



The Seafarers Log

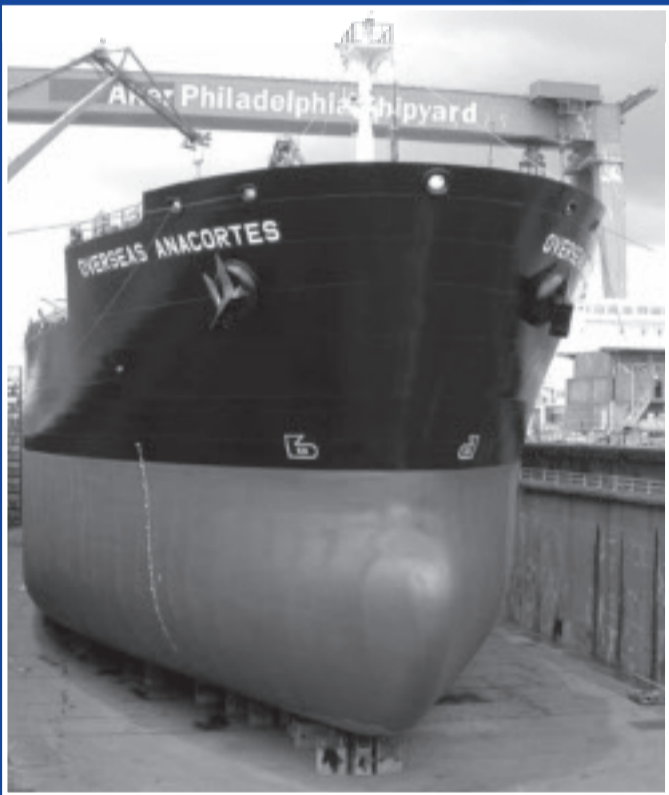
Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO



Launched, Christened and Delivered!

New Tonnage Continues Entering SIU-Contracted Fleet

The union recently welcomed several new additions to the Seafarers-crewed fleet. Overseas Shipholding Group conducted a naming ceremony for the articulated tug-barge *OSG Vision 350* (below) and also joined in announcing the launch of the double-hulled tanker *Overseas Anacortes* (left). Meanwhile, the U.S. Military Sealift Command took delivery of the T-AKE vessel *USNS Charles Drew* (above, left). That ship was built by NASSCO, as was the Crowley-operated tanker *Empire State* (above, right), christened the same day the *Drew* was delivered. Pages 2, 3. (ATB photo by John Curdy)



Seafarers Handle Three Rescues On the High Seas



SIU-crewed vessels recently helped save a total of 13 individuals during three separate rescues. Seafarers aboard the *USNS John Ericsson*, *HSV 2 Swift* and *MV Courage* demonstrated the finest traditions of the Brotherhood of the Sea. Pictured at left, an inflatable boat from the *Ericsson* returns to the ship with five Filipino fishermen aboard. The fishermen were rescued from the sea by Seafarers after spending nine hours in the water, 10 miles offshore from Subic Bay, Philippines. Page 4. (U.S. Navy photo by Pablo Torres)



Mariners Hone STCW Skills at Paul Hall Center

STCW Basic Safety Training (BST) has been offered at the SIU-affiliated Paul Hall Center for more than a dozen years. The week-long course includes fire prevention and fire fighting (above), plus other components. Pages 12-13.

President's Report

More on the Jones Act

As of this writing, exactly three months have elapsed since the start of the Deepwater Horizon disaster in the Gulf. It's a tragic story that won't end even when the spill itself is stopped. Lives and livelihoods have been lost. The aftereffects will continue.

Last month in this space, I pointed out how some media outlets, politicians and think-tanks were trying to use the spill to attack both the Obama administration and U.S. maritime labor by falsely claiming that the Jones Act somehow was impeding cleanup operations. We have another article on page 3 of this edition of the *LOG* which further sets the record straight. To any members who may have missed this controversy, I urge you to read that article. Additional coverage is available on our web site and in last month's *LOG*.



Michael Sacco

Relative to BP and the Deepwater Horizon incident, the bottom line is that the Jones Act has been a non-issue, other than in the imaginations of some enemies of American-flag shipping. But it's important that we don't lose sight of some crucial facts about this 90-year-old law – a statute that protects U.S. national and economic security.

The most accurate coverage of the Jones Act these past few months has focused on the expedited waiver process that was put in place after the spill, and how the administration repeatedly has stated that the Jones Act hasn't hindered the response in any way. That coverage also has confirmed the U.S. maritime industry's united position that we absolutely would not stand in the way of using foreign-flag assistance in the absence of qualified U.S.-flag tonnage. A number of newspapers, web sites, talk-show hosts and pro-maritime legislators pulled back the curtain on Jones Act critics and exposed their attacks as flat-out wrong.

At least one article in a major daily newspaper noted that the anti-Jones Act coverage first got legs by citing an isolated refusal of foreign assistance for the cleanup. What that article pointed out – but what those attacking the Jones Act conveniently omitted – was that the offer to sell assistance was refused not because of any laws, but because it was the wrong type of equipment. It wasn't usable.

Unfortunately, even the truthful coverage of this issue often has left out some basics of the Jones Act that more Americans should know about. Specifically, the Jones Act generates an estimated 500,000 jobs in this country. Some of those are shipboard billets while others are related shore-side positions. The Jones Act – which stipulates that cargo moving from one domestic port to another must be carried aboard vessels that are crewed, built, flagged and owned American – is responsible for \$100 billion in total economic output each year. It provides \$29 billion in wages and contributes \$11 billion in taxes.

And, as SIU members know, the Jones Act – which historically has enjoyed strong bipartisan support – helps maintain a pool of well-trained, loyal, U.S. citizen seafarers who deliver vital cargo to our troops overseas.

So much has been written and said about the Jones Act these last three months, it may be a record. What our members should know, and what I hope the general public has discovered, is that those behind the campaign against the Jones Act were trying to discredit the federal response to the disaster and to attack unions.

In a letter to the editor written in response to an anti-Jones Act editorial published by the *Washington Post*, U.S. Rep. Linda Sanchez (D-Calif.) summed it up quite well when she wrote, "The law is necessary to prevent our economy from being dominated and controlled by foreign shipping interests. A domestic maritime industry also provides a significant source of employment that is important to maintaining a cadre of well-trained, loyal American merchant mariners ready and able to respond in a time of war or other emergency. A privately owned, U.S.-flagged fleet is vital to our economic, military and international political security."

That's a great description of a law most Americans had never heard of, but one which has helped protect our great nation since 1920, no matter what the critics say.



OSG's newest ATB is pictured on the Delaware River. (Photo by John Curdy)

OSG Reaches More New-Build Milestones With Tanker Launch, ATB Naming Ceremony

Seafarers-contracted Overseas Shipholding Group (OSG) recently hosted a naming ceremony for its newest articulated tug-barge and then, four days later, welcomed the launch of a double-hulled tanker built at Aker Philadelphia Shipyard.

SIU Atlantic Coast Vice President Joseph Soresi and SIU Philadelphia Port Agent Joe Baselice represented the union July 6 at the naming ceremony for the state-of-the-art ATB, which consists of the tug *Vision* and the barge *350*. The event took place in Philadelphia; the tug and barge were built at VT Halter Marine in Pascagoula, Miss.

Collectively known as the *OSG Vision 350*, the ATB is believed to be the largest in the American-flag fleet. The tug is 153 feet long and has a beam of 50 feet. Its cruising speed (when connected to the barge) is listed at 12.5 knots.

The barge *350* is 655 feet long with a beam of 105 feet. It has a cargo capacity of more than 365,000 barrels.

In a statement prepared for the naming ceremony, Capt. Robert Johnston, OSG's senior vice president, said the *OSG Vision 350* "represents

OSG's strong commitment to the Jones Act, the renewal of the U.S.-flag fleet, and to the state of Delaware (where the vessel works). It reflects our promise to maintain and operate a modern, high-quality, double-hull fleet, which will be built and operated to the highest safety and quality standards."

The new ATB lighters large crude oil tankers in the Delaware Bay, according to the company, supplying the region's refineries.

On July 10, Aker Philadelphia Shipyard launched the 10th product tanker in a series of 12 to be completed next year. Eventually to be named the *Overseas Anacortes*, the vessel was floated off of its blocks and was transferred by tug from the yard's building dock to its outfitting dock, where it was scheduled to remain for the next few weeks as it underwent continuous testing in preparation for sea trials.

The 600-foot-long ship is slated for completion in the third quarter of this year and will join nine OSG sister ships in transporting petroleum products in the Jones Act trade. Each of those vessels can carry 332,000 barrels of product and can sail at speeds greater than 14 knots.



SIU VP Atlantic Coast Joseph Soresi (left) greets Seafarers Martin Timney (center) and Rick Lord at the naming ceremony for the *OSG Vision 350*.



Launched in early July, the tanker *Overseas Anacortes* is one in a series of 12 vessels being built by Aker Philadelphia Shipyard.



The new tanker is transported to the yard's outfitting dock.



The tugboat *Vision*, a component of the new ATB, is 153 feet long. (Photo by John Curdy)



Volume 72, Number 8

August 2010

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

Copyright © 2010 Seafarers International Union, AGLIWD. All Rights Reserved.



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

Coalition Cites Invalid Criticism of Jones Act

Cabotage Law No Impediment In Deepwater Horizon Cleanup

As the Deepwater Horizon oil cleanup in the Gulf continued last month, more and more news outlets picked up on the fact that the Jones Act, despite some false claims to the contrary, simply wasn't any sort of impediment.

Administration officials – including the head of the Deepwater Horizon Unified Command – and a prominent American maritime coalition reiterated that recent criticism of the Jones Act is untrue. The SIU and other U.S. maritime unions as well as the AFL-CIO Maritime Trades Department vigorously supported efforts to set the record straight, and continued doing so as this edition went to press.

Critics had charged that the Jones Act stood in the way of utilizing foreign vessels and skimmers in the relief effort. These claims were made despite the facts that the Jones Act doesn't apply at the site of the spill, and foreign vessels have been used in the cleanup almost from the start.

Taking the lead in promoting the truth about the Jones Act is the Maritime Cabotage Task Force (MCTF), a coalition founded in 1995 to promote the U.S.-flag fleet engaged in domestic waterborne commerce. With more than 400 members, including the SIU, the MCTF is the largest coalition ever assembled to represent the domestic segment of the U.S. Merchant Marine.

On July 13, the MCTF pointed out that those leading and coordinating the oil-spill response as well as independent news organizations have said that the Jones Act is not preventing or delaying foreign vessels' ability to assist with cleaning. The Jones Act mandates the use of American vessels and American workers in U.S. domestic maritime trade. However, it does not impede foreign oil skimmers, which already were being used in the cleanup effort.

The MCTF cited Retired U.S. Coast Guard Admiral Thad Allen, the National Incident Commander leading the cleanup effort, as saying "at no time" has the Jones Act inhibited the cleanup. The National Incident Command itself also reported that "in no case has any offer of assistance been declined because of the Jones Act or similar laws."

Additionally, a U.S. Department of Transportation statement read, "To be absolutely clear ... the Jones Act has not hindered the cleanup effort."

"With frustration over the oil spill mounting, some have mistakenly blamed the Jones Act for impeding the pace of the cleanup. This is a false argument," said Michael Roberts, Crowley Maritime Corporation's senior vice president and



The SIU-crewed *Overseas Cascade* (left), pictured at the cleanup site, continues assisting in the Gulf. Foreign vessels are being utilized, too. (Photo courtesy OSG Ship Management, Inc.)

general counsel and a board member of the MCTF. "The people running the cleanup, as well as independent fact-checkers, have concluded what those familiar with the Jones Act already know: The Jones Act is not in the way."

