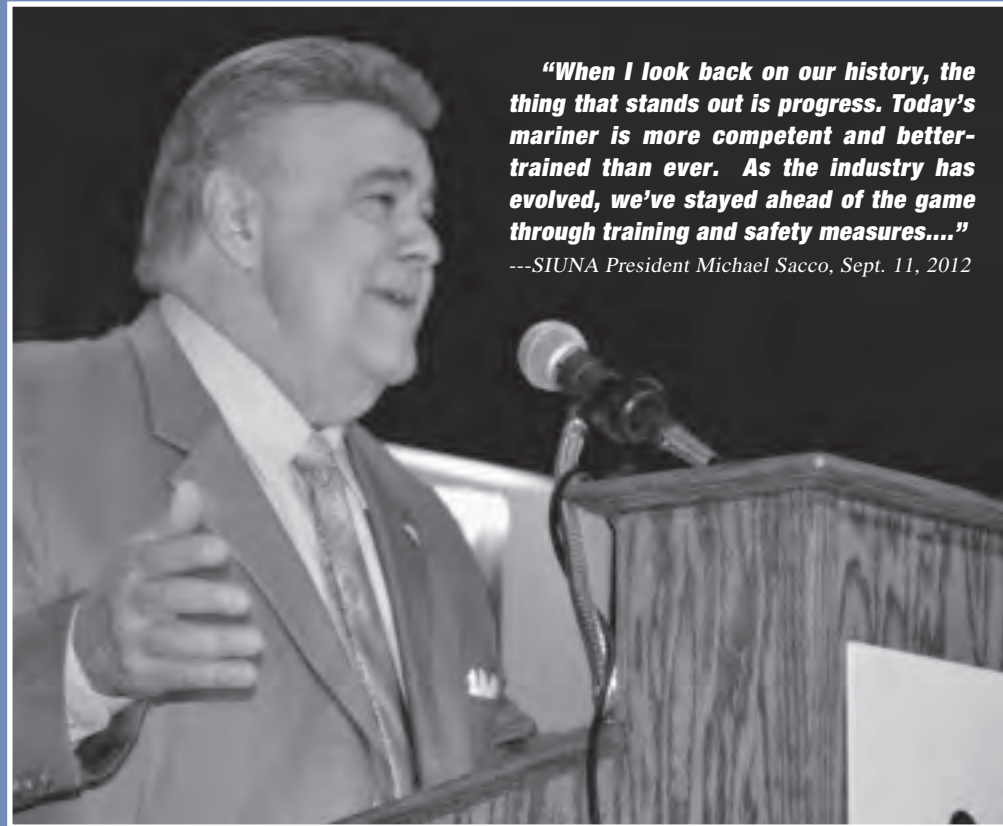
Smith was the convention's final guest speaker. She pointed out the SIUNA's Norwegian heritage in Andrew Furuseth (founder of the forerunner to the SIU) and Harry Lundberg (the SIU's first president), who positively influenced mariners worldwide.

Examining current maritime events, she stated, "The cooperation and solidarity between not only the SIU but also NSU and all seafarer unions globally is extraordinary. I personally have been privileged with knowing and learning from Brother Sacco, Brother Heindel and the late Brother John Fay (former SIU executive vice president). The SIU's standing internationally is not only because Dave is the chair of the Seafarers' Section, but also because of the support and knowledge that the SIU brings to the international scene."

She concluded by stressing the importance of the upcoming elections.

"Yours is happening in two months; ours is happening next year," Smith said. "And it is so important to have a government that is labor-friendly and not attacking the labor movement and workers' rights. These are hard- and long-won rights that we have internationally, you within the U.S., us within Norway. So, brothers and sisters, we need to remind our governments that priority number one needs to be decent work for all."

Convention Speakers



"When I look back on our history, the thing that stands out is progress. Today's mariner is more competent and better-trained than ever. As the industry has evolved, we've stayed ahead of the game through training and safety measures...."
 ---SIUNA President Michael Sacco, Sept. 11, 2012



Don Nolan
VP, Paul Hall Center



U.S. Rep. Nick Rahall
(D-W.Va.)



Ernie Grecco
President
Metropolitan Baltimore AFL-CIO



Steve Cotton
ITF President, MUA Nat'l Secretary



Paddy Crumlin
ITF President, MUA Nat'l Secretary



Rear Adm. Mark Buzby
MSC Commander



Tom Ellis
Finance Director
Union Sportsmen's Alliance



Mike Jewell
MEBA President



Tom Bethel
AMO President



Vice Adm. Al Herberger,
U.S. Navy (Ret.)



Fred Mason
Maryland/D.C. AFL-CIO President



Jackie Smith
President
Norwegian Seafarers' Union



Dr. Conrad Oca
President, AMOSUP



Valerie Cole
Union Plus Representative

Delegates & Guests



Augie Tellez
SIU Executive VP



Michel Dejardins
President, SIU of Canada



Tom Bethel
President, AMO



David Heindel
SIUNA Sec. - Treasurer



Dean Corgoy
SIUNA VP



Thomas Orzechowski
SIUNA VP



Joseph Soresi
SIUNA VP



George Tricker
SIUNA VP



Kernett Mangram
SIUNA VP



Nick Marrone
SIUNA VP



Robert Kiefer
National Executive VP
AMO



Anthony Poplawski
President, MFOW



Jim Given
VP, SIU of Canada



Dave Connolly
SUP VP



John Spadaro
UIW National Director



Desiree Gralewicz
Secretary-Treasurer
SIU of Canada



Jose Leonard
Nat'l. Secretary-Treasurer
AMO



Roman Gralewicz
President Emeritus
SIU of Canada



Eugene Irish
UIW VP



Herb Perez
UIW VP



Maggie Bowen
SIU Plans Administrator



Catina Sicoli
Comptroller
SIU of Canada



Lou Delma
UIS VP



Archie Ware
SIU Asst. VP



Jim McGee
SIU Asst. VP



Nick Celona
SIU Asst. VP



Ambrose Cucinotta
SIU Asst. VP



Bryan Powell
SIU Asst. VP



Donna Walsh
SIUNA VP



Karen Horton-Gennette
SEATU VP



Michel Galarneau
VP, SIU of Canada



Bill O'Brien
VP, MFU



Tom Walsh
IPTW



Jeff Turkus
SIU Port Agent



Nicole Walsh
IPTW



Todd Brdak
SIU Port Agent



Hazel Galbiso
SIU Port Agent



Jimmy White
SIU Port Agent



Georg Kenny
SIU Port Agent



Elizabeth Brown
SIU Port Agent



Chad Partridge
SIU Port Agent



Kris Hopkins
SIU Port Agent



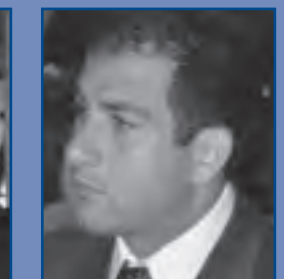
Chris Westbrook
SIU Port Agent



Joe Baselice
SIU Port Agent



John Hoskins
SIU Port Agent



Amancio Crespo
SIU Port Agent



Pat Vandegrift
SIU Port Agent



Joe Vincenzo
SIU Port Agent



Becky Sleeper
SIU Port Agent



Mark von Siegel
SIU Patrolman



Tracey Mayhew
UIW Representative



Mike Given
Organizing Director
SIU of Canada



Vince O'Halloran
SUP Branch Agent



Lori Cornell
SEATU Rep.

Union Leaders: Election Vital to Workers' Rights

Arguing the stakes for the labor movement couldn't be higher, a pair of Maryland union leaders urged delegates at the 2012 SIUNA convention to take an active role in November's election.

"Our union movement is at a crossroads," said Maryland and District of Columbia (D.C.) AFL-CIO President Fred Mason as he spoke Sept. 12 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. "There are forces out there that literally want to kill our movement."

Those forces, emboldened by the anti-worker tactics of Wisconsin Gov. Scott Walker and others, have contributed hundreds of millions of dollars to the campaign of Republican Presidential Nominee Mitt Romney. If Romney and his running mate, Congressman Paul Ryan win, Metropolitan Baltimore AFL-CIO President Ernie Grecco said in his speech Sept. 11, the rights of workers would be threatened nationwide.

"These two candidates are some of the worst we've ever had to face," Grecco said, referring to Romney and Ryan's support of so-called right-to-work laws and other anti-worker measures. "They're out to get us."

While both Grecco and Mason acknowledged President Barack Obama's term has not been perfect, they agreed that a Romney victory would be devastating to working people and the labor movement. They called on the delegates to reach out to friends, families and fellow members to ensure that doesn't happen.

"It's up to us to spread the word," Mason said. "The choices for American workers are very clear."

Grecco said it was vital for members to ensure everyone around them had all the facts. Workers need to know, he added, that a Romney presidency would strike a blow



Metropolitan Baltimore AFL-CIO President Ernie Grecco emphasizes the need for union members to consider the facts before voting.



Maryland/D.C. AFL-CIO President Fred Mason tells delegates the labor movement's future is at stake.

against fair wages and collective bargaining.