"Many of those complaining that the Jones Act should be waived are ignoring the basic facts," said Eric Smith, vice president and chief commercial officer, Overseas Shipholding Group, Inc., and another MCTF board member. "Thousands of American vessels are already at work, and hundreds more can be activated soon as the unified command identifies its needs for additional, suitable equipment. An arbitrary and broad Jones Act waiver is totally unnecessary, and would only result in sidelining those directly impacted by the spill – American workers – from assisting in the cleanup. The spill devastated the Gulf economy once already. A blanket waiver of the Jones

Act would do further harm to that economy."

All vessels working on the cleanup must meet the operational requirements of the U.S. Coast Guard's Unified Command before being approved for use, so that only equipment and vessels that actually work with the type of oil and sea conditions associated with this spill are utilized.

On June 19, the National Incident Command set a goal of 752 for offshore and nearshore skimmers to respond to the spill. The total inventory of U.S. and foreign skimmers – plus orders for additional skimmers to be delivered within the next few weeks – as of mid-July stood at 1,072, more than 320 above the target. On June 29, the State Department accepted 22 offers of assistance from 12 foreign countries or entities to provide skimmers, booms and other equipment. Before that date, assistance from nine countries had already been accepted, including eight skimmers from Norway in early May.

Throughout the cleanup process, the National Incident Command has coordinated closely with the U.S. Maritime Administration, U.S. Customs & Border Protection, and the Departments of Defense, Energy and State to ensure that all waiver requests are processed expeditiously. Two preemptive Jones Act waivers have been granted that would allow a total of seven foreign-flagged vessels to move closer to shore should severe weather force an evacuation from the wellhead area.

Roberts added that the Jones Act does not apply to skimming operations outside of three miles from shore, including near the well 50 miles from coastline. That is where the vast majority of skimming has occurred. Additionally, the Jones Act is not delaying the use of foreign skimmers that the National Incident Command and BP need for near shore skimming.

Offers of Foreign Aid Usually Carry 'Serious Price Tag'

A report by the Associated Press and a recent roundup of information done by factcheck.org called attention to a noteworthy aspect of the foreign assistance offered to the U.S. in the Gulf cleanup.

Intentionally or not, some of the media's reporting on offers of foreign aid may have given the audience the impression that such assistance was free. However, an AP report from June 18 pointed out, "U.S. disaster aid is almost always free of charge; other nations expect the U.S. to pay for help."

In the case of foreign assistance for the Deepwater

Horizon cleanup, the AP quoted a Coast Guard spokesman as saying, "These offers are not typically offers of aid. Normally, they are offers to sell resources to BP or the U.S. government."

Factcheck.org said its research showed "all offers, except for a few, come with a serious price tag.... Reports claiming that the federal government has refused help are not only incorrect – foreign assistance has been utilized – but are also misleading: purchasing resources and expertise is vastly different from accepting 'foreign aid.'"



The *Empire State* is shown while still under construction earlier this year.

New Tanker, T-AKE Vessel Delivered

The SIU-contracted tanker *Empire State* was christened July 14 at the National Steel and Shipbuilding Company yard in San Diego, and the dry cargo/ammunition ship *USNS Charles Drew* was delivered by NASSCO the same day.

The *Empire State* is the fourth in a series of five tankers being operated by Crowley for American Petroleum Tankers LLC. The *Charles Drew* is the 10th in a series of 14 Lewis and Clark-class vessels, which are crewed in the unlicensed slots by members of the SIU Government Services Division.

While both of the new ships are praiseworthy, the christening and delivery were bittersweet occasions. Hundreds of employees and sub-contractors were laid off at the shipyard that same week.

Nevertheless, the *Empire State* and *Charles Drew* appropriately were welcomed, and the shipyard employees credited, by keynote speaker Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command (MSC).

"*Empire State* will be carrying petroleum products for the Department of Defense under the operational control of Military Sealift Command," Buzby pointed out. "This ship, flying the U.S. flag, means more jobs for our U.S. Merchant Mariners and increased capabilities for Military Sealift

Command and the Navy. The need for a strong U.S. maritime industry to build the ships in which those merchant mariners will sail is as crucial to America today as it was 230 years ago when the first sea engagement of our American Revolution was fought by civilian mariners aboard the privately owned sloop, *Unity*.

"I look forward to a second state-class ship, *MT Evergreen State*, when it begins working for us next year," he continued. "We'll be building a great partnership with American Petroleum Tankers, another plus for the defense of America. Both tankers will be operated for us by our good shipmates at Crowley. It's good to know we've got two solid ships coming to work for us."

The MSC commander also expressed his appreciation for the *Charles Drew* and for "the hard work performed by the dedicated people in this shipyard as they continue to build the next four dry cargo/ammunition ships in the Lewis and Clark class, as well as their work the state-class tankers. We're all in this together, from ship builder to ship financier to ship owner to ship operator to ship customer. It's a partnership that builds a stronger defense for our nation, and Military Sealift Command is glad to be part of it."

NASSCO President Fred Harris, always

quick to enthusiastically recognize the shipyard's employees, described the layoffs as "a tremendous loss of highly trained, highly skilled craftsmen and women.... The entire NASSCO team is working very hard to bring new business into the shipyard."

Harris said that even though shipyard personnel had known for a while that "we would face tough economic challenges this summer, the entire NASSCO team has done an outstanding job. Everyone pulled together and focused on the task at hand to build the highest-quality, best-value product carriers in the U.S. today."

The *Empire State* is 600 feet long and has a cargo capacity of approximately 331,000 barrels. It is a double-hulled ship that entered service the same week as its christening.

The *USNS Charles Drew* is 689 feet long and is expected to operate in the Pacific. The currently deployed T-AKEs operate as part of MSC's combat logistics force – allowing Navy ships to stay at sea, on station and combat ready for extended periods of time.

Christened and launched in late February, the *Drew* is named for Dr. Charles Drew, an American physician regarded as the father of the blood bank, who developed methods of blood collection, plasma processing and storage.

Swift, Courage, Ericsson Crews Perform Rescues

Brotherhood of Sea Comes to Forefront

SIU members recently were involved in three rescues at sea, and each of those episodes concluded with the safe retrieval of the people who had been in danger (13 in all).

On June 15, the *MV Courage* rescued a yacht racer who'd been forced to abandon his boat after several days of rough weather. Andy Lane had been en route from Plymouth, England, to Rhode Island but instead was picked up 600 miles south of Newfoundland.

Nearly a month later, the *HSV 2 Swift*, which carries both military and civilian personnel, saved seven Guatemalan special-forces sailors from their capsized vessel off the coast of Puerto Quetzal, Guatemala. That event happened July 10.

Four days later, members of the SIU Government Services Division aboard the fleet replenishment oiler *USNS John Ericsson* rescued five Filipino fishermen from the South China Sea 10 miles off the coast of Subic Bay, Philippines. The fishermen's boat had capsized in rough seas as Typhoon Conson passed over the island of Luzon.

Following are additional details of each rescue, in chronological order.

MV Courage

Lane was in a race (called the Jester Challenge) from England to the United States' East Coast. He had been at sea for 24 days when the mast on his 21-foot sailboat not only broke but also put a hole in the craft, following a prolonged period of bad weather.

Lane managed to activate his personal

locator beacon and asked for a rescue, reported Chief Mate Kyle Campeau.

"The guys did a superb job of readying themselves and our boarding area for whatever came our way, and the rescue went off without a hitch," wrote Campeau, adding that the *Courage* (operated by Crowley for American Roll-On/Roll-Off Carrier) was contacted by the U.S. Coast Guard's search and rescue office based in Norfolk, Va.

"At approximately 1900 Mr. Lane was spotted and the *Courage* was able to maneuver in order to make a suitable lee for a rescue," Campeau recalled. "Though the swells were approximately four to five meters in height, Bosun **Hermen Crisanto** and Daymen **Fethanegest Demoz** and **Dennis Marshall** (and Chief Mate Campeau) were able to safely bring Mr. Lane aboard. Mr. Lane's boat, the *SV Amadeus*, was unfortunately abandoned and left adrift with no mast and a damaged hull."

Other Seafarers sailing aboard the *Courage* during the rescue included **Shantaz Harper**, **Edward Ayres**, **James Foley**, **Malcolm Holmes**, **Lewis Coleman**, **Melvin Grayson**, **Joshua Zelinsky**, **Aleksey Vigovskiy**, **Rassan Silver-El** and **Dante Slack**.

HSV 2 Swift

The vessel occupied by the Guatemalans capsized during a Guatemalan drug interdiction operation as it became entangled with a sinking semi-submersible drug boat.

Upon arrival at the scene, *Swift*

mariners and military personnel transferred the Guatemalan sailors (who were suffering from exposure) aboard. The four personnel who were aboard the drug boat were transferred to a Guatemalan coast guard vessel.

The *Swift* crew "received a hero's welcome from Brig. Gen. Juan Jose Ruiz Morales, chief of staff of national defense in Guatemala, and a receiving line of Guatemalan service members upon their return to Puerto Quetzal," according to the U.S. Military Sealift Command (MSC). Morales personally thanked the *Swift* crew for their aid in the rescue mission.

Operated by Sealift Inc., the *Swift* is currently deployed for Southern Partnership Station 2010, an operation of various specialty platforms to the U.S. Southern Command area of responsibility in the Caribbean and Central America.

SIU crew members aboard the *Swift* during the rescue included **Andres Cruz**, **Leo Batiste**, **John Wahl**, **William Dukes**, **Damian Spedale**, **Richard Fugit**, **Musa Alhaj**, **Richard Jones**, **David Kelch** and **Pedro Castillo**.

USNS Ericsson

The *Ericsson* had departed the port at Subic Bay July 13 to avoid the storm. One day later, AB **Charles Wright** spotted the fishermen at 1:10 p.m., clinging to their overturned boat and waving a yellow flag.

Just three minutes later, the *Ericsson* lowered its rigid hull inflatable boat, or RHIB, into the sea, and 10 minutes later all five fishermen were safely on deck, where a physician examined them.

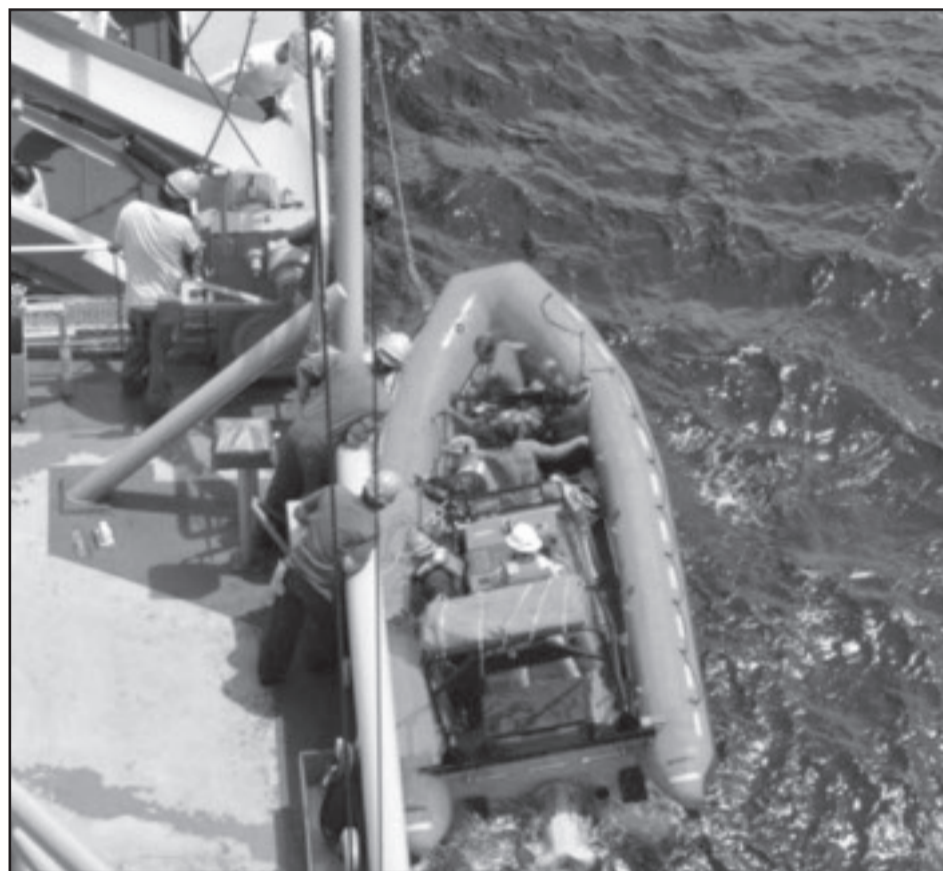
"They were a bit shaken up because the seas were rough, but otherwise were in good health and happy to be on our ship," said Tiffany Brockman, the *Ericsson's* chief mate. "We gave them fresh clothing, new socks and boots, and a nice meal."

A few hours after their rescue, the fishermen were ashore and handed over to the care of the Philippine Coast Guard.

The *Ericsson* has a crew of more than 90 CIVMARS. The government-owned ship provides underway replenishment of fuel to Navy combat ships and jet fuel for aircraft aboard aircraft carriers at sea.



Pictured from left to right aboard the *Courage* are AB Fethanegest Demoz, Capt. Mike Davidson, rescued boater Andy Lane, Chief Mate Kyle Campeau and Bosun Hermen Crisanto.



A rigid hull inflatable boat from the Seafarers-crewed *USNS John Ericsson* returns to the ship with five Filipino fishermen whose boat capsized 10 miles offshore at Subic Bay, Philippines. (U.S. Navy photo by Pablo Torres)

Navy League President Tours School



The SIU-affiliated Paul Hall Center for Maritime Training and Education on June 30 welcomed the president of the Navy League of the United States, Daniel B. Branch Jr. (second from left in group photo, standing in classroom photo), for a tour of the Piney Point, Md.-based facility. Rear Adm. Albert J. Herberger, USN (Ret.), former U.S. maritime administrator, also took part in the tour. Pictured from left in the group photo are SIU President Michael Sacco, Branch, Paul Hall Center VP Don Nolan, Herberger and John Mason of American Service Technology Inc. The Navy League's mission statement says that the organization is "dedicated to the education of our citizens, including our elected officials, and the support of the men and women of the sea services and their families.... To this end, the Navy League works closely with the Navy, Marine Corps, Coast Guard, and U.S.-flag Merchant Marine through a network of 265 councils in the U.S. and around the world. The Navy League has more than 65,000 active members." Branch is the 45th national president of the Navy League, which is a civilian organization founded in 1902. He is a retired career naval officer with more than 30 years of service.

IMO Approves New STCW Amendments

Implementation Not Due Until 2017

Member nations of the International Maritime Organization (IMO), including the U.S., conducted a conference in Manila, Philippines, June 21-25 to discuss revisions to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers. The SIU and its affiliated Paul Hall Center for Maritime Training and Education were represented at the conference.

Current STCW rules were adopted in 1978 and revised in 1995. One of the goals of the Manila group was to discuss and adopt revisions bringing STCW guidelines in line with technological advances and changes in the industry. The group approved a number of amendments. Member nations have until January 1, 2012 to adopt them and until January 1, 2017 to implement them.

How the process has worked for U.S. shipping in the past is STCW amendments had been adopted and then the U.S. Coast Guard would assemble a group of experts, including representatives from the SIU and Paul Hall Center, to a panel known as the Merchant Marine Personnel Advisory Committee (MERPAC).

Working groups of experts in the MERPAC would develop guidance within the framework of the STCW amendments and present it to the Coast Guard with the interests of mariners and the industry as a whole in mind. Then, it would be up to the Coast Guard to decide whether to accept these recommendations and how to apply them to American-flag shipping.

In prior years, the U.S. has led the way on STCW implementation and in many cases had already established training and certification that were later used as benchmarks in STCW amendments. So, U.S. mariners often already had the levels of training that met or exceeded international guidelines.

Some of the new amendments made to the STCW convention and code include improved measures to prevent fraudulent practices associated with certificates of competency and to strengthen the evaluation process (monitoring of parties' compliance with the Convention; and, revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for mariners.

Fatigue has also become an international issue in the maritime industry. The new revisions call for all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than a minimum of 10 hours of rest in any 24-hour period and 77 hours in any seven-day period. The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

At the same time, the Conference agreed to allow certain exceptions from the above requirements for the rest periods.

Other approved amendments call for new requirements relating to training in modern technology such as electronic charts and information systems (ECDIS); updating of competency requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers; new requirements for security training as well as provisions to help ensure that mariners are prepared in case their vessel comes under attack by

pirates; and the introduction of modern training methodology including distance learning and web-based learning.

The conference also adopted resolutions on verification of certificates of competency and endorsements contained; standards of training and certification and ships' manning levels; promotion of technical knowledge, skills and professionalism of seafarers; development of guidelines to implement international standards on medical fitness for seafarers; attracting new entrants to, and retaining seafarers in, the maritime profession; accommodation for trainees; and promotion of the participation of women in the maritime industry.

Speaking at the close of the Conference, IMO Secretary-General Efthymios E. Mitropoulos said, "The adoption of the revised STCW had brought to a successful conclusion the concerted effort undertaken by so many – government and industry alike, dedicated seafarer representative bodies, maritime training institutions, and the many other interested organizations – over a four-year period."

The *Seafarers LOG* will keep readers updated with STCW changes and MERPAC recommendations as they become available.

AMO's Bethel, Crowley's Pennella Receive AOTOS Awards

The United Seamen's Service 2010 Admiral of the Ocean Sea Awards (AOTOS) will be presented to Thomas J. Bethel, national president of the Seafarers-affiliated American Maritime Officers (AMO) and William A. Pennella, vice chairman and executive vice president of SIU-contracted Crowley Maritime Corporation.

The presentations will take place Nov. 12 in New York City, according to a late-June announcement from the United Seamen's Service (USS).

"Tom Bethel and Bill Pennella represent strong leadership in the maritime industry and will be honored for their significant contributions to American seafarers and American commerce," said Richard Hughes, chairman of the USS AOTOS Committee and president of the International Longshoremen's Association, AFL-CIO.

"Notably, both Crowley and AMO provided much-needed humanitarian relief services to Haiti after January's devastating earthquake," he added. "AMO's response was to man many of the U.S.-flagged vessels. Crowley's response was to unload Haiti relief cargo containers filled with water and meals in the Dominican Republic to be trucked across the border into Haiti."

The AMO is an autonomous affiliate of the Seafarers International Union of North America. It is one of the nation's largest unions of U.S. merchant marine officers, and has contracts covering domestic deep-sea, Great Lakes and inland waters merchant vessels and

American-flag ships serving internationally in commercial trades and military support roles.

Bethel, an SIU hawsepiper, has served the AMO in several capacities since coming ashore in the mid-1980s, including executive vice president, assistant vice president, executive board member and representative. He has also served for eight years as senior member of the legislative staff of AMO in Washington, D.C.

Pennella began his maritime career in 1968 with Sea-Land Service. He held various management positions with Global Terminal and Container Services and United States Lines before joining Crowley in 1987.

Crowley is a 118-year-old, privately held, family and employee-owned company which provides diversified transportation and logistics services in domestic and international markets.

During the past 23 years, Pennella has continued to lead the growth of Crowley Maritime Corp. through his positions as vice chairman and executive vice president. As a member of the company's board of directors, he has been instrumental in the acquisition of several Crowley subsidiaries including Marine Transport Lines.

Pennella is a graduate of Rutgers University with degrees in psychology and business and is currently a member of the advisory board for The United States Merchant Marine Academy at Kings Point.

The USS reported that in addition to the two AOTOS recipients, other hon-



Thomas Bethel
President
American Maritime Officers



William Pennella
Vice Chairman, Executive VP
Crowley Maritime Corporation

orees will include American maritime unions "who will be presented with plaques recognizing their collective extraordinary response to the Haitian disaster."

All proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine and those of other free world countries.

Senate Confirms Matsuda As Maritime Administrator

David Matsuda was confirmed by the Senate on June 22 as administrator of the U.S. Maritime Administration. Matsuda had been serving as acting administrator since before being nominated for the administrator's post by President Obama in December. Matsuda's nomination had been one of 64 nominations awaiting Senate action. Matsuda had previously worked as senior counsel and primary transportation advisor for Sen. Frank Lautenberg (D-N.J.) for six years. Lautenberg is the chairman of the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security.

Sen. Lautenberg said, "David Matsuda will be an excellent leader of the Maritime Administration. David was a trusted advisor in my Senate office who has proven himself to be a dedicated and successful public servant. He has unparalleled expertise in transportation issues and I am confident that he will be an

exceptional leader for our nation's maritime system."

A graduate of Harvey Mudd College in Claremont, Calif., with a B.S. in engineering, Matsuda earned his J.D. from the University of San Diego School of Law. In 2002, he became a Georgetown University Government Affairs Institute fellow on the staff of the Senate Committee on Commerce, Science and Transportation. From 1998 to 2002, he worked as an attorney with the safety law division of the Federal Railroad Administration.

Earlier this year, Matsuda spoke at the AFL-CIO Maritime Trades Department's winter meeting, where he underscored his commitment to preserving the Jones Act and to promoting America's marine highway, or "short sea shipping," as a way of easing congestion on U.S. roads and enhancing American competitiveness.



David Matsuda
U.S. Maritime Administrator

CIVMAR News

CMPI 610 Negotiations Update

The following information is provided in order to update Military Sealift Command (MSC) CIVMARS on the Civilian Marine Personnel Instruction (CMPI) 610 negotiations. CMPI 610 covers the Hours of Work and Premium Pay provisions applicable to all CIVMARS.

Union, MSC and Military Sealift Fleet Support Command (MSFSC) negotiators continue to meet. Interest Based Bargaining (IBB) processes are serving the parties well. While the negotiations are time-consuming and difficult at times, significant progress has been made. We have completed a review and negotiation of approximately 75 percent of the General Provisions section.

The parties anticipate that once the General Provision section is completed, Department Work Rules will be addressed. The schedule, however, is flexible – a benefit of the IBB process.

The last negotiation session, conducted during the week of June 7 in Washington, D.C., had a number of subject matter experts (SMEs) in attendance, including AB Marque Anthony. Currently, Anthony serves aboard the *USNS Arctic*. Also acting as SMEs were Captain David Gombo and Captain Randall Rockwood. SMEs serve to ensure union and agency negotiators have access to accurate, current information regarding afloat practices and procedures.

The main goal of the parties has remained unchanged

since the start of the negotiations – that is to ensure that the CMPI revisions make this Instruction clearer and more user-friendly for unlicensed and licensed CIVMARS fleet wide.

Marque Anthony assisted union representatives in every aspect of the negotiations. Summing up his experience after a long week of negotiation in the nation's capital, Anthony said, "I arrived at the negotiations with mixed expectations, not knowing if I would be viewing a heated debate or discussions that would put one to sleep. What I encountered was both the union and agency were united in their efforts to clarify and streamline this Instruction and to ensure that all CIVMARS will be able to clearly interpret the revised Instruction. I observed an exhausting effort by our union representatives in the advocacy for MSC CIVMARS. The licensed SMEs attending were also genuinely concerned for the unlicensed CIVMARS and their years of experience were extremely valuable in all topics reviewed, proposed and negotiated."

Anthony concluded that he wished all mariners would have a chance to experience such an effort – to have a better understanding of the discussions "which will no doubt affect our everyday life on MSC vessels."

Kate Hunt, SIU Government Services representative, noted that Anthony's knowledge regarding shipboard



Pictured from left to right following a recent negotiation in Washington, D.C., are SIU Government Services Division Asst. VP Chester Wheeler, Representative Kate Hunt and AB Marque Anthony.

practices was a great help to union representatives in these discussions and the union appreciates Anthony's contributions to this huge effort.