"If you are a construction worker and you vote for Romney, something is wrong. If you are a teacher or a firefighter and you vote for Romney something is drastically wrong," Grecco said. "We know a lot of our members are going to vote ... Republican. The thing is, they don't know all the facts."

The good news, Mason said, is the attacks against unions and collective bargaining have put those issues at the forefront of national politics.

"The public debates that are happening on the heels of these attacks really helped to educate people on why collective bargaining exists," he said. "Communities that have strong unions or a strong union workforce enjoy greater productivity and a higher standard of living. We have to capitalize on these discussions about unions and explain to folks what it means to be a union member."

Grecco also called on delegates to reach out to and volunteer for pro-worker campaigns.

"We don't want to take anything for granted. We have to work for these individuals," he said. "We don't want to wake up the day after the election and have so many of our friends who had good (pro-union) voting records go down."

The stakes, Mason said, are simply too high.

"Our future is at stake. Our children's future is at stake," Mason said. "If we don't succeed in preserving that, the conditions will get worse. Talk about high unemployment now – it will get worse."

AMO, MEBA Presidents Rally Support for Merchant Marine

The leaders of two major maritime labor organizations told the 2012 SIUNA convention the U.S.-flag fleet had no intention of lying down amid the recent flurry of attacks against American mariners coming from Washington, D.C.

In separate speeches at the Paul Hall Center for Maritime Training and Education (PHC) Sept. 12, American Maritime Officers President Tom Bethel and Marine Engineers' Beneficial Association President Mike Jewell said their organizations would vigorously fight those attacks. Merchant mariners came to the aid of the country in times of need, they said, and now those mariners will come to the aid of each other.



Mike Jewell
MEBA President

"I've never seen us under attack like this in my life," Bethel said. "We're ready to fight any attempt that threatens the jobs, security or way of life of any of our respective memberships."

Bethel and Jewell said one of the biggest threats to the U.S.-flag fleet came attached this summer to an unrelated highway transportation bill. Quietly inserted into that bill were provisions that hammered existing cargo preference laws, reducing the mandated U.S.-flag share of federal food aid shipments from 75 percent to 50 percent.

Jewel said the U.S.-flag fleet would lose 16 ships and more than 700 direct mariner jobs if those provisions are allowed to take effect.

"Our brothers and sisters out there, they're going to lose their jobs if we let this go through," Jewel said. "Everybody in this room gets it."

The way to prevent those things from happening, he added, was to make sure everyone else gets it, too. While the merchant marine has played a vital role during times of war and national emergencies, Jewel said the public often forgets about the fleet's important work. He called on the SIUNA delegates and officials to take an active role in spreading the word about U.S. Merchant Mariners and encourage others to do so as well.

"Where we have failed – and where we can't fail again – is taking it to the public," he said. "And that's where we need to go. Tell them about maritime, tell them what we do." Bethel, meanwhile, called for an aggressive approach when dealing with Congress.

"This is the most dysfunctional Congress I've ever seen in my life," he said. "The fact is, if we don't play the game there, we're out of business. Since I've been president, I'm proud to say the SIU and the AMO, our political team, has never been better and never worked more closely."

That work appears to be paying off. Several members of Congress, including Reps. Elijah Cummings (D-Md.), Rick Larsen, (D-Wash.), Jeff Landry (R-La.) and



Tom Bethel
AMO President

Nick Rahall (D-W.Va.) – who spoke at the convention – are working to reverse this summer's cargo preference changes.

In the meantime, Bethel and Jewel said, U.S. mariners would continue doing what they do best.

"We're going to deliver the cargo to every port in the world on time, every time," Bethel said. "When there's a war, when there's a conflict, when there's a hurricane, when there's some kind of emergency, they're going to call on the merchant marine."

"We're going to survive," he added. "That's what we do."

Members Urged to Take Advantage of Union Plus

Potentially, thousands of dollars in financial aid and savings are waiting for SIU members, Union Plus Representative Valerie Cole told the 2012 SIUNA Convention Sept. 11. Those members just have to reach out and grab it.

"Union Plus programs help your members buy their homes, ensure their futures, travel for less and send their children to college," Cole said as she addressed the convention at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. "Hard-working union members and their families deserve unique value, fair terms and exceptional service."

Since its founding by the AFL-CIO in 1986, Union Plus has used the collective bargaining power of unions to provide discounted products and services to union families. Currently, the program offers

more than 40 benefits in categories ranging from housing and health care to higher education and entertainment.

"That is the power of belonging to a union," Cole said.

Union Plus has been especially valuable to members in recent years, as the Great Recession has resulted in widespread job losses and financial strain. Union Plus has spent more than \$14 million the last few years to help members who faced financial hardships. More than \$9 million of that went to mortgage assistance for members facing foreclosure on their homes.

"In times of job loss and medical emergency and financial hardship we offer a helping hand," Cole said. "It helps members keep homes if they lose their job, become disabled or can't work."

Aside from helping distressed homeowners, Union Plus also helps those buying homes find competitive mortgage rates and savings on closing costs. First-time homeowners get even more assistance.

Union plus also offers grants for members who are saving for their children's higher education and deep discounts on college preparation courses. Members can take advantage of massive savings on clothing, travel and entertainment and cell phone service as well.

It's all about the philosophy of "delivering savings, service and solidarity," Cole said. "That's our foundation and we've been building on it ever since."

For more information on Union Plus and to sign up for benefits, visit www.unionplus.org.



Valerie Cole describes some of the dozens of programs available through Union Plus.

Union Sportsmen's Alliance Promotes Outdoor Efforts

Outdoor activities like hunting and fishing are immensely popular within the union community, and the Union Sportsmen's Alliance (USA) has spent the last five years expanding outdoor offerings nationwide. While the organization has only been around since 2007, USA Finance Director Tom Ellis told the 2012 SIUNA Convention Sept. 11 it's already done a lot of good.

Boasting more than 25,000 members, the USA hosts 25 annual shooting events and provides union volunteers who offer skills and resources to expand outdoor opportunities and conserve wildlife habitats.

"Seventy percent of all AFL-CIO union members hunt, fish or shoot or [enjoy] the outdoors," Ellis told the audience at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. "Our goal is to use that vehicle ... to be the common glue to get everyone together."

Ellis pointed to the USA's Boots on the Ground initiative – a program in which skilled union workers volunteer their services on projects designed to improve access to hunting, fishing and other outdoor-related activities.

For example, Ellis said, the USA recently provided the free service of bricklayers and ironworkers to help construct a \$100,000 shooting facility in Tennessee.

"Through our donations of skilled labor, they're able to do a lot more with



USA official Tom Ellis says his organization boosts awareness of union members' many positive contributions.

that \$100,000," Ellis said.

Once a USA-assisted project is completed, the crew constructs a plaque or banner that identifies and thanks the union workers who donated their time and services to completing the project. The result, Ellis said, is a greater sense of goodwill between the labor community and the general public.

"That's what our mission is – not to be political, but to raise awareness of the good things this community does," he said.

County Government Salutes Union's Anniversary



During the SIUNA convention, St. Mary's County (Md.) Board of Commissioners President Jack Russell (center) presented a proclamation to the union on behalf of the board. The text commended the SIUNA on its upcoming 75th anniversary and said that SIUNA affiliate unions are "vital to America's national and economic security." The proclamation also recognized SIUNA unions for "their dedication and commitment to their members." Russell is pictured with SIUNA President Michael Sacco (right) and SIUNA Secretary-Treasurer David Heindel.

'At Piney Point, We Change Lives'

School's Mission Celebrated at Waterfront Christening

Riveting or not, an uninterrupted three-hour convention session may leave even the most enthusiastic delegates a bit weary.

So it seemed as convention personnel strolled to the waterfront for a brief ceremony following the opening day of the SIUNA convention in Piney Point, Md., on Sept. 11.

Any sluggishness quickly disappeared, however, as Paul Hall Center Trustee Tony Naccarato delivered a heartfelt, moving speech highlighting the tens of thousands of mariners who have benefited from training at the SIU-affiliated school.

The occasion was a ceremonial opening of the renovated waterfront at the Paul Hall Center – a major improvement that promises to further enhance courses available at the school, not to mention the aesthetic improvement.

"The SIU and the SIU family of shipowners and operators don't only provide maritime skills at Piney Point; they also provide the graduates and the upgraders the tools they will need to pursue the American dream," Naccarato said in rousing fashion. "Perhaps the motto of this school should be: At Piney Point, we change lives!"

He added that the school's renowned entry-level program, honored recently by the U.S. Department of Labor, may be more valuable than ever.

"At a time when the middle class is struggling, Piney Point is a fountain that pours a steady stream of newly

trained workers into the American middle class," he stated. "At a time when young people are having a problem getting a foothold in our economy, we offer a helping hand and a clear path to a life of dignity, pride, and self-fulfillment. At a time, when our economy is having a problem providing many of our workers with a steady job, Piney Point and the SIU are teaching its members the skills they must have to provide a decent and secure life for their families."

Addressing the unlicensed apprentices in the crowd, Naccarato offered encouragement and realism.

"The training program that has been developed at Piney Point during the past five decades is not for the faint of heart or for the lazy," he said. "In order to complete the program, you must be a bright, committed, and disciplined person who is not afraid of hard work and is willing to pay the hard price for a better tomorrow. Excuses and mediocrity do not cut it at Piney Point.... There is a worthwhile reward at the end of your journey. One day you might be a captain, a bosun, a chief engineer or a chief steward bringing honor to yourself and this school. You might become the president of the SIU or CEO of Maersk Line or any of the other shipping companies that are represented here today. You might even start your own shipping line. Remember, we only give you the opportunity here; the rest is up to you."



Immediately following his well-received remarks, Tony Naccarato (fourth from left) joins other trustees and officials for the ceremonial ribbon-cutting.

Convention Committees



Auditing Committee - Todd Brdak, Nick Marrone, Chairman Dean Corgoy, Roman Gralewicz, Lou Delma, Augie Tellez, David Heindel and George Tricker.



Legislative & Government Agencies Committee - (Seated from left) David Connolly, Nicole Walsh, Chairman Tom Bethel, (standing, from left) John Hoskins, Jeff Turkus, Jim McGee, Georg Kenny and Michael Galarneau.



Credentials Committee - (seated) Elizabeth Brown, Chairman Augie Tellez, Robert Kiefer, (standing, from left) Ambrose Cucinotta, Michael Given, Tracey Mayhew, and (far right) Archie Ware.



Officers & Affiliates Reports Committee - (Seated, from left) Herb Perez, Chairwoman Donna Walsh, Karen Horton-Gennette, (standing) Kris Hopkins, Desiree Gralewicz and John Spadaro.



Convention Arrangements & Public Relations Committee - Matt Burke, Kermett Mangram, Nick Celona, Chairman Anthony Poplawski, Juan Rios, Amancio Crespo and Thomas Walsh.



International Affairs Committee - (Seated, from left) Pat Vandegrift, Lori Cornell, Catina Sicoli, Joseph Soresi, (standing) Eugene Irish, Jose Leonard and Chairman Michel Desjardins.



Resolutions Committee - Christopher Holmes, Vince O'Halloran, Chairman Thomas Orzechowski, Becky Sleeper and James Given.

November & December Membership Meetings

Piney Point.....Monday: November 5, December 3
Algonac.....Friday: November 9, December 7
Baltimore.....Thursday: November 8, December 6
Guam.....Thursday: November 22, December 20
Honolulu.....Friday: November 16, December 14
Houston.....*Tuesday: November 13, Monday: December 10
Jacksonville.....Thursday: November 8, December 6
Joliet.....Thursday: November 15, December 13
Mobile.....Wednesday: November 14, December 12
New Orleans.....Tuesday: November 13, December 11
New York.....Tuesday: November 6, December 4
Norfolk.....Thursday: November 8, December 6
Oakland.....Thursday: November 15, December 13
Philadelphia.....Wednesday: November 7, December 5
Port Everglades.....Thursday: November 15, December 13
San Juan.....Thursday: November 8, December 6
St. Louis.....Friday: November 16, December 14
Tacoma.....Friday: November 23, December 21
Wilmington.....Monday: November 19, December 17

* Houston change created by Veterans Day holiday.

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

Attention:

Seafarers

Another New Ship!



SPAD Works For You!

Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

August 16, 2012 - September 15, 2012

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	15	6	1	20	9	0	5	20	16	2
Anchorage	1	1	0	1	0	1	0	2	1	2
Baltimore	11	2	2	3	2	1	1	9	2	4
Fort Lauderdale	12	15	3	12	10	3	10	29	21	3
Guam	0	5	0	2	4	0	0	10	7	1
Honolulu	15	5	0	3	0	0	0	19	9	4
Houston	45	14	5	30	10	1	14	84	26	6
Jacksonville	29	31	1	25	15	1	16	60	46	2
Joliet	7	3	2	6	2	1	0	6	6	3
Mobile	5	4	2	10	1	0	4	9	7	2
New Orleans	16	4	1	7	0	0	2	26	6	3
New York	38	17	1	32	12	0	15	80	30	3
Norfolk	25	24	6	11	13	3	5	31	45	12
Oakland	19	5	2	16	3	1	9	40	11	4
Philadelphia	11	5	2	3	3	1	0	10	7	3
Piney Point	1	3	0	0	0	0	1	2	4	0
Puerto Rico	8	2	1	3	2	0	0	11	12	4
Tacoma	30	15	5	33	9	1	12	58	23	6
St. Louis	2	0	2	5	1	0	0	4	1	2
Wilmington	34	10	2	22	15	2	9	59	29	8
TOTALS	324	171	38	244	111	16	103	569	309	74
Engine Department										
Algonac	2	3	2	4	3	3	2	5	5	2
Anchorage	1	0	0	1	1	0	0	0	3	1
Baltimore	4	3	2	4	5	2	1	7	5	1
Fort Lauderdale	11	3	0	11	4	0	3	16	6	1
Guam	1	0	0	1	1	0	0	3	0	0
Honolulu	8	4	0	2	5	0	1	14	8	0
Houston	19	9	2	12	5	1	4	32	22	2
Jacksonville	21	16	2	13	10	0	4	45	27	7
Joliet	1	3	3	1	4	1	1	2	3	3
Mobile	4	0	1	6	0	0	1	8	3	1
New Orleans	4	1	0	2	1	0	1	7	3	0
New York	14	10	1	12	4	1	6	28	25	5
Norfolk	8	10	3	8	9	1	3	18	17	5
Oakland	11	7	0	8	9	1	1	20	7	3
Philadelphia	5	1	1	6	1	1	3	5	1	1
Piney Point	2	2	1	0	0	0	0	2	3	1
Puerto Rico	1	4	1	0	3	0	1	1	15	1
Tacoma	16	8	1	11	4	0	7	24	14	2
St. Louis	1	0	0	2	0	0	0	3	2	0
Wilmington	6	16	4	5	9	1	5	20	28	8
TOTALS	140	100	24	109	78	12	44	260	197	44
Steward Department										
Algonac	4	0	1	5	2	1	0	5	1	2
Anchorage	0	0	0	0	1	0	1	0	0	0
Baltimore	4	3	0	3	4	0	1	8	5	0
Fort Lauderdale	14	2	0	6	3	0	2	19	4	1
Guam	2	1	0	1	0	0	0	4	3	0
Honolulu	10	1	0	4	1	0	0	18	6	0
Houston	11	5	2	16	3	1	2	27	14	1
Jacksonville	23	7	0	13	6	0	7	27	14	0
Joliet	2	3	2	1	2	1	0	1	3	1
Mobile	3	0	0	2	1	0	0	9	2	1
New Orleans	7	4	1	2	2	0	1	10	2	2
New York	29	5	0	20	4	0	9	37	6	0
Norfolk	8	15	2	11	5	2	4	17	18	2
Oakland	9	5	1	9	3	0	3	25	5	5
Philadelphia	3	0	0	2	0	0	0	4	1	0
Piney Point	3	1	0	3	1	0	1	3	0	0
Puerto Rico	2	1	0	1	1	0	0	3	0	0
Tacoma	20	2	0	14	1	0	2	30	6	0
St. Louis	1	1	0	2	2	0	1	1	1	0
Wilmington	23	2	0	21	2	0	4	35	4	1
TOTALS	178	58	9	136	44	5	38	283	95	16
Entry Department										
Algonac	2	10	9	2	9	3	2	5	19	21
Anchorage	0	3	0	0	2	0	0	0	0	0
Baltimore	1	1	9	0	0	3	2	1	1	6
Fort Lauderdale	0	7	2	0	7	0	2	1	13	5
Guam	0	1	0	0	0	0	0	0	2	0
Honolulu	4	5	7	2	0	8	0	5	9	7
Houston	0	7	1	5	9	2	1	1	14	9
Jacksonville	5	7	7	0	8	5	4	6	28	20
Joliet	0	0	5	0	0	2	0	1	0	3
Mobile	2	4	0	1	1	2	1	1	8	2
New Orleans	2	1	1	1	1	1	0	2	3	4
New York	5	27	9	3	17	5	0	13	40	33
Norfolk	0	14	15	0	9	8	1	1	32	48
Oakland	3	8	3	1	12	2	2	3	14	10
Philadelphia	1	2	2	1	1	1	1	0	2	3
Piney Point	0	6	1	0	2	0	0	0	10	1
Puerto Rico	0	0	0	0	0	1	0	2	0	4
Tacoma	4	10	4	4	3	1	0	7	14	8
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	5	14	6	1	9	4	0	14	36	39
TOTALS	34	127	81	21	90	48	16	63	246	223
GRAND TOTALS:	676	456	152	510	323	81	201	1,175	847	357

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

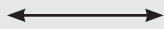
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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(301) 899-0675

ALGONAC

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

ANCHORAGE

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BALTIMORE

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GUAM

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422 West O'Brien Dr., Hagatna, Guam 96910
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(904) 281-2622

JOLIET

10 East Clinton St., Joliet, IL 60432
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(504) 328-7545

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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(510) 444-2360

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by Seafarers who were completing the bosun recertification course in Piney Point, Md.