The next negotiations are scheduled for mid-September.

Attn: MSC CIVMARS Join the Union!

The SIU web site includes printable PDF versions of forms that mariners may use to request and authorize payroll deductions for labor organization dues. The forms are posted at:
<http://www.seafarers.org/members/civmar/tax-forms.xml>

Need help or additional information? Contact any of the following SIU Government Services Division officials or email civmarsupport@seafarers.org:
Chester Wheeler, (510) 444-2360, extension 17; Kate Hunt, (718) 499-6600, extension 223; Maurice Cokes, (757) 622-1892.

Important Notice to CIVMARS

SIU, MSC Reach MOU on Allowances, Habitability Issues Aboard MSC-Operated Vessels

The Seafarers International Union is pleased to announce that the union and MSC have reached a comprehensive settlement that addresses and resolves outstanding habitability matters aboard MSC CIVMAR crewed vessels currently operating in MSC's fleet. This agreement fairly compensates unlicensed CIVMARS sailing aboard vessels where shipboard habitability conditions are overcrowded and/or inadequate.

For many years, the SIU has led the fight to ensure that MSC provide adequate, safe, clean and secure living accommodations for all CIVMARS ashore and afloat. As a result of these efforts, CIVMARS living aboard vessels with inadequate conditions are compensated with quarters pay.

Assuring adequate habitability aboard MSC vessels has been the subject of several lengthy legal battles. The first arbitration case protesting inadequate quarters was tried in 1991. At that time the NMU (which later merged into the SIU) fought for compensation for CIVMARS assigned to open berthing quarters aboard the *USNS Comfort*. In that case the Arbitrator awarded a \$13 per day quarters allowance found in the East Coast collective bargaining agreement.

Since 1991, the union has prevailed in five vessel-related arbitrations, proving that habitability conditions were inadequate. The issue on which Arbitrators' rulings have differed is the amount of quarters allowance awarded to affected CIVMARS, with some Arbitrators awarding the \$13 collective bargaining agreement rate and some Arbitrators awarding the updated \$40 Civilian Mariner Personnel Instructions (CMPI) rate. The May 7, 2010 MOU establishes a quarters allowance rate aboard a covered vessel when more than three crewmembers are assigned to any berthing room or area.

The settlement also resolves all out-

standing legal matters, including exceptions filed by both parties pending before the Federal Labor Relations Authority. These exceptions are appeals for the \$13 *Grasp* award and the \$40 *Comfort* award. The settlement brings industrial stability to our labor-management relationship with MSC and will allow resources to be used for other, important representation efforts on behalf of unlicensed CIVMARS.

Additionally, the union preserved the current \$30 per day quarters allowance aboard the four A-OE vessels (*Supply*, *Bridge*, *Arctic* and *Rainier*) even though these ships are scheduled to undergo habitability upgrades over the next few years.

The \$30 quarters allowance will also be applicable to the sub-tenders (*Emory Land* and *Frank Cable*) and the hospital ships (*Comfort* and *Mercy*).

The settlement also ensures that CIVMARS sailing aboard three ARS vessels (*Grasp*, *Grapple* and *Salvor*) will receive similar quarters allowances. While there will be a minor downward adjustment of the current quarters allowance aboard the *USS Mt. Whitney*, the union believes that this overall settlement benefits the majority of the CIVMARS assigned to any ship where living conditions are less than adequate.

Another very important component of this settlement is the establishment of a Labor-Management Habitability Committee, which guarantees the union pre-decisional involvement on habitability conversion plans and other related issues. This includes early involvement in plans for any Navy vessel acquired by MSC or new vessels which may be built for MSC's CIVMAR fleet in the future.

The union recognizes that the acquisition, transfer and conversion of former military vessels to the CIVMAR fleet has created and will continue to create a significant number of permanent jobs for our bargaining unit members. We welcome the

work these ships bring and together, with MSC mariners, we will continue the fight to ensure that all CIVMARS are treated with the dignity and respect they deserve for their hard work, dedication and their efforts to carry out the mission of the Military Sealift Command.

Lastly, the union and the MSFSC have completed a separate, comprehensive agreement covering the inspection of hotel quarters to which CIVMARS may be assigned ashore. The union has been seeking input into the selection of hotels since 2007. The union brought its case before the Federal Services Impasse Panel. In July, prior to the scheduled impasse proceeding, MSC agreed to allow the union to inspect hotels and submit comments prior to hotel selections. With both these agreements in place, the union will now have complete access to information about CIVMAR quarters afloat and ashore, ensuring that advocacy efforts will begin early and continue aggressively to ensure that quarters are adequate.

The terms of the Habitability Settlement and the new quarters allowance rates are detailed below. Please review this information. Contact your SIU Government Services Division representatives if there are any questions or concerns.

SETTLEMENT DETAILS AOE CLASS VESSELS

MSC will continue to pay a \$30 quarters allowance aboard all T-AOE class vessels, even when habitability upgrades are completed aboard these ships.

T-ARS CLASS VESSELS

USNS Grapple: Back pay award has been paid in accordance with Arbitrator Herzog's 2010 award. Beginning May 7, 2010 a \$40 per day quarters allowance will be paid to CIVMARS assigned to rooms or open berthing space with three or

more CIVMARS in a room.

USNS Grasp: In accordance with Arbitrator Canada's 2007 award, CIVMARS assigned to four person rooms receive \$13 per day. CIVMARS assigned to three-person rooms receive no quarters allowance. Beginning May 7, 2010 a \$35 per day quarters allowance will be paid to CIVMARS assigned to quarters sleeping three or more CIVMARS in a room or open berthing space.

USNS Salvor: CIVMARS assigned to quarters with three or more to a room or open berthing space will receive a \$40 quarters allowance back pay retroactive to June 2007. From May 7, 2010 forward, CIVMARS assigned to quarters with three or more persons to a room will receive a quarters allowance of \$35 per day.

T-AH CLASS VESSELS

USNS Comfort:

■ 2007 Voyage: CIVMARS will be paid \$40 per day quarters allowance in accordance with Arbitrator Williams' 2008 award.

■ 2009 and 2010 Voyages: CIVMARS assigned to any berthing area with three or more persons will be paid \$30 per day quarters allowance.

USNS Mercy:

2008 and 2010 Voyages: CIVMARS assigned to berthing areas with three or more persons will be paid quarters allowance at the rate of \$30 per day.

LCC 20 CLASS VESSELS

USS Mt. Whitney: CIVMARS quartered more than three persons to a room or berthing area will receive a \$30 per day quarters allowance.

OTHER PROVISIONS

No quarters allowance will be paid to CIVMARS assigned to two-person rooms.

To be eligible for quarters allowance CIVMARS must sleep on board the vessel.

Seafarers Quickly Crew Up Three Vessels

Union Members Mobilize as Hurricane Alex Threatens Gulf

As has become their tradition, Seafarers again rose to the challenge recently during a short-notice vessel crewing requirement.

According to Bart Rogers, director of manpower at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., his office on June 28 was apprised of a late-afternoon crewing request by Houston Port Agent Michael Russo from two union-contracted companies for a hurricane sortie.

"We received a call at 3 p.m. from AMSEA and Ocean

Shipholdings to crew up 45 jobs on the *USNS Benavidez*, *USNS Bob Hope* and the *USNS Soderman* for Hurricane Alex," said Russo. "Thanks to the membership here in Houston, with timely assistance from the Manpower office and the Ports of Jacksonville, Mobile, Port Everglades, Tacoma, Norfolk and Wilmington, we were able to satisfy the requirement by crewing up all three vessels within one and one-half hours."

The purpose of the activation was to get the former vessels out of port in order to avoid potential damage from Hurricane Alex. Packing winds of 110 mph, the Category 2 storm at the time was bearing down on South Texas. Vessel operators as well as weather prognosticators feared a direct hit on Brownsville, Texas.

On July 1, however, the storm made landfall on a relatively unpopulated stretch of coast in Mexico's northern Tamaulipas state, some about 100 miles south of Brownsville. While it spawned two tornadoes and caused 1,000 people to evacuate low-lying areas there, state officials reported no injuries or major damages.

"I applaud the efforts of our people in the Port of Houston as well as those from the other ports involved," said Rogers. "The fact that all three vessels were crewed in record time is something that we should all be proud of."

"It's a true testament to the dedication and commitment of our entire membership," Rogers concluded, "It also demonstrates that our 'can do' attitude—regardless of the mission—is very much alive and well."



The Seafarers-crewed submarine tender *USS Emory S. Land* renders honors as she passes the *USS Arizona* Memorial upon arrival for a port visit at Joint Base Pearl Harbor Hickam June 22. (U.S. Navy photo by Mass Communication Specialist 2nd Class (SW/AW/SCW) Ronald Gutridge)

USS Emory Land Sails for Diego Garcia

Following a two-year shipyard period and after completing the first submarine tender hybrid crew conversion, the *USS Emory S. Land* arrived at Joint Base Pearl Harbor Hickam on June 22. The crew – including members of the SIU Government Services Division – had set sail June 14 from the *Land's* former home port of Bremerton, Wash., beginning a 10,000-mile voyage to the ship's new base of Diego Garcia.

"The ship looks terrific and has operated very well, and our new hybrid crew has performed exceptionally well, despite having little sailing time together," said Cmdr. Christopher Carter, the vessel's executive officer.

While the hybrid crew conversion joins CIV-MARS with Navy Sailors, unlike typical MSC vessels, the *Land* remains a United States Ship

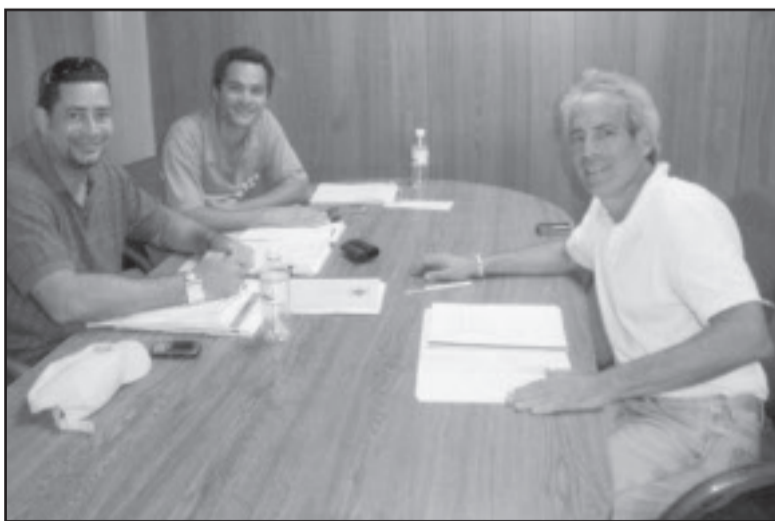
under the command of a U.S. Navy captain, currently Capt. Edward B. Seal. The *Land* transferred to MSC in 2008.

Carter added, "The way the crew has operated the ship during this transit to Pearl is a true testament to the high quality seamanship of our civilian mariners and professionalism of our Sailors. Together we are quickly becoming a formidable team, eager to take our mission forward."

One of only two submarine tenders in the Navy's ship inventory, the *Land* will provide, according to MSC, "expeditionary ship repair and maintenance capabilities to fast-attack and guided missile submarines operating in the U.S. Fifth Fleet area of responsibility from its forward-base in Diego Garcia."