Question: Why did you enter the maritime industry, and why have you stayed with it?

Charles Mull

Recertified Bosun

It was by accident I came into the business. After a short time, I found out I enjoyed the life. Once I got the salt into my blood, I was hooked. I've stayed for two reasons, one being



this union and all it has done for its members; another being a choice to travel more.

Richard Gathers

Recertified Bosun

I entered the maritime industry for a better life for me and my family. There's nothing like making a living at sea. I stayed with it because it's in my blood.



Trevorous Ellison

Recertified Bosun

I started off in the Navy and enjoyed it. The SIU has allowed me to earn a good living and travel to some nice places. When I'm working aboard ship,

it allows me to get my thoughts together and get peace of mind. I enjoy the work!



Gerry Gianan

Recertified Bosun

I was a sailor on foreign-flag ships before I immigrated to the



U.S. The love of being at sea and travelling has always been part of my life, especially with the SIU. Our union gave me the opportunity to improve and better myself. The jobs give financial security and a way to support my family and meet our needs, whether it's putting food on the table or getting the children the education they deserved.



Joshua Mensah

Recertified Bosun

I like to travel and make good money. I also appreciate the job security and time off. I

really can't ask for anything better than this. The union takes care of its members; the SIU is constantly competing to provide jobs for the members.

Timothy Fogg

Recertified Bosun

I was raised on the water and enjoyed crabbing and fishing – and always wanted to continue enjoying being in the marine environment. I fell in love with it and couldn't see myself doing anything else.



Pic-From-The-Past



Pictured aboard the cruise ship *SS Constitution* in December 1983 are (from left) vessel Master Harry T.Y. Wu, SIU Secretary-Treasurer Joe DiGiorgio, Executive VP Ed Turner, Executive Chef Otto Gill, Hotel Manager Sam Nazario and SIU VP West Coast George McCartney.

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

ROBERT ARANA

Brother Robert Arana, 64, signed on with the Seafarers in 1972. A member of the steward department, he upgraded on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Arana initially worked on the *Philadelphia*. His most recent trip was aboard the *Cyprine*. Brother Arana calls Orlando, Fla., home.



shipping with the union in 1994 from the port of New Orleans. She was born in Lebeau, La. Sister Jaudon worked in both

the steward and deck departments. She enhanced her skills on three occasions at the SIU-affiliated school in Maryland. Sister Jaudon last sailed aboard the *Delaware Trader*. She calls New Orleans home.

STEVEN BARROWS

Brother Steven Barrows, 65, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. The engine department member's most recent trip was aboard *USNS Pillau*. Brother Barrows attended classes on two occasions at the union-affiliated school in Piney Point, Md. He lives in Massachusetts.



EMIL MEIER

Brother Emil Meier, 64, signed on with the SIU in 1972. He originally sailed aboard the *Penn Challenger*. Brother Meier was a member of the deck department. His most recent voyage was aboard the *Midnight Sun*. Brother Meier was born in Detroit and now makes his home in Grants Pass, Ore.



MICHAEL BIGLEY

Brother Michael Bigley, 65, donned the SIU colors in 1968. His first voyage was aboard the *Ft. Hoskins*; his most recent was on the *Ranger*. Brother Bigley was a member of the engine department. He makes his home in Deal Island, Md.



JAN SCHMIDT

Brother Jan Schmidt, 66, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. He was born in Poland and worked in the deck department. Brother Schmidt was last employed on the *Charleston Express*. He lives



in Hollywood, Fla.

JOHN GIBBONS

Brother John Gibbons, 69, was born in Brooklyn, N.Y. He became a Seafarer in 1962, originally shipping aboard an AH Bull Steamship Company vessel. Brother Gibbons took advantage of educational opportunities at the Piney Point school. He sailed as a member of the steward department. Brother Gibbons most recently worked on the *Chemical Pioneer*. He settled in San Antonio, Texas.



LORENZO TIFRE

Brother Lorenzo Tifre, 65, became a union member in 1993 while in the port of New York. The deck department member was born in Honduras. Brother Tifre's first ship was the *ITB Jacksonville*; his most recent was the *Maersk Georgia*. He upgraded in 1997 and 2001 at the union-affiliated school in Piney Point, Md. Brother Tifre settled in Brooklyn, N.Y.



INLAND

ROGER GRISWOLD

Brother Roger Griswold, 55, began sailing with the union in 1980. He first worked aboard TYCO's *Long Lines*. Brother Griswold sailed in the steward department. He upgraded often at the Paul Hall Center. Brother Griswold's final trip was on the *Horizon Trader*. He is a resident of Weare, N.H.



RANDY BEACHAM

Brother Randy Beacham, 55, began his SIU career in 1978, initially shipping aboard a Hvide Marine vessel. The deck department member was born in Virginia. Brother Beacham enhanced his skills on three occasions at the maritime training center in Piney Point, Md. His most recent trip was on a Great Lakes Dredge & Dock vessel. Brother Beacham calls Norfolk, Va., home.



DAVID FLADER

Brother David Flader, 56, started sailing with the union in 1976 in Norfolk, Va. A member of the deck department, he upgraded often at the Paul Hall Center. Brother Flader originally worked on a Virginia Pilot Corporation vessel. His most recent trip was with Allied Towing. Brother Flader makes his home in Beaufort, N.C.



GEORGE O'NEAL

Brother George O'Neal, 68, donned the SIU colors in 2002. He sailed mainly with Express Marine. Brother O'Neal was a member of the steward and deck departments. In 2005 and 2008, he attended classes at the Piney Point school. Brother O'Neal is a resident of Bayboro, N.C.



CARLTON RICHARDSON

Brother Carlton Richardson, 55, became a Seafarer in 1979. His earliest trip was with G&H Towing. On numerous occasions Brother Richardson enhanced his skills at the maritime



training center in Piney Point, Md. His most recent trip was on the *Northerly Island*. Brother Richardson sailed in the engine department and calls Grandy, N.C., home.

PAUL STANFORD

Brother Paul Stanford, 55, joined the union in 1977. His earliest trip to sea was on the *Producer*. Brother Sanford was a deck department member. He upgraded frequently at the Paul Hall Center. Brother Stanford's most recent vessel was operated by Crowley Towing & Transportation of Jacksonville. He lives in Atlantic Beach, Fla.

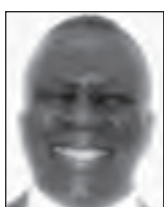
PAUL WHILDEN

Brother Paul Whilden, 64, signed on with the SIU in 1972. He primarily sailed aboard vessels operated by Interstate Oil Transportation Company. Brother Whilden resides in Ft. McCoy, Fla.



CECIL WILLIAMS

Brother Cecil Williams, 57, began shipping with the union in 1980. He initially sailed on the *Atlantic*. Brother Williams worked in the engine department and upgraded often. He was last



employed with Crowley Liner Service. Brother Williams is a resident of Pennsauken, N.J.

GREAT LAKES

GEORGE DANKS

Brother George Danks, 65, signed on with the SIU in 1971. He first sailed with Michigan Interstate Railway. Brother Danks was a member of the deck department. Prior to his retirement, he sailed on the *Presque Isle*. Brother Danks makes his home in Manistee, Mich.



PHILLIP PIPER

Brother Phillip Piper, 59, became a union member in 1973. The deck department and Michigan native member initially worked with American Steamship Company. In 2010, he upgraded at the SIU-affiliated school in Maryland. His most recent ship was the *Alpena*. Brother Piper calls Presque Isle, Mich., home.



This Month In SIU History

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

1949

For the second time this year the SIU Atlantic and Gulf District has successfully campaigned to protect the employment of American seamen and ships in transporting foreign aid cargoes. Last week, Congress passed the arms aid bill, including the amendment pushed by the SIU which guarantees that 50 percent of military supplies shipped to non-communist nations will go on American vessels, manned by American seamen. Earlier this year, the battle waged by the SIU and other maritime organizations resulted in the passage of a law requiring ECA Administrator Paul Hoffman to send at least 50 percent of Marshall Plan goods on American-flag ships. The A&G District touched off its fight in favor of the use of American ships when Secretary-Treasurer Paul Hall informed members of Congress that the "critical condition of the United States merchant marine" made the guarantee imperative.

1951

Six Seafarers, who term their rescue "miraculous," are the only survivors of the ill-fated *Southern Isles* which broke in half and sank on Oct. 5th, 200 miles southeast of Cape Hatteras with the loss of 17 men. The converted 3,325-ton LST, bound from Puerto Rico to Chester, Pa., loaded with 4,000 long tons of iron ore, sank in less than five minutes in heavy seas and swirling winds resulting from a two-day hurricane blowing off the coast. Lost were the ship's eight officers, the radio operator and eight of the unlicensed crew. The sinking came with such suddenness that no SOS was sent out. The swift rescue of the survivors came about only because the *SS Charlotte Lykes*, following the ship a few miles back, noticed the

sudden disappearance of the vessel's running lights and sped to the disaster area.

1978

More than 300 delegates to the Seafarers International Union of North America's 1978 Triennial Convention convened on the nation's capital on Oct. 16 to review the progress over the last three years and to map out legislative, political and organizing strategies for the future. SIUNA President Paul Hall, convention chairman, told the representatives of the SIUNA-affiliated unions in the opening day session that the Convention's goal is to develop a policy which will counter the growing presence of the Soviet fleet in ocean commerce. "Russian-flag vessels are daily increasing their penetration of U.S. shipping," Hall warned. "The time has come when positive steps must be taken to assure the United States of a viable commercial ocean fleet available to this nation in peace as well as in a national emergency."

1985

The battleground was the floor of the House of Representatives. The weapon was the house version of the 1985 Farm Bill. The stakes were cargo preference. And when the debris of the hours-long debate was finally cleared, the anti-cargo preference amendments were defeated. The result means Seafarers can count on their rightful share of government-impelled cargo and the jobs and job security that goes along with it. The floor fight over the cargo preference issues was the culmination of a year-long effort by anti-maritime, agribusiness interests to strip the U.S. merchant marine of a vital asset: government support programs left to the U.S. merchant fleet. But a concentrated educational and lobbying effort led by the SIU during the past several months stopped the anti-merchant marine forces dead in the water.

Final Departures



DEEP SEA

WILSON GARCIA

Pensioner Wilson Garcia, 71, passed away Feb. 4. Brother Garcia became an SIU member in 1969. He was born in Puerto Rico and sailed in all three departments. Brother Garcia initially worked on the *Geneva*. His final trip was aboard the *Mayaguez*. Brother Garcia retired in 2006 and called Penuelas, P.R., home.



DAVID KALM

Brother David Kalm, 62, died Jan. 22. He was born in Maryland. The deck department member joined the union in 1980. Brother Kalm first sailed on the *Inger*. He most recently shipped aboard the *USNS Antares*. Brother Kalm made his home in Baltimore.

MOSES SHAIPI

Brother Moses Shaibi, 57, passed away Feb. 17. He signed on with the union in 1994 while in Wilmington, Calif. Brother Shaibi's earliest trip to sea was on the *Independence*. His final ship was the *Green Point*. Brother Shaibi, a member of the deck department, lived in Tacoma, Wash.

FRANK SIRIGNANO

Pensioner Frank Sirignano, 89, died Feb. 19. Brother Sirignano began sailing with the SIU in 1968. His first ship was the *Sacal Borincahl*; his last was the *Carolina*. Brother Sirignano was a New York native and a member of the steward department. He went on pension in 1993 and settled in Jacksonville, Fla.



LAWRENCE STOGNER

Pensioner Lawrence Stogner, 84, passed away Feb. 24. Brother Stogner first donned the SIU colors in 1978. He initially sailed aboard the *Santa Mariana*. Brother Stogner's final trip was on the *Developer*. The deck department member started collecting his retirement compen-



sation in 1994. Brother Stogner was a resident of Lacey, Wash.

KADATEMA YAGUE

Brother Kadatema Yague, 56, died Jan. 3. He became a Seafarer in 2000 in Philadelphia. Brother Yague originally shipped with Moran Towing of Philadelphia. He sailed in the deck department. Brother Yague last worked aboard the *USNS Fisher*. He resided in Pennsylvania.

INLAND

KENNETH VAUGHN

Pensioner Kenneth Vaughn, 71, passed away Feb. 1. Brother Vaughn started sailing with the SIU in 1973. A member of the engine department, he first shipped with Norfolk Baltimore. Brother Vaughn was an Alabama native.



His final trip was with Allied Towing. Brother Vaughn went on pension in 2002 and called Norfolk, Va., home.

ALBEN WASH

Pensioner Alben Wash, 74, died Feb. 21. Brother Wash signed on with the union in 1980 while in New Orleans. He was primarily employed with Delta Queen Steamboat Company as a steward department member. Brother Wash retired in 2005 and lived in Opelousas, La.



GREAT LAKES

RAYMOND KAGE

Pensioner Raymond Kage, 92, died March 28. Brother Kage joined the SIU ranks in 1953. He was employed by Michigan Interstate Railway. Brother Kage was born in Petoskey, Mich. He shipped in the deck department. Brother Kage became a pensioner in 1984 and settled in Beulah, Mich.



ROLAND LINDEMUTH

Pensioner Roland Lindemuth, 65, passed away March 29. Brother Lindemuth was born

in Michigan. He began sailing with the union in 1978. Brother Lindemuth's first trip was with Michigan Interstate Railway. The deck department member's last vessel was the *Alpena*. Brother Lindemuth started receiving his retirement compensation in 2007. He lived in Maple River Township, Mich.



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

JOSEPH ANGELSON

Pensioner Joseph Angelson, 91, died March 7. Brother Angelson was born in Chester, Pa. He went on pension in 1972. Brother Angelson made his home in St. Petersburg, Fla.

CODY BANKS

Pensioner Cody Banks, 79, passed away March 29. Brother Banks, a native of Honduras, started collecting his retirement compensation in 1986. He lived in New Orleans.

JAMES COPELAND

Pensioner James Copeland, 86, died April 8. Born in Albany, Ga., Brother Copeland became a pensioner in 1972. He called Bronx, N.Y., home.

ROQUE DEL VALLE

Pensioner Roque Del Valle, 90, passed away April 20. Brother Del Valle was born in Humacao, P.R. He retired in 1970 and continued to reside in Puerto Rico.

ROBERT FENNEY

Pensioner Robert Fenney, 81, died March 30. Brother Fenney was a Virginia native. He began receiving his pension in 1987. Brother Fenney was a resident of Suffolk, Va.

ANTHONY FERREIRA

Pensioner Anthony Ferreira, 87, passed away March 14. Brother Ferreira, a native of Falmouth, Mass., went on pension in 1969. He continued to make his home in Massachusetts.

GEORGE GOMES

Pensioner George Gomes, 90, died March 29. Born in Lincoln,

R.I., Brother Gomes started receiving his retirement compensation in 1974. He lived in Providence, R.I.

PETER GOMEZ

Pensioner Peter Gomez, 85, passed away April 4. Brother Gomez was born in Canton, Ohio. He retired in 1967 and settled in St. James, N.Y.

MOSES HALLFORD

Pensioner Moses Hallford, 86, died Feb. 29. Brother Hallford was an Alabama native. He became a pensioner in 1981 and called Andalusia, Ala., home.



AUDREY HARDY

Pensioner Audrey Hardy, 103, passed away March 31. Sister Hardy, a native of Columbus, Ohio, began collecting her pension in 1970. She continued to reside in Ohio.

JAMES HENDERSON

Pensioner James Henderson, 88, died April 3. Born in Baton Rouge, La., Brother Henderson went on pension in 1990. He lived in Louisiana.

FREDERICK HOLOMON

Pensioner Frederick Holomon, 87, passed away March 22. Brother Holomon was a Galveston, Texas, native. He started receiving his retirement pay in 1986. Brother Holomon continued to make his home in Texas.

ROY JENKINS

Pensioner Roy Jenkins, 79, died April 4. Brother Jenkins was born in Virginia. He retired in 1990 and was a resident of Norfolk, Va.

JESSIE JORDAN

Pensioner Jessie Jordan, 88, passed away March 23. Brother Jordan, an Arkansas native, became a pensioner in 1973. He settled in Norfolk, Va.

JOHN LANKFORD

Pensioner John Lankford, 83, died April 18. The Georgia-born mariner went on pension in 1994. Brother Lankford called Tampa, Fla., home.

JOHN LAVADO

Pensioner John Lavado, 88, passed away April 22. Brother

Lavado was born in Portugal. He began collecting compensation for his retirement in 1978. Brother Lavado made his home in Waterbury, Conn.

JESSIE LITTLE

Pensioner Jessie Little, 91, died March 17. Born in Woodmills, N.C., Brother Little started receiving his pension in 1969. He lived in Manhattan.

GEORGE MARTIN

Pensioner George Martin, 93, passed away March 21. Brother Martin was a native of Panama. He retired in 1981 and resided in Brooklyn, N.Y.

RAMON MARQUEZ

Pensioner Ramon Marquez, 83, died March 23. Brother Marquez was born in Ponce, P.R. He became a pensioner in 1987. Brother Marquez continued to call Puerto Pico home.

JOSE MARROQUIN

Pensioner Jose Marroquin, 77, passed away April 16. Brother Marroquin, a native of Mexico, went on pension in 2002. He settled in Tomball, Texas.

WILLIAM MORRISON

Pensioner William Morrison, 88, died March 7. Brother Morrison was a native of Houston. He began receiving his retirement pay in 1986. Brother Morrison was a resident of Texas.

JOHN SIEMION

Pensioner John Siemion, 90, passed away March 14. Brother Siemion was born in Wisconsin. He retired in 1972 and made his home in McComb, Miss.