New Contract at Puerto Rico Towing & Barge

SIU boatmen at Puerto Rico Towing & Barge Co. are covered by a new five-year contract that is retroactive to November 2009. The agreement calls for annual wage increases and also includes a one-time monetary bonus. Other components of the new pact stipulate that the company will pay for any increased costs (up to a certain percent) to maintain medical benefits; call for



yearly increases in the maintenance and cure rate; and boost offshore pay. Based in San Juan, P.R., and known in Puerto Rico and in the Caribbean as PRT, the company provides vessel assistance and towing services throughout the region. Pictured above (from left), signing the contract at the PRT office at San Juan Harbor in mid-June are SIU Port Agent Amancio Crespo, AB and Delegate Sixto Franco and PRT President Joel Koslen.

Notices to SIU Members

SHBP Plans to Implement Changes to Comply With Affordable Care Act

On March 23, 2010, President Obama signed the Affordable Care Act into law.

This new law is designed to reform the U.S. health care system by controlling skyrocketing health care costs, improving the quality of health care coverage, making health insurance available to more Americans and promoting preventive care. The changes required by the law will be implemented gradually over the coming years.

The Seafarers Health and Benefits Plan (SHBP) has been carefully monitoring requirements contained in the law and the recent regulations issued by the Department of Health and Human Services. The Plan will be implementing several changes Jan. 1, 2011, in order to comply with the Affordable Care Act. The changes include:

- If you are an eligible participant, the Plan will offer coverage to your children up to age 26, regardless of whether the child is in school. In addition, the child does not have to live with you or be supported by you in order to be eligible for health coverage. Coverage will be offered even if your child is married.

- The Plan will not exclude coverage for a medical condition that your child had before the child was covered by this Plan.

- The Plan will eliminate lifetime limits on essential benefits.

- The Seafarers Health and Benefits Plan will be sending detailed information to you about these changes later this year. If you have any questions about the changes, you may contact the Plan directly at 1-800-252-4674.

SHBP Announces Out-of-Network Savings Program

The Trustees of the Seafarers Health and Benefits Plan (SHBP) are pleased to announce an enhancement to your benefits, which will go into effect Sept. 1, 2010.

Three years ago, the Plan partnered with CIGNA HealthCare to provide access to CIGNA's Network of more than 1 million "In Network" provider locations. On Sept. 1, 2010, we will be adding CIGNA's Out-of-Network Savings Program. If you currently use out-of-network providers, this program may result in significant savings for you.

This program supplements the current network by enabling Plan participants to receive discounts from many providers not covered by CIGNA's network. While covered services received from these providers will be paid at the out-of-network benefit level of 65 percent, access to this supplemental network will provide our participants with the following:

- Participants will have lower out-of-pocket expenses when they receive covered services from these out-of-network healthcare professionals.

- There will be no additional paperwork. Seafarers participants will be issued a new ID card (see below) which should be presented as usual at time of service.

- Claims will be submitted for reimbursement as usual. Discounts that may apply are automatically calculated. The explanation of benefits that you receive will show any discount that was applied and the reduction in the participant's share for the covered service.

- Participants are only responsible for costs up to the discounted amount. **There will be no balance billing other than the applicable coinsurance payment of 35 percent, once you have satisfied the annual deductible.**

During mid-August, 2010 you will be receiving a new SHBP ID card. This card will have the addition of the "Multi-Plan" logo. Please make sure that you discard your current card after Aug. 31. This new network of providers will go into effect Sept. 1, 2010. You must use the new card to receive the benefit of these additional discounts.

You may wish to check with your out-of-network health care providers to see whether they participate in these additional networks. If you have any additional questions, feel free to contact the Plan at 1-800-252-4674.

SIU Vessels Help Mark Technology Milestone

Flickertail State, Cape Texas Play Role As Testing Platforms in Gulf of Mexico

Editor's note: Unless otherwise indicated, the photos accompanying the following story were provided by Chief Steward Michael Pooler.

Two SIU-crewed vessels, the *USNS Flickertail State* and the *Cape Texas*, recently played key roles in marking a U.S. Navy Office of Naval Research (ONR) milestone involving at-sea, ship-to-ship cargo transfer capability.

The two Military Sealift Command ships on May 15 in the Gulf of Mexico served as assessment platforms on which the final segment of a multi-phased testing regiment of the ONR's Large Vessel Interface Lift On/Lift Off (LVI Lo/Lo) Crane Technology Demonstrator was conducted. During tests which took place over a three-day period, 128 containers safely were transferred from the *Flickertail State* to the *Cape Texas* in waters where conditions were far from ideal. Wave crests reached heights of one meter. Despite these adverse circumstances, crane operators picked up and placed an unobstructed container down, lifted another container which was obstructed on several sides, and then lowered a number of containers into obstructed holds.

"I've been managing this project for about four and one-half years, from the idea phase to the implementation and test phase," said Dr. Paul Hess, program manager in ONR's Sea Warfare and Weapons Department. "It's been very rewarding to see the capabilities of this technology come to life and to track its future potential impact on Navy operations." Hess added that the crane performed as planned yet proved more capable than the ships' mooring configurations would allow.

Particularly impressed with the crane's technology and capabilities was *Flickertail State* Chief Steward **Michael Pooler** who also witnessed the testing. "It was a success from the very start," he said. "As the crane moved with the greatest of ease, it performed the tasks of lifting and setting the container down from the *Flickertail State* to the *Cape Texas* and vice versa. It all took place while both ships were underway at sea doing about five knots skin to skin.

"Technology has come a long way," Pooler continued. "It was amazing to see history in the making...it looked the arm of a robot moving in sync with the ship...it was placing the containers on one vessel while the other was moving in a different direction."

If employed in the future fleet, ONR officials said the LVI Lo/Lo crane will facilitate the flow of containerized legis-



Office of Naval Research personnel test their Large Vessel Interface Lift-on/Lift-off (LVI Lo/Lo) crane at the U.S. Naval Station in Norfolk, Va. The demonstrator crane, which has been temporarily installed on the *USNS Flickertail State* uses motion-sensing technology to control standard 20-foot containers in all six degrees of freedom. (U.S. Navy photo)

tics through the sea base to the shore, eliminating the need for a secure deep water port. The apparatus also will enable the rapid and safe transfer of containers, Humvees and other heavy loads at sea.

"The safety factor is also a huge advantage that the commercial industry is taking an interest in," Hess said. "Offshore oil companies are particularly looking at this technology from a safety perspective."

Seafarers aboard the *Flickertail State* during the testing included Bosun **David Brow**, ABs **Jeffrey Tyson**, **William Markeson**, **Kevin Johnson**, **Troy Mack**, **David Bennet**, **Corrie**

Stockton and **Mark Edmonds**; QEEs **Michael Voda** and **Francis Quebedeaux**; GUDE **Nathan Jenkins**, Wiper **Joshua Harris**, Chief Steward **Michael Pooler**, Chief Cook **Francis Washington** and Steward Assistants **Terrence Taylor**, **Gregg Blaylock** and **Curtis Spencer**.

SIU crew members serving aboard

the *Cape Texas* during the tests were: Bosuns **Charles Jackson** and **Jimmy Ocot**; ABs **German Nunez**, **Gaudioso Bacala**, **Julius Obilana**, **Donaldo Valencia**, **Michael Charnesky**, **Pascal Masanilo**, **John Gilliam** and **Rolando**

Continued on next page



Flickertail State Capt. Joe Regan (left), Bosun David Brow and AB William Markeson look on from their vessel as the LVI Lo/Lo crane places containers onto the *Cape Texas*. The unidentified individual at right is part of the Office of Naval Research test team.



Crew members aboard the *Cape Texas* prepare to secure their newly obtained cargo.



AB Troy Mack (left) and
AB David Bennet
Flickertail State

AB Mark Edmonds
Flickertail State



QMED Mike Voda (left) and AB Kevin Johnson
Flickertail State

Continued from Page 8

Pulido; QMED Quincy Wilson; Oilers Billy Love, Louis Santiago, Manolito Garcia and Jose Encarnacion-Rivera; SB George Maranos, Chief Cook Robert Brooks and SAs Adele Messina, Eugina Gonzales and Rosalie Long.

In 2009, the demonstrator crane was installed and integrated aboard the *Flickertail State* to support the transfer of standard 20-foot

containers. In early June, the vessel embarked to evaluate the crane's performance in transporting containers between two moving ships in an operational environment using commercial and oil industry at-sea mooring techniques.

The ONR has been in talks with transition partners about the future of the Lo/Lo crane, but no immediate decisions have been made to provide a way forward for the technology. The demonstrator crane on *Flickertail State* is available for future testing and to support the U.S. government's humanitarian assistance and disaster response efforts.



OMU Nathan Jenkins
Flickertail State



Steward Assistants Terrence Taylor (left), Gregg Blaylock and Curtis Spencer



Chief Cook Francis Washington
Flickertail State



Chief Steward Michael Pooler
Flickertail State



The large vessel interface lift-on/lift-off (LVI Lo/Lo) crane demonstrates container transfers using a roll simulator aboard the Military Sealift Command auxiliary crane ship *USNS Flickertail State* at Naval Station Norfolk. The LVI Lo/Lo crane enables the rapid and safe transfer of standard ISO containers and other heavy loads at sea and was funded by the Office of Naval Research. (U.S. Navy photo by John F. Williams)



PIZZA PARTY ABOARD CABLE SHIP – Bosun's Mate John Cedeno Jr. emailed these photos from a recent "pizza dinner party" aboard the *CS Tyco Decisive*. Crew members enjoyed the meal while the vessel was sitting at anchor in Mumbai, India. Pictured from left to right in photo above, center, are GVA Gamal Algazally, AB Michael Pokat, a security team member and SA Mike Munoz. The two Seafarers at above right are Bosun Thor Young (left) and Electrician Frank Coburn. The other photo shows various additional crew members on deck.

At Sea And Ashore With the SIU



OCEAN CHARGER DOCKS IN HOUSTON – Pictured aboard the *Ocean Charger* following a payoff and shipboard meeting are (from left) Port Agent Mike Russo, AB Billy Watson, AB Earl Jones, GUDE Marvin White, Bosun Joe Casalino and AB Martin Weller.



WITH SEAFARERS IN PUERTO RICO – Recertified Bosun Victor Beata (left) and Bosun Hector Cumba (right) recently stopped by the union hall in Santurce, P.R., where they posed for this snapshot with Port Agent Amancio Crespo.



SUPPORTING PRO-WORKER CANDIDATE – Seafarers in Tacoma, Wash., recently volunteered to make signs for the upcoming reelection campaign of pro-maritime, pro-worker U.S. Rep. Norm Dicks (D-Wash.). Pictured from left to right are SIU members Chad Hess and David Smart; Maycee Escamilla and her uncle, Seafarer Pete Hokenson; and SIU member Ingra Maddox.



HAPPY ANNIVERSARY – Erlinda "Erlie" Casugay (left), wife of Seafarer Josefino Almor Casugay (right), wanted to share this photo near the occasion of their 44th wedding anniversary. The still-happy couple wed in March 1966, two years before Josefino embarked on his maritime career. Erlie said she is a retired schoolteacher, though she works part-time at a faith-based preschool. She and Josefino, who still sails in the deck department, have five children and seven grandkids. They live in California.



WELCOME ASHORE – At the SIU hall in Norfolk, Va., Port Agent Georg Kenny (right) congratulates longtime Seafarer Gualberto Mirador on his retirement and presents him with his first pension check. Mirador most recently sailed as a recertified steward (as did Kenny before he came ashore).



WITH SEAFARERS ON THE SEABULK TRADER – These photos of and aboard the *Seabulk Trader* were taken June 12 while the vessel was docked in Tampa, Fla.

NMC Finalizing Certificate Suitable for Framing

The Coast Guard's National Maritime Center recently announced that it is finalizing development of a merchant mariner certificate that will be suitable for framing.

According to a June 30 communication from Coast Guard Capt. David Stalfort, "Since the release of the Merchant Mariner Credential final rule, which consolidated the previously issued licenses, Merchant Mariner Documents and STCW certificates into a single passport-style Merchant Mariner Credential (MMC), mariners have been asking the Coast Guard to provide a certificate suitable for framing. The Coast Guard recognized this as an important issue to many mariners and decided to honor the mariner by providing a means for mariners to proudly display their professional credentials.