RICHARD STEWART

Pensioner Richard Stewart, 80, died March 15. Brother Stewart was born in Forsyth, N.C. He became a pensioner in 2003 and called North Carolina home.

AHMED THABIT

Pensioner Ahmed Thabit, 80, passed away April 1. Brother Thabit was a native of Yemen. He started collecting his pension in 1999. Brother Thabit resided in Baltimore.

ARMANDO VELEZ

Pensioner Armando Velez, 87, died March 17. The Puerto Rico-born mariner went on pension in 1987. He made his home in Middle Village, N.Y.

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

HORIZON RELIANCE (Horizon Lines), July 15 – Chairman **Kissinfor Taylor**, Secretary **Joseph Laureta**, Educational Director **David Watkins**, Deck Delegate **Rene Rafer**, Engine Delegate **Allen Newgen**, Steward Delegate **Jose Constantino**. Chairman announced upcoming payoff at sea. Secretary reminded everyone to keep lounge clean and keep laundry room supplied. Educational director encouraged fellow members to upgrade at Piney Point and also update documents in timely fashion – don't wait until the last minute. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew reported recent rescue of elderly man in sailboat in the Pacific (a story that was reported in the July LOG). Next port: Los Angeles.

USNS DEWAYNE WILLIAMS (Maersk Line, Limited), July 30 – Chairman **Dominic Brunamonti**, Secretary **Dorray Saberon**, Deck Delegate **Claude Gordon**, Engine Delegate **Warren Wright**, Steward Delegate **Harlan Alonzo**. Crew discussed previous shipboard meeting and also said everyone did a good job during recent security exercise with Military Sealift Command. Chairman urged fellow mariners to keep all documents and training requirements current, which makes it faster and easier to obtain a job. He reminded everyone not to smoke in rec room or passageways. Vote of thanks given to steward department for Fourth of July barbeque and pig roast. Secretary said ship had not received most recent issue of the LOG, and she also mentioned that editions are available online. Crew was encouraged to read president's report in each issue. Educational director urged everyone to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported, but department delegates noted manpower concerns. Next port: Guam.

YORKTOWN EXPRESS (Crowley), July 22 – Chairman **Samuel Uyatete**, Secretary **Norman Jackson**, Educational Director **Niles Jacobsen**, Deck Delegate **Mario Batiz**, Engine Delegate **Jerome Doms**. Crew requested satellite TV or WiFi for crew computers. Chairman reminded everyone to keep all paperwork and shipping documents up-to-date: clinic card, medical forms, TWIC, passport, etc. Secretary asked crew to let chief steward know about any missing items, and also to learn and use the chain of command. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point. No beefs or disputed OT reported. Crew asked about contract coverage for this particular ship and also asked for increase in pension benefits. Mariners departing the ship were reminded to leave rooms clean for new arrivals. Special thanks given to steward department for job well done.

ALASKAN LEGEND (Alaska Tanker Company), August 2 – Chairman **Anton Sulic**, Secretary **Matthew Carroll**, Educational Director **Jerry Cepeda**, Deck Delegate **Woodrow Brown**, Steward Delegate **Johnson Ashun**. Chairman noted new contracts are

Cookout Aboard Maersk Wyoming

Vessel master Capt. Bill Dutour emailed these recent photos of mariners enjoying a cookout aboard the *Maersk Wyoming*. Among the SIU members pictured are AB Roy Payne, Recertified Steward Andy Hagan, AB Ernie Frank, AB Emilio Abreu, QE4 Francisco Ramilo and QEE Joe Grandinetti.



in effect, and reminded mariners to keep documents up-to-date. He also urged all Seafarers to upgrade: "Always better yourself." Secretary asked for clarification on BST renewals. He encouraged everyone to work together and reminded them to separate all trash. Educational director also encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Deck delegate inquired about ABs being able to do bosun relief jobs. Engine delegate said bilge-strainer cleaning changed to Sunday. Crew requested lower deductions for prescriptions. Crew thanked steward department "for great work and all the fresh baked goods. Great meals truly appreciated by the crew." Next port: Long Beach, Calif.

BUFFALO (American Steamship), August 14 – Chairman **Tim Koebel**, Secretary **Walter Wise**, Educational Director **Yaser Mohamed**, Deck Delegate **Kassim Ghaleb**, Engine Delegate **Lamar Pinckney**, Steward Delegate **Mohamed Noman**. Agreement to call out second DEU to handle cables while shifting at the Cleveland bulk terminal not being honored. Will discuss with captain and mate. Chairman reviewed all gear needed to sail in Great Lakes winter. He touched on common courtesies that should be shown to fellow mariners. No beefs or disputed OT reported by department delegates. President Mike Sacco's report from the July LOG was read. Crew suggested increasing port agent compensation. Crew also requested that company supply winter gear displayed earlier

by bosun. Appreciation expressed to SA Noman for fine work ethic and upbeat attitude. Bosun also credited departing AB Ghaleb for outstanding job. Next port: Waukegan, Ill.

CHAMPION (Maersk Line, Limited), August 18 – Secretary **Grady Ingram**, Educational Director **David James**, Deck Delegate **King Scott**, Engine Delegate **Harry Kinsman**, Steward Delegate **Jose David**. Secretary encouraged members to stay informed about Coast Guard medical requirements, and also to check shipping credentials for expiration dates. No beefs or disputed OT reported. Ship's winch needs repairs. Crew suggested increasing pension benefits and lowering sea-time requirements for retirement. Also asked for increased Seafarers Health and Benefits Plan scholarships and additional Paul Hall Center courses that count for college credits. Among other requests, crew asked for stateroom portable refrigerators, WiFi routers, satellite TV, satellite radio and water fountains on crew's decks. Next port: Newark, N.J.

CHARGER (Maersk Line, Limited), August 11 – Chairman **Robert Pagan**, Secretary **Alan Hollinger**, Educational Director **Matthew Ditullio**, Deck Delegate **Cameron Mitchell**, Engine Delegate **George W. Washington**, Steward Delegate **Bridget Burkhalter**. Chairman announced payoff set for Los Angeles. He made a number of routine announcements and also thanked steward department for job well

done. Secretary reminded everyone to clean cabins prior to departure and leave room keys. He thanked fellow mariners for helping steward department keep all public spaces clean and tidy. He also urged everyone to keep documents and endorsements current, and don't fall behind on dues. He discussed new "extended expiration date" TWIC that's good for three years. He thanked crew for support of United Seamen's Service and the Jay Corcoran Memorial Scholarship Foundation: "I sailed with Jay several times in the 1990s on the *President Adams*. He was a good guy all around." Educational director encouraged everyone to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed problem with crew laundry being locked in Asian loop. Next port: Los Angeles.

GLOBAL SENTINEL (Transoceanic Cable Ship Co.), August 6 – Chairman **Lee Hardman**, Secretary **Vicki Haggerty**, Educational Director **Lothar Wick**, Deck Delegate **Russell Hayden**, Engine Delegate **Johnny Carson**. Chairman reported one-month contract extension. He encouraged everyone to keep documents up-to-date. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Steward department thanked everyone for helping with getting stores on board and thanked deck department for mopping decks after vessel layup. Bosun thanked galley gang for good food. Next port: Portland, Ore.

MAERSK MISSOURI (Maersk Line, Limited), August 12 – Chairman **Ion Irimia**, Secretary **Glenn Bamman**, Educational Director **Andre Carriere**, Deck Delegate **Abdalla Gaafar**, Engine Delegate **James Sieger**, Steward Delegate **Brian McEleney**. Chairman reported good voyage and good crew. Educational director encouraged members to upgrade their skills at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported, but member of engine department noted a practice involving plugging and unplugging refrigeration containers during cargo ops that conflicts with standard freightship agreement language about jurisdiction. Vote of thanks given to steward department for job well done. Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

OCEAN ATLAS (Crowley), August 8 – Chairman **Donald Ackerman**, Secretary **Richard Jones**, Educational Director **Lawrence Craft**, Deck Delegate **Kevin Montiero**, Steward Delegate **Rashaad Mangram**. Chairman thanked steward department for great meals, and also thanked entire crew for excellent job and safe voyage. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew noted importance of reading *Seafarers LOG*. Crew suggested increasing pension benefits and also asked for clarification on relief in foreign ports as well as clarification on compensation for tending lines. Next port: Houston.

Extended Expiration TWIC Available

First Segment of Expiration Dates Has Started

SIU members are reminded to check the expiration dates on their federally issued Transportation Worker Identification Credentials (TWIC), especially now that the first documents issued back in 2007 have begun expiring.

Mariners weren't required to secure TWICs until April 2009, but the cards were available beginning in October 2007. Hence, any of the TWICs issued at that time with a five-year expiration date are due for renewal.

Meanwhile, as previously reported, the Transportation Security Administration recently began offering certain TWIC holders the option of replacing their expiring TWICs with a three-year Extended Expi-

ration Date (EED) TWIC. That credential will cost \$60 and may be obtained via a single trip to an enrollment center.

Detailed information about the three-year credential was published in recent issues of the *LOG* (including page 4 of the August edition) and is available at www.seafarers.org in a June 15 post in the "News" section.

Information is available directly from the TSA at 1-866-347-8942, Monday through Friday, 8 a.m. to 10 p.m. Eastern, and at www.tsa.gov/twic.

When the agency announced the EED TWIC, the policy bulletin read in part: "Effective August 30, 2012, TWIC holders who are U.S. citizens or U.S. nationals,

and whose TWICs will expire on or before December 31, 2014, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires.

"The EED TWIC is a one-time temporary extension option intended to provide convenience and cost-savings to workers pending the deployment of TWIC readers. TWIC holders who are not U.S. citizens or U.S. nationals are required to enroll for a standard 5-year replacement upon expiration of their current TWIC."

Mariners Return Home After Humanitarian Mission

A humanitarian mission that spanned more than four months and 20,000 miles came to an end in September for 70 civil service mariners and approximately 400 Navy, Army and non-governmental organization (NGO) personnel aboard the Seafarers-crewed Military Sealift Command hospital ship *USNS Mercy*.

The crew, including members of the SIU Government Services Division, traveled nearly the distance of the equator. Medical personnel treated almost 50,000 people in countries including Indonesia, the Philippines, Vietnam and Cambodia before returning to San Diego Sept. 14.

The *Mercy* served as the lead vessel for Pacific Partnership 2012 (PP12), a five-month humanitarian and civic assistance mission designed to provide medical treatment for thousands of people in multiple countries.

One of two U.S. Navy hospital ships, the 894-foot *Mercy* is operated by the U.S. Navy's Military Sealift Command. Mariners operated small boats to transport patients and personnel between the ship and shore due to the vessel's large size.

"My most profound memory was watching six surgeries – all of which were performed in a 30-minute timeframe while we were anchored off the Philippines," said Capt. Jonathan Olmsted, who had overall responsibility for the *Mercy's* movement and the safety of its passengers. "We saw

four children and two adults receive life-changing procedures including cataract transplants, tumor removals, and other corrective surgery. That's when it really hit me why PP12 is so important."

Pacific Partnership 2012 is a U.S. Pacific Fleet mission led by three different element commanders: Olmsted, who serves as the *Mercy's* civil service master; Navy Capt. James Morgan, commander for the overall Pacific Partnership mission; and Navy Capt. Timothy Hinman, commander of the medical treatment facility responsible for providing care aboard the *Mercy* and ashore.

Doctors and nurses from the ship's U.S. Navy Bureau of Medicine and Surgery-led medical treatment facility worked with medical professionals from various governmental agencies, non-governmental organizations and the host nations to provide medical care, including immunizations, general and specialty surgeries, dental care and vision services. At the invitation of the host nations, PP12 brought the expertise of U.S. service members and personnel from 13 partner nation militaries and 28 NGOs to build and strengthen relationships and work together to learn how to better collectively respond to natural disasters and crisis.

In addition, the *Mercy* team logged many hours during 62 subject-matter expert exchanges in the four countries visited on topics including first aid, nursing, cardiology,

orthopedics, nutrition, disaster response, water and food safety, and public health promotion.

U.S., Australian and host-nation engineers also built or refurbished 13 buildings, and the crew collectively participated in more than 100 community service projects to include the delivery of 244 pallets (more than 144,000 pounds) of donated supplies requested by host nations.

Supply Utilityman **Carmelita Kawasaki** said she saw the mission's success reflected in the reactions of those who were helped. Kawasaki noticed this especially while volunteering her sleep hours to work at a public elementary school in Indonesia.

"You can feel the gratitude and happiness in their hearts, and sense that we are very welcome in their place," she said.

Engine Utilityman **Darlene Mertz**, who works in the *Mercy's* vast engineering spaces, cites a memory from Vietnam as her favorite from the trip.

"I was walking down a ship's passageway after a long and hot eight-hour watch in the engine room when I ran into a group of patients," Mertz said. "An elderly woman stopped me and asked, via her translator, what I do on the ship. I told her I work in the engine room keeping the boilers on so we have steam for the ship's propulsion and power for the hospital. She looked at me and said, 'Thank you for being here.'"

Unions Receive Due Credit For Building America's Middle Class

The cause of working people was promoted by leaders throughout the United States Sept. 3 as the country celebrated the Labor Day holiday.

Speaking to a crowd in Toledo, Ohio, President Barack Obama praised the labor movement, adding that 40-hour work weeks, paid leave, pensions and minimum wage would likely not exist without the dedication of union members.

"It's working people like you who helped lay the cornerstones of middle-class security, things that people now sometimes take for granted, but weren't always there," Obama said. "It is unions like yours that helped forge the basic bargain of this country – the bargain that built the greatest middle class and the most prosperous country and the most prosperous economy the world has ever known."

AFL-CIO President Richard Trumka, who shared the stage with Obama at the event, said Labor Day, for him, was all about unity.

"Every single one of us lends a hand. Our work binds us together," Trumka said. "We're building a movement to honor every day – a movement for dignity and decent pay, for good benefits, for secure retirement."

Labor Secretary Hilda Solis also joined in on the Labor Day observances, posting an online video message in which she described the holiday as symbolizing the pursuit of new opportunities and a better life.

"I'm inspired by job-seekers from all walks of life in this country going back to school and upgrading their skills to match the demands of a 21st century global economy," she said. "I'm impressed by communities coming together and new partnerships being formed among employers, labor unions and community colleges."

U.S. Sen. Ben Cardin (D-Md.) used his Labor Day message to remind Americans there have been many great strides in the time since the holiday was created.

"It is important to remember it's more than just a day of parades and speeches. It's also a day where we remember and honor all that American workers have done for our nation" he said. "From the abolishment of sweatshops in which women worked 16-17-hour days for \$1 to \$2 a week, to the end of child labor, to the establishment of minimum wage and safety standards, the American labor movement helped to ensure a better life for American workers."

Signed into law as a national holiday by President Grover Cleveland in 1894, Labor Day has remained a rallying cry for the labor movement ever since.

Know Your Rights

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

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

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

proper address for this is:

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

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

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

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

to carry out this responsibility.

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Able Seaman	October 13	November 9
ARPA	October 27	November 2
ECDIS	December 8	December 14
GMDSS	November 24	December 7
Lifeboatman/Water Survival	October 13 November 11 December 8	October 26 November 23 December 21
Radar Observer	October 13	October 26
Radar Renewal (One day)	November 6	November 6

Engine Department		
Basic Auxiliary Plant Operations (BAPO)	November 10	December 7
FOWT	October 13	November 9
Marine Electrician	October 20	December 14
Welding	October 20 November 24	November 9 December 14

Steward Department		
Chief Steward	October 13	November 23
Chief Cook		
These modules start every other week. The next class will begin Tuesday, October 9 because of the Columbus Day holiday.		
Galley Operations/Advanced Galley Operations		
These modules start every Monday. The next classes will start Tuesday, October 9 because of the Columbus Day holiday.		

Title of Course	Start Date	Date of Completion
Safety Courses		
Advanced Firefighting	October 27 December 1	November 2 December 7
Basic Firefighting/STCW	October 13 November 3 December 1	October 19 November 9 December 7
Government Vessels	November 24	November 30
Medical Care Provider	November 3 December 8	November 9 December 14
Tank PIC Barge	December 8	December 14

NMC Website Provides Useful Mariner Resources

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

ers are encouraged to check out the site at: <http://www.uscg.mil/nmc/>

Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

Important Notice for Students

At SIU-Affiliated Paul Hall Center

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.



UPGRADING APPLICATION

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

If the following information is not filled out completely, your application will not be processed.
 Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

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

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

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

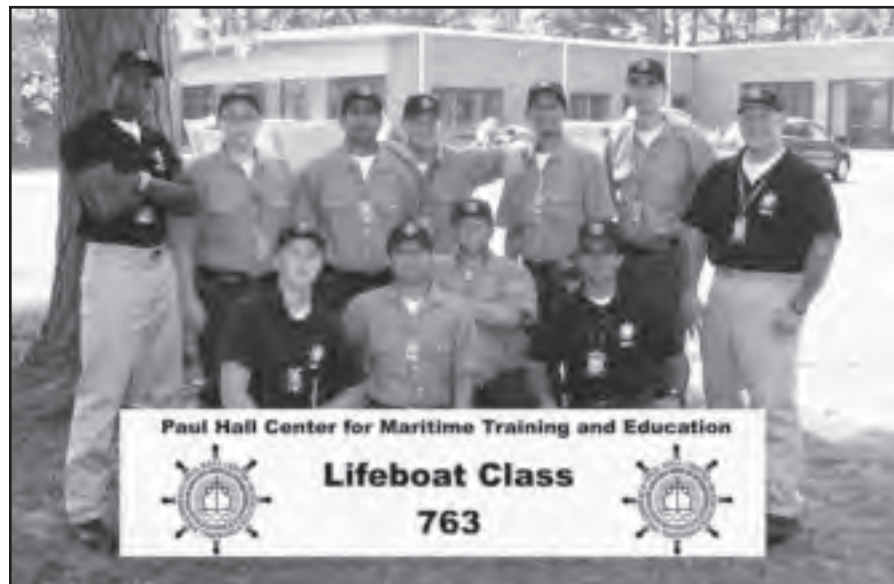
With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 762 – Eighteen Phase I unlicensed apprentices completed this course Aug. 3. Those graduating (above, in alphabetical order) were: Jason Baker, Graham Duggins, Nicholas Garcia, Shari Hinton, Omari Holt, Michael Hulse, Richard Lawson, Unis Malahi, Jenny Marcelin, Steven Miller, Travis Moses, Karl Mosley, Jose Panlilio III, Ahmed Sennain, Ethan Sims, Mark Stahovic, Nathan Stamm and Claude Young. Class Instructor Ben Cusic is at the far right.