"Later this summer," he continued, "the Coast Guard will launch an Internet-based service where mariners will visit a Coast Guard web site, enter their mariner reference number, or other

verifiable identification data, and request to download a *Merchant Mariner Certificate* that would include the officer and rating endorsements that are contained in the mariner's MMC. This service will not have the ability to reproduce legacy license, MMD or STCW credentials. The request, similar to that used to verify credentials in the Coast Guard's Merchant Mariner Credential Verification (MMCV) function, would populate a 'certificate' that the mariner could save and print from a personal computer or other Internet-capable devices. The certificate, which would be used for display purposes only, would not be authorized as a substitute for a valid MMC and will not substitute for the MMC where the requirement to post a credential exists. There will be no fee for downloading the certificate. Additional information will be provided before the system is released."

Comments on the design of the certificate may be submitted via email to: nmc-mmc-certificates@uscg.mil.



While details about the mariner certificate haven't been finalized, the Coast Guard has released this possible design.

SIU Maersk Crew Members Attend Safety Conference



SIU-contracted Maersk Line, Limited recently continued its beneficial series of safety leadership conferences at the union-affiliated Paul Hall Center in Piney Point, Md. Twenty-four SIU members employed by Maersk and some of the company's shore-side workers completed a conference at the school June 22-23. The meetings are part of a program designed to maintain and improve workplace safety. Among those pictured here in the group photo are SIU members Thomas Banks, Oswald Bermeo, Arnie Borja, Charles Brooks, Paulo Castillo, Donald Christian, Manolo Delos Santos, Mark Edmonds, Helbert Esquivel, Earl Farmer, Victor Frazier, David Fridstrom, Darryl Jackson, Andrew Linares, William Lowery, Elmer Marko, Karl Mayhew, Carnell Middleton, Tim Pillsworth, Steve Roell, Glen Rogers, James Saunders, Hugh Wildermuth and Boyce Wilson. In the other photo, Paul Hall Center Director of Training J.C. Wiegman addresses the participants.



Meeting with AMO Members, Officials

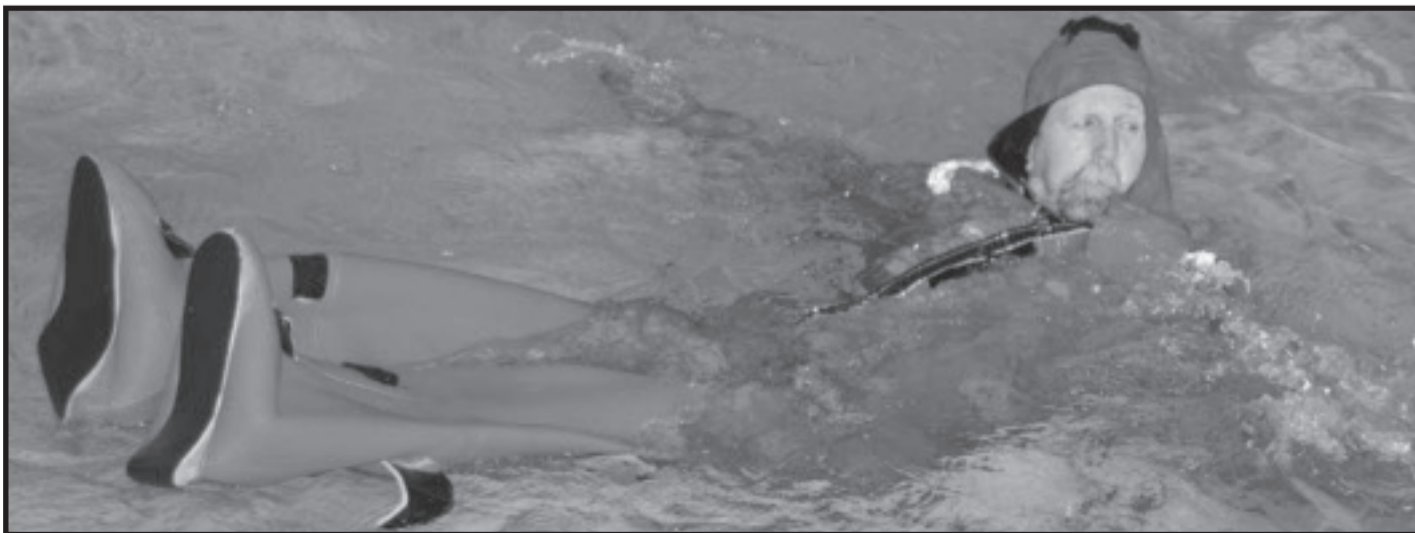


SIU President Michael Sacco (third from right) addressed a meeting of the SIUNA-affiliated American Maritime Officers Executive Board in Chicago the week of June 20. Trustees of the AMO Plans also met during the same week. Pictured from left to right near the meeting site are AMO members John Clifford and Michael Frye, AMO President Tom Bethel, Sacco and AMO members Jeff Fisher and Russell Horton.

Attention: Seafarers
Another New Ship!



SPAD Works For You
Contribute to the
Seafarers Political
Action Donation
(SPAD)



SIU Executive VP Augie Tellez (standing) welcomes a group of Seafarers who received training on international and Coast Guard regulations mandating the training.

STCW Basic Safety Training

Seafarers Hone Essential Skills

STCW Basic Safety Training (BST) has been offered at the union-affiliated Paul Hall Center in Piney Point, Md., since 1998 – several years before the original deadline for compliance with the amended STCW Convention.

Content of the one-week course includes personal survival techniques, fire prevention and fire fighting, social responsibility and personal safety, and elementary first aid. (All four elements must be attended and passed to receive credit for the course.) The course includes hands-on training and classroom instruction.

STCW is the abbreviation for International Convention on Standards of Training, Certification and Watchkeeping for Seafarers. SIU members may recall that the original convention, a treaty under the auspices of the International Maritime Organization, was ratified in 1978. The U.S. didn't ratify it until 1991; amendments followed in 1995 as more than 100 nations signed on.

Then, a five-year transition period for the amended convention started in 1997, resulting in an STCW-compliance deadline of Feb. 1, 2002. (There are other aspects to the STCW Convention, though at that time, the two components of greatest interest to most mariners involved STCW Certificates and BST.) Until that 2002 deadline, mariners had a few different

options for proving their compliance with the requirements. However, as was reported in that era, once the compliance deadline of Feb. 1, 2002, all mariners were required to have received approved training and certification for BST. A Coast Guard regulation in 2001 allowed mariners to renew their certificates via sea service, though it required a mandate for initial completion of the BST course.

Moreover, it is vital for any mariner who was "grandfathered" into BST compliance to know that the provisions of the convention have long since expired. With U.S. Coast Guard National Policy Letter 05-99 (as well as other regulations from the agency and from other nations) mariners who initially were grandfathered in but never completed an approved BST course must do so in order to comply with current regulations.

Finally, in 2003, NMC Policy Letter 03-01 stipulated that verifying compliance with the STCW Basic Safety Training provision of the convention became the responsibility of ship-operating companies (meaning the Coast Guard isn't responsible for checking compliance with BST). In order

Water survival drills (photos at left and directly below) take place in one of the buildings at the Joseph Sacco Fire Fighting and Safety School. In the photo at right, mariners practice first aid and CPR techniques.





recently arrived in Piney Point for BST and reminds them about the interna-



Although much of the Paul Hall Center's training emphasizes hands-on exercises, classroom instruction (photo above) also is a vital part of BST and other curriculums. In the photo below, Seafarers don appropriate safety gear prior to the next step in their lessons.

Safety Training

al Skills in Piney Point

compliance with BST was exhaustively the calendar reached were required to have and assessment in ation issued in late renew BST require-gh it did not alter the tion of an approved

any mariner who was compliance via sea ovisions of the transi- ce expired. Consistent tional Maritime Center ll as other communica- from the SIU), e grandfathered but ved BST class (or sepa- of the four elements er to remain compliant

Policy Letter 08-03 compliance with the ision of the amended e the responsibility of (meaning the Coast e checking continuing order to help ensure

that their respective vessels are in compliance with current regulations, SIU-contracted companies are utilizing the union's new manpower management system for verification.

As noted in recent editions of the *LOG*, it remains important for SIU members to help ensure that their records are up-to-date in the new Seafarers Management Information System (SMIS), which is used for shipping and registration. That includes helping ensure that SMIS reflects Seafarers' compliance with each of the four elements of BST. Members who completed BST somewhere other than either Piney Point or the SIU-affiliated school in Hawaii, may need to bring both an original STCW BST certificate and a training record book (TRB) to their respective the union halls as soon as possible.



Fire fighting is one of the hands-on components of STCW Basic Safety Training.

Scholarships

Helping SIU families realize their dreams

Going back to school? Sending your children to college? Learn more about the scholarship opportunities available to you as an SIU member. Union Plus supports working families by providing these scholarships to help you focus on your studies instead of your tuition bill.



UNION PLUS SCHOLARSHIP

- Awards ranging from **\$500 to \$4,000** are available to students attending two-year and four-year colleges, recognized technical or trade schools, and graduate schools
- **Current and retired** union members, their spouses and dependent children **are eligible**
- Applications are **available in September**. To apply, just download an application at Union-Plus.org/Scholarship and **return it by January 31**.

UNION PLUS NATIONAL LABOR COLLEGE "GREEN" SCHOLARSHIP

- Scholarship to the **National Labor College's Green Workplace Representative Certificate Program**.
- **Union activists** get expertise and leadership in the field of climate change response and **green workplace auditing**.
- **Contact Ashe Morris** in the Office of Student Financial Services at the National Labor College at **301-431-5404** or email amorris@nlc.edu

UNION PLUS NATIONAL LABOR COLLEGE SCHOLARSHIP

- A total of **\$25,000** is awarded each to year to help union members attend the world's only university dedicated to **labor education**
- Take classes at your own pace and schedule with a **unique program** tailor-made for full-time working men and women
- Please **contact Tracie Sumner** in the Office of Student Finance at the National Labor College at **301-628-4253** or email tsumner@nlc.edu for more information



For details about all the scholarship opportunities available to union members, visit
UnionPlus.org/Scholarship

SIU SCHOLARSHIP 06/10

Union-Crewed Vessel Rolls Out Red Carpet For VIPS, Participates In Military Maneuvers

Continued from Page 24

“The purpose of this conference for MSC was to discuss significant issues, but also highlight MSC assets and the incredible people who work for this organization,” said Buzby. “Our guests were in awe of the way we execute our business, and every one of the General officers told me how impressed they were.”

Meanwhile, the JLOTS exercise took place on Joint Expeditionary Base Little Creek-Fort Story. JLOTS itself is a method of transporting rolling stock such as tanks and trucks as well as containerized military or humanitarian relief cargo from a ship at sea to shore using Army and Navy motorized and non-motorized barges, called lighterage, to stage and transport the cargo. In addition to motorized lighterage, Army watercraft including landing utilities and logistics support vessels are also used to transport cargo between ship and shore.

The U.S. Army’s 7th Sustainment Brigade located at Fort Eustis, Va., was the exercise’s host command. Other units involved included the Army’s Surface Deployment and Distribution Command’s 597th Transportation Battalion, and the U.S. Navy’s Cargo Handling Battalion One from Naval Weapons Station Yorktown, Va., Cheatham Annex.

During the five-day exercise, the participants safely and efficiently unloaded and discharged 179 pieces of rolling stock and containers to and from the *Mendonca* via lighterage. Ashore, the cargo was either offloaded directly onto the beach, or onto a temporary pier constructed specifically for the exercise.

According to civilian Capt. Michael Murphy, the *Mendonca*’s master, the Army and Navy cargo handling experts all did a superb job of getting cargo to and from the ship. He also said the *Mendonca*’s crew “played an important role – they assisted on the bridge and on the deckplates to ensure a successful outcome.”

MSC pointed out that the value of JLOTS operations was quite evident during the international humanitarian response to the Jan. 12 earthquake in Haiti. That nation’s port infrastructure was wrecked by the earthquake, but a number of SIU-crewed ships delivered aid cargo thanks in part to JLOTS capabilities. According to the agency, in less than one month, more than 1,000 20-foot containers of cargo and more than 170 military vehicles plus food, water, and fuel were delivered to Haiti to sustain the emergency responders and civilians on shore – all via JLOTS.

August & September 2010 Membership Meetings

Piney Point.....	Monday: August 2, * Tuesday: September 7
Algonac.....	Friday: August 6, September 10
Baltimore.....	Thursday: August 5, September 9
Guam.....	Thursday: August 19, September 23
Honolulu.....	Friday: August 13, September 17
Houston.....	Monday: August 9, September 13
Jacksonville.....	Thursday: August 5, September 9
Joliet.....	Thursday: August 12, September 16
Mobile.....	Wednesday: August 11, September 15
New Orleans.....	Tuesday: August 10, September 14
New York.....	Tuesday: August 3, September 7
Norfolk.....	Thursday: August 5, September 9
Oakland.....	Thursday: August 12, September 16
Philadelphia.....	Wednesday: August 4, September 8
Port Everglades.....	Thursday: August 12, September 16
San Juan.....	Thursday: August 5, September 9
St. Louis.....	Friday: August 13, September 17
Tacoma.....	Friday: August 20, September 24
Wilmington.....	Monday: August 16, September 20

* Piney Point change created by Labor Day holiday

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

Dispatchers’ Report for Deep Sea

June 16, 2010 – July 15, 2010

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	16	8	2	14	4	2	5	17	7	3
Anchorage	0	1	0	0	1	0	0	1	4	0
Baltimore	5	9	0	3	10	0	3	8	11	2
Fort Lauderdale	18	7	3	10	8	3	10	29	16	5
Guam	4	2	0	2	1	0	0	7	5	1
Honolulu	13	5	1	10	4	1	2	17	12	1
Houston	54	29	3	43	16	1	25	110	41	8
Jacksonville	24	21	3	27	18	0	22	48	40	4
Joliet	2	2	1	2	2	1	3	3	4	1
Mobile	11	9	1	14	8	1	8	17	11	2
New Orleans	25	10	2	15	2	1	5	28	12	3
New York	60	21	3	27	9	2	19	93	40	8
Norfolk	17	18	4	11	18	1	7	36	43	13
Oakland	23	16	1	18	11	1	10	34	19	1
Philadelphia	6	4	0	3	5	0	4	7	7	0
Piney Point	0	12	3	1	8	3	1	1	4	0
Puerto Rico	6	9	1	7	6	3	5	14	11	3
Seattle	34	22	2	30	15	0	19	64	39	2
St. Louis	2	6	1	4	3	0	0	3	5	1
Wilmington	27	15	4	21	16	1	10	51	57	10
TOTALS	347	226	35	262	165	21	158	588	388	68
Engine Department										
Algonac	1	5	2	1	1	1	1	3	6	2
Anchorage	0	1	1	0	0	0	0	0	3	1
Baltimore	7	5	0	5	2	0	2	13	8	0
Fort Lauderdale	13	7	0	6	6	0	4	17	13	0
Guam	2	2	0	1	1	0	0	2	2	0
Honolulu	7	1	1	7	3	0	1	18	3	2
Houston	16	13	1	9	10	1	2	33	25	3
Jacksonville	19	12	2	17	14	2	17	26	36	0
Joliet	2	1	1	0	1	2	0	2	1	0
Mobile	7	4	0	3	3	0	1	15	10	0
New Orleans	8	4	0	2	1	0	0	13	3	0
New York	23	15	1	8	7	2	6	37	28	2
Norfolk	6	12	0	10	10	0	8	16	15	2
Oakland	9	7	0	6	8	1	5	19	14	0
Philadelphia	4	3	0	2	3	0	1	7	6	0
Piney Point	2	4	0	0	2	0	1	3	2	0
Puerto Rico	3	5	0	0	8	0	2	5	13	0
Seattle	18	14	0	8	7	0	5	27	25	0
St. Louis	1	2	0	1	1	0	1	1	4	0
Wilmington	11	14	4	5	13	2	7	27	23	9
TOTALS	159	131	13	91	101	11	64	284	240	21
Steward Department										
Algonac	2	3	1	1	1	1	0	3	4	0
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	1	2	0	0	3	0	0	5	2	1
Fort Lauderdale	11	4	1	7	7	0	7	13	5	1
Guam	4	1	0	2	0	0	0	3	2	2
Honolulu	9	2	0	9	1	0	2	23	3	0
Houston	21	6	0	12	7	0	11	34	10	0
Jacksonville	15	11	0	10	5	0	9	29	18	0
Joliet	1	1	1	1	0	1	1	0	1	0
Mobile	8	4	0	4	0	0	2	8	5	0
New Orleans	5	3	0	7	4	0	4	16	4	0
New York	28	5	0	17	4	0	9	45	8	0
Norfolk	8	10	0	7	5	0	4	17	18	1
Oakland	17	2	1	14	0	0	4	35	7	1
Philadelphia	2	1	0	1	3	0	1	2	1	0
Piney Point	3	2	0	1	1	0	0	7	2	0
Puerto Rico	3	1	0	4	0	0	1	3	2	0
Seattle	15	6	0	16	3	0	11	34	11	0
St. Louis	2	3	0	1	1	1	0	2	3	0
Wilmington	29	4	2	22	0	1	4	42	10	2
TOTALS	184	71	6	136	46	4	70	321	116	8
Entry Department										
Algonac	2	13	4	2	7	6	2	1	13	2
Anchorage	0	2	3	0	1	0	0	0	3	3
Baltimore	2	3	6	1	1	1	0	1	4	5
Fort Lauderdale	1	5	6	1	7	1	2	0	7	12
Guam	0	2	1	0	1	0	0	0	2	2
Honolulu	7	6	4	3	2	1	1	7	7	7
Houston	7	23	5	1	8	1	3	8	35	20
Jacksonville	1	26	12	1	16	2	5	6	37	22
Joliet	0	3	0	0	0	2	0	0	4	0
Mobile	1	4	3	1	3	0	0	1	8	6
New Orleans	2	2	2	0	3	1	0	2	5	4
New York	6	37	17	4	17	3	1	7	62	26
Norfolk	0	13	22	0	12	8	3	0	33	36
Oakland	4	12	12	2	8	3	3	4	27	14
Philadelphia	0	1	1	0	0	1	0	0	1	3
Piney Point	0	10	13	0	5	10	0	0	5	5
Puerto Rico	0	1	0	1	0	0	0	0	2	0
Seattle	6	17	0	3	9	1	6	6	28	6
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	5	10	12	3	11	3	5	7	40	39
TOTALS	44	190	123	23	111	44	31	50	324	212
GRAND TOTALS:	734	618	177	512	423	80	323	1,243	1,068	309

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered in Algonac, Mich.

What was one of your more memorable voyages?

Darlene Weymouth
2nd Cook

The first time I went through the St. Mary's River, in upper Michigan, just before you get to the Soo Locks. I've been sailing for about 10 years now, and that was in my second year. I believe that was aboard the *American Mariner*. It's



very scenic. I enjoy it out there. Every day you can see something new.

Jaber Jaber
AB

We got in an accident two years ago when I was aboard the *American Republic*. I was a little bit scared but it turned out all right. We got stuck in the ice for almost 12 hours. The ice was too thick for the Coast Guard to get to us, so the *Galloway* came to get us loose, but hit us. We had a hole but no one was hurt, neither ship



took on water and there was no pollution. We had just fit out the boat and were going to Duluth. That's the only time anything like that has happened to me.

Ahmed Ali
AB

Last year, I was sailing on the *Maersk Arkansas*. I shipped out and worked on there for four months. The boat usually does a shuttle – we take containers and reefers to Kuwait, and we go to Saudi Arabia. We usually load at the Dubai port. One time, I was on the



wheel and we passed by this island called the Persian Island, which belongs to Iran. In international waters, we're supposed to stay six miles away, but the Iranian coast guard showed up and (falsely) claimed we had gotten too close. They came around with a few boats and they were driving them around us, telling us to stop. They were saying that we violated their water. It took about a half-hour – they were crossing our bow and aft, too. They had machine guns, one of which was uncovered, on their boats. Eventually they left but it was a little scary.

Rick Fugit
Bosun

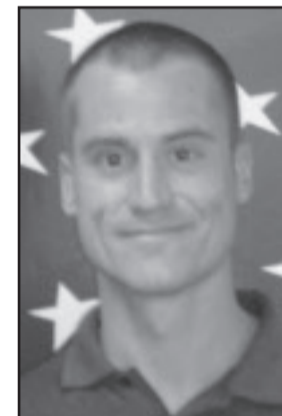
I'd say doing the APS (Africa Partnership Station), a U.S.-led, multi-national mission boosting safety and security in West and Central Africa

last year on the *Swift*. It's a pretty good gig – the ports, the people. In the summer of 2009, we took medical supplies 40 miles up the river in small boats. It took about two-and-a-half hours each way. The destination was Gabon, in Western Africa. It was cool dropping off the supplies and seeing that remote area. There are no roads up there, no anything. The people seemed happy that we were there. They needed just about everything, and what we could fit on the boats, went.



Brandon Braam
AB

Recently I went to Diego Garcia aboard the *Lawrence H. Gianella*. It was my first time to that part of the world and my first time on an MSC ship, so there were a lot of new things to learn. It was also my first AB job. The more experienced crew mem-



bers were extremely helpful, showing me the ropes both on the ship and ashore. The weather was nice. The crew worked very hard but also enjoyed their work, so morale was super high the whole time, which makes a world of difference.

Pic-From-The-Past



Trainees from the SIU-affiliated Harry Lundeberg School wait for a maritime memorial service to start at the National Shrine of the Immaculate Conception in Washington, D.C. This photo was taken on National Maritime Day (May 22) in 1972.

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

ERNESTO ACOSTA

Brother Ernesto Acosta, 67, became an SIU member in 1998 while in the port of New York. His first ship was the *USNS Mt. Washington*; his last, the *USNS Roy M. Wheat*. Brother Acosta upgraded in 2001 at the Paul Hall Center in Piney Point, Md. The engine department member was born in the Philippines and now lives in Teaneck, N.J.



EFRAIN ALVAREZ

Brother Efrain Alvarez, 71, joined the union in 1979. He initially sailed on the *Galloway*. Brother



Alvarez, who sailed in the deck department, was born in Puerto Rico. His final ship was the *Horizon Trader*. Brother Alvarez resides in Gurbo, P.R.

OVIDIO CRESPO

Brother Ovidio Crespo, 68, started sailing with the Seafarers in 1972. His first voyage was aboard the *Warrior*.

Brother Crespo, who sailed in the steward department, attended classes on two occasions at the Piney Point school. The Puerto Rico native last sailed aboard the *TSgt. John Chapman*. Brother Crespo is a resident of Aguada, P.R.



IRVIN CRUTCHLOW

Brother Irvin Crutchlow, 56, donned the SIU colors in 1971 while in the port of Houston. He originally sailed aboard the *Sea San Juan*. Brother Crutchlow worked in the deck and engine departments. He often took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. Brother Crutchlow most recently shipped on the *Diligence*. He calls Norfolk, Va., home.

CARLOS EBANKS

Brother Carlos Ebanks, 71, signed on with the union in 1995. In 1999, Brother Ebanks enhanced his seafaring abilities at the Paul Hall Center in Maryland. He primarily sailed on vessels operated by



Keystone Shipping Service. Brother Ebanks was a member of the deck department. He makes his home in Marrero, La.