Unlicensed Apprentice Water Survival Class 763 – Fourteen upgraders, Phase III and Phase I unlicensed apprentices graduated from this course Aug. 31. Finishing their requirements (above, in alphabetical order) were: Aristeo Aquino, Sylvestre Bautista, Valerio Bellezze, Tyler Burton, Alvin Cabahit, Christopher Dudley, Mohamed Gazaly, Florante Labtingao, Dion Langlely, Craig Nebbia, Musa Salem, Evgeny Uman-skiy, Connor Wambach and Edward Wright. (Note: Not all are pictured.)



Able Seaman – Twenty-three students graduated from this course Aug. 31. Completing their requirements (above, in alphabetical order) were: Vince Adolph, Cliff Alexis, Christopher Allen, Jerry Aquino, Joherky Concepcion, Ryan Dapello, Michael Dooley, Theophilus Essien, Derek Gomez, Warren Gorman, Cindy Granter, Howard Guilliams, Joel Harris, Keith Marion, Ahmed Mohamed, Clint Omisong, Prateek Poras, Angela Porter, Kyle Silva, Christopher Staley, Javis Stanley, Robert Surette and DeMilton Wheat. Class Instructor Bernabe Pelington is at the far right.



Machinist – The following upgraders (above, in alphabetical order) completed the enhancement of their skills in this course Aug. 17: Aristeo Aquino, Sandra Baker, Carlos Blanco, Juan Castillo, Fontanos Ellison, Bryan Fletcher, Stanley Ricks and Gregory Thomas. Steve Haver, their instructor, is at the far right.



GMDSS – Four upgraders finished this course Aug. 24. Graduating (above, in alphabetical order) were: Satchel Caffy, James Copeland, Samantha Murphy and Stacy Murphy. Class Instructor Bradford Wheeler is at the far right.



Medical Care Provider – Nine Seafarers completed their requirements in this course Aug. 10. Graduating (above, in alphabetical order) were: Satchel Caffy, Donny Castillo, James Copeland, Nicholas Kempker, Samatha Murphy, Stacy Murphy, A.T.M. Zahid Reza, Timothy VanWeezel and Erasmo Vizcaino. Their instructor, Mike Roberts, is at the far right.

Government Vessels – The following Seafarers (photo at right, in alphabetical order) finished this course Aug. 24: Kevin Blackman, Nathan Elliott, Michael Murphy, Mikhail Pinchevskiy, Kanasha Spence, Gregory Thomas, McKinley Thorne, James Walker, Fernandez Wilcox and Peter Wojcikowski. Class Instructor Tom Truitt is at the far left. (Note: Not all are pictured.)



Radar Observer – Two upgraders graduated from this course Aug. 17. Completing their requirements were: Daniel Bradberry (right) and Jermaine McGhee.



Paul Hall Center Classes



Basic & Advanced Fire Fighting – Six individuals graduated from this course Aug. 3. Completing their requirements (photo at left, in alphabetical order) were: Martin Allred, Darryl Bence, James Copeland, Nicholas Kempker, Keith Reeder and Christopher Staley. Class Instructor Wayne Johnson is at the far right.

Important Notice

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



Fast Rescue Boat – The following Seafarers (above, in alphabetical order) graduated from this course Aug. 3: Lawrence Cromier, Timothy DeWine, Christopher Hickey, Scott Krajniak, Timothy Russell, Robert Taylor, Timothy VanWeezel and Warren Wirth. Tom Truitt, the class instructor, is at the far right.



BST – Fourteen individuals finished this course Aug. 17. Graduating (above, in alphabetical order) were: Matthew Alexander, Raymond Alexander, Kevin Blackman, Nathan Elliott, Egbert Campbell, Maria Garcia, Raymond Hotchkiss, Karen Laycock, Hospicio Lupisan, Jeremy Pace, Orlando Reveron, Anthony Simon, Kaneshia Spence and Peter Wojcikowski. Class Instructor Joe Zienda is at the far right.



Advanced Refrigeration Container Maintenance – Three Seafarers completed the enhancement of their skills in this course Aug. 10. Those graduating (above, in alphabetical order) were: Sergio Ayala, Aruady Bichevsuy and Daniel Borden. Class Instructor Jay Henderson is at the far left.



Steward Department Graduates – Three individuals completed courses of study in the steward department Aug. 15. Those graduating, and their respective courses (above, in alphabetical order), were: Troy Smith, chief cook; Francis Toth Jr., chief steward; and Eric Clotter, chief steward.



Bridge Team Training (Allied Towing) - The following individuals from union-contracted Allied Towing (above, in alphabetical order) graduated from this course Aug. 1: Walt Brooks, William Burkette III, Andrew Eastman, Gerald Gamage, Joseph Lewis and George Rew. Class Instructors Stacey McNeely and Bradford Wheeler are at the far left and second from left, respectively.



Bridge Team Training (Allied Towing) – Five Allied Towing mariners graduated from this course Aug. 8. Completing their requirements (above, in alphabetical order) were: Wayne Henry, Bryan Kneeland, Matthew Parker, Gene Payne and Lance Riggs. Stacey McNeely and Bradford Wheeler, their instructors, are at the far left and far right, respectively.



Around the Ports With the SIU



WELCOME ASHORE – Newly retired AB Charlie Whitehead (left) recently picked up his first pension check at the union hall in Jacksonville, Fla. Patrolman Brian Guiry (right) was among those to offer congratulations.



CONGRATULATIONS, GRADUATES – Two Seafarers were recognized at the September membership meeting in Piney Point for their respective academic achievements. Unlicensed Apprentice Matt Thomas (above, right) earned his high school diploma through the program run by the SIU-affiliated Paul Hall Center for Maritime Training and Education. His test scores were among the highest in the program's history. And, AB Brandon Braam (above, left) earned an Associate of Applied Science degree in nautical science technology. In an email to the *LOG*, Braam said that getting the degree "required hundreds of hours of studying, and was more difficult than I expected. Still, the 'juice was definitely worth the squeeze' and I'm glad I took advantage of this unique opportunity. So many people helped and encouraged me along the way, including family, friends, fellow students, housekeepers, admissions staff, and of course Peggy, Francine, Rick, and Dale in Academics. I'd also like to thank the SIU leadership for continuing to support the degree program. Joining the SIU, upgrading my skills, and continuing my education have changed my life. THANKS!!"

SHOWING THE COLORS ON LABOR DAY – More than two-dozen Seafarers and members of the SIU-affiliated United Industrial Workers (UIW) marched in the Labor Day parade in Wilmington, Calif. Some of the SIU contingent is pictured at right. Sponsored by the Los Angeles/Long Beach Harbor Labor Coalition, the event featured the annual march along Wilmington's Avalon Boulevard followed by a program at the historical Banning Park. Speakers from many unions, information booths, free food, soft drinks and music all were featured during the program. In addition to the SIU/UIW contingent, the event was attended by thousands of other union members, their families, supporters and friends of labor. Collectively, participants marched in solidarity to support the rights of workers in the United States as well as those of their brothers and sisters abroad.



WITH MEMBERS IN TACOMA – Seafarers in late August gathered in Tacoma, Wash., for the sixth annual barbeque outside the union hall. As Port Agent Joe Vincenzo put it, "The day was perfect, from our guests to the weather which was perfect and proves beyond any reasonable doubt that Mother Nature is a bona fide unionist!" Musical entertainment was provided by (photo at top left, from left) Recertified Bosun Joe Artis and Recertified Steward Lincoln Pinn. Among those enjoying the festivities were (photo at bottom left, from left) Recertified Steward Brenda Kamiya, QMED Carl Castagna and AB Gil Manipon. In the large group photo below, members are pictured on a different day with U.S. Rep. Rick Larsen (D-Wash.) at the congressman's campaign headquarters in Everett, Wash. From left are Vincenzo, retiree Joe Crowe, AB Clifton Ayars, Chief Cook Keesha Holloway, Congressman Larsen, Bosun Sanjay Gupta, QMED Paula Gomez, AB Robert Duncan, Chief Steward Clark Williams, Recertified Steward Michael Meany, Recertified Steward Amanda Suncin, GUDE Virgil Tudorache and AB Brian Frederick. In the remaining photo, U.S. Rep. Adam Smith (D-Wash.) poses with the port agent before addressing Seafarers at the August membership meeting.