JOE MARTIN

Brother Joe Martin, 65, joined the SIU ranks in 1965. His first trip was aboard the *Erna Elizabeth*. Brother Martin upgraded on two occasions at the union-affiliated school. He sailed in the engine department. Brother Martin's final voyage was on an American Overseas Marine vessel. He resides in Mobile, Ala.



JOE MORA

Brother Joe Mora, 65, was born in Ecuador. He became a union member in 1991 while in the port of New York. Brother Mora initially worked aboard the *USNS Chauvenet* as a member of the steward department. He frequently enhanced his skills at the Piney Point school. Brother Mora's last ship was the *Maersk Iowa*. He is a resident of Allentown, Pa.

BENIGNO PADOAN

Brother Benigno Padoan, 70, began sailing with the SIU in 1980. He was first employed on the *President Harrison*. Brother Padoan sailed in all three departments during his career. In 1999 and 2000, he visited the Seafarers-affiliated school in Piney Point, Md. Brother Padoan's final trip was aboard the *PFC James Anderson*. He was born in the Philippines but calls San Francisco home.



INLAND

GLENN RANSOM

Brother Glenn Ransom, 63, started his career with the union in 1989. He originally sailed with H&M Lake Transport. Brother Ransom worked in the engine department. He was last employed with Ameristar Casino East Chicago. Brother Ransom settled in Sodus, Mich.



JERRY SMITH

Brother Jerry Smith, 58, joined the SIU in 1996. He mainly worked with Crowley Towing of



his native Florida.

Jacksonville. Brother Smith upgraded on two occasions at the maritime training center in Piney Point, Md. He continues to live in

GLEN STRICKLAND

Brother Glen Strickland, 62, signed on with the union in 1968. His earliest trip was with Hvide Marine. Brother Strickland's final ship was operated by Western Towing Company. He makes his home in Kirbyville, Texas.



JUAN TRINIDAD

Brother Juan Trinidad, 56, began his SIU career in 1977 while in Puerto Rico. The New York-born mariner sailed mostly with Crowley Towing of Puerto Rico. In 1978 and 1981, Brother Trinidad took advantage of upgrading opportunities available at the Paul Hall Center. He resides in Toa Alta, P.R.

HORACE WOOD

Brother Horace Wood, 56, was born



in Honduras. He joined the SIU in 1979 while in New Orleans. Brother Wood initially worked with Orgulf

Transportation Company. The deck department member upgraded twice at the union-affiliated school in Piney Point, Md. Brother Wood's most recent trip was aboard the *Dodge Island*. He is a resident of Port St. Lucie, Fla.

NATIONAL MARITIME UNION

CAROL ALLEN

Brother Carol Allen, 55, became an NMU member in 1979. He was born in Honduras and shipped in the steward department. Brother Allen's last ship was the *Kuwaiti*. He calls Tamarac, Fla., home.



RICHARD CARVALHO

Brother Richard Carvalho, 65, started sailing with the NMU in 1975.



He most recently worked with Woods Hole Shipping. Brother Carvalho continues to live in his native state of Massachusetts.

DAVID JEANNERO

Brother David Jeannero, 65, joined the NMU in 1994. The deck department member was born in Ohio. Brother Jeannero most recently shipped on the *Mormac Sun*. He resides in Costa Rica.



EDWARD TRIPP

Brother Edward Tripp, 64, was born in Doral, Fla. He began sailing with the union 1968. Brother Tripp visited the Paul Hall Center in 2004 to enhance his seafaring skills. His final trip was aboard the *Keystone Texas*.



This Month In SIU History

Editor's note: The following items are reprinted from past issues of the Seafarers Log.

1950

U.S. Customs officials made their first search of an Iron Curtain country vessel under the authority of the recently passed "Trojan Ship" measure which permits inspection of foreign flagged ships for atomic bombs and other weapons. The security check took place in Boston aboard a Finnish ship.

Seafarers are urged to apply their own security measures aboard their ships in foreign ports. Vigilance should be maintained to prevent unauthorized persons from boarding or otherwise gaining access to their vessels.

1967

The maritime industry's highest award for safety was presented to the SIU-crewed *Steel Maker* for the rescue of four seamen from the Spanish ship *Monte Palomares*. The *Steel Maker* was en route from Spain to New York when it received an SOS from the *Monte Palomares*, foundering in a North Atlantic storm 900 miles from Bermuda and immediately altered course to assist the sinking vessel.

The Spanish ship had already gone down by the time the *Steel Maker* arrived but a red flare from a life raft was spotted and the *Steel Maker* maneuvered alongside. Three of the raft's survivors were able to scramble up the ship's cargo net to safety

but a fourth was too injured to climb. An SIU member then tied a lifeline around his waist, swam to the raft and brought the injured man on board.

1982

The officers and SIU crew of the *USNS Southern Cross* were honored by the American Institute of Merchant Shipping for their "humanitarian assistance to Vietnamese refugees adrift in the South China Sea during late September 1981." The *Southern Cross*, part of the SIU Government Service Division fleet operated by the Military Sealift Command Pacific, picked up 58 desperate "boat people" from a small 35-foot boat on July 15, 1981 while

en route from Subic Bay, Philippines, to Diego Garcia in the Indian Ocean. At the time their actions were lauded by the United Nations High Commissioner for Refugees. There were 18 men, 13 women and 27 children on the boat.

1992

Three *USNS Mercy* mariners were praised by the commander of Military Sealift Command Pacific for rescuing two fishermen off the northern coast of California. SIU carpenter Robert McCumsey snared the two fishermen from a life raft of a capsized 42-foot craft to safety. McCumsey was assisted by the *Mercy's* captain and chief mate in the five- to seven-foot seas with heavy fog and low visibility. McCumsey received the Meritorious Civilian Service Medal.



Final Departures



DEEP SEA

TERRELL ALSTON

Brother Terrell Alston, 50, died March 13. He joined the union in 1995. Brother Alston was born in Charleston, S.C., and shipped in the engine department. During his SIU career he sailed aboard several vessels including the *Diamond State* and the *Maersk Tennessee*. Brother Alston continued to call Charleston home.

JAMES BROCK

Pensioner James Brock, 65, passed away March 24. Brother Brock became a Seafarer in 1967. He originally worked with Isthmian Lines Inc. as a member of the engine department. Brother Brock was born in Henderson, Tenn. His final voyage took place on the *Maj. Stephen Pless*. Brother Brock went on pension in 2002 and settled in Maynardville, Tenn.



RAYMOND CONNOLLY

Pensioner Raymond Connolly, 75, died March 4. Brother Connolly signed on with the union in 1966. His earliest trip was in the inland division aboard a vessel operated by Western Towing. Brother Connolly was born in Toledo, Ohio. He shipped in the steward department. Brother Connolly's last voyage was on the *Overseas Vivian*. He retired in 2000 and lived in Highlands, Texas.



RICHARD FEDDERN

Pensioner Richard Feddern, 77, passed away March 19. Brother Feddern was born in Ohio. He started sailing with the SIU in 1962. His first ship was the *Rocky Point*. Brother Feddern sailed in the engine department. Prior to his retirement in 1979, he shipped on a Michigan Tankers Inc. vessel. Brother Feddern was a resident of San Pedro, Calif.



WILLIAM ISBELL

Pensioner William Isbell, 92, died March 10. Brother Isbell, a mem-



ber of the deck department, began sailing with the Seafarers in 1946. His first trip was aboard the *Rebel*; his last was with Delta

Steamship Lines. Brother Isbell was born in Bedias, Texas. He started collecting his retirement compensation in 1982. Brother Isbell resided in Spencer, N.C.

JOSEPH LACORTE

Pensioner Joseph LaCorte, 88, passed away March 6. Brother LaCorte began his seafaring career in 1953. He mainly sailed in the engine department of vessels operated by CSX Lines. Brother LaCorte became a pensioner in 1992 and made his home in Seattle.



ALTON MACKIN

Pensioner Alton Mackin, 87, died Feb. 10. He joined the union in 1949 while in the port of New York. Brother Mackin initially worked with Sprogue Steamship Company. The steward department member was born in East Point, Ga. Brother Mackin most recently sailed aboard a Westchester Marine Corporation vessel. He called Douglasville, Ga., home.



JOHN MANEN

Pensioner John Manen, 92, passed away Dec. 17. He became a union member in 1947, first shipping on a Veritas Steamship Company vessel. Brother Manen was born in Crockett, Texas, and sailed in the engine department. His last trip was with Waterman Steamship Corporation. Brother Manen lived in Poteau, Okla.

RAFAEL MATOS

Pensioner Rafael Matos, 87, died March 4. Brother Matos signed on with the SIU in 1943 in the port of Baltimore. His earliest trip was



aboard the *Antinous*. Brother Matos, who sailed in the deck department, was a native of Puerto Rico. His final voyage was on the *Pioneer*. Brother Matos retired in 1984 and settled in Toms River Township, N.J.

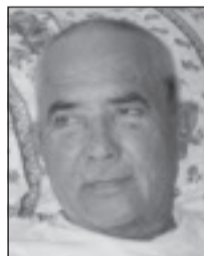
RALPH SMITH

Pensioner Ralph Smith, 84, passed away March 12. Brother Smith was born in Bristol, Va. He began sailing with the Seafarers in 1951. Brother Smith originally worked aboard the *Del Monte*. The deck department member's last trip was with Sealand. Brother Smith was a resident of Bristol, Tenn. He went on pension in 1984.



ENRIQUE VELEZ

Pensioner Enrique Velez, 68, died March 11. Brother Velez joined the union in 1977 while in the port of New York. He initially shipped with Waterman Steamship Corporation. Brother Velez was born in Guayanilla, P.R. His final trip to sea was aboard the *Horizon Crusader*. Brother Velez, a member of the deck department, started collecting his retirement compensation in 2000. He continued to reside in Puerto Rico.



INLAND

ROBERT DOUGLAS

Pensioner Robert Douglas, 67, passed away March 15. Brother Douglas began his seafaring profession in 1969 while in the port of Philadelphia. He primarily shipped aboard vessels operated by Interstate Oil Transport Company. Brother Douglas was born in Chester, Pa. He went on pension in 2005. Brother Douglas called Buena Vista Township, N.J., home.

CHARLES KELLUM

Pensioner Charles Kellum, 87, died March 7. Brother Kellum became a union member in 1975. He was born in Camden, N.J. Brother Kellum mostly sailed with C.G. Willis Inc. He began receiving his pension in 1989. Brother Kellum made his home in Morehead City, N.C.

NATIONAL MARITIME UNION

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

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

DAVE ALLISON

Pensioner Dave Allison, 80, passed away March 28. The Louisiana native went on pension in 1998. Brother Allison made his home in Chino Hills, Calif.

GUILHERME BARROS

Pensioner Guilherme Barros, 95, died March 20. Brother Barros was a native of Fall River Mass. He retired in 1978. Brother Barros lived in Fairhaven, Mass.

JUAN CANTU

Pensioner Juan Cantu, 85, passed away March 31. Brother Cantu was born in Texas. He became a pensioner in 1968 and resided in San Francisco.

MAURICIO CAPRON

Pensioner Mauricio Capron, 86, died March 31. Brother Capron, a native of the Philippines, went on pension in 1981. He continued to make his home in the Philippines.

PRINCE COLEMAN

Pensioner Prince Coleman, 88, passed away March 10. Brother Coleman was born in Virginia. He retired in 1984. Brother Coleman called Norfolk home.

ABDULLA ELHAIDERI

Pensioner Abdulla Elhaideri, 75, died March 20. Brother Elhaideri was born in Yemen. He started collecting his retirement compensation in 2002 and settled in San Francisco.

CALVIN KING

Pensioner Calvin King, 83, passed away March 10. The North Carolina-born mariner became a pensioner in 1991. Brother King was a resident of Rocky Mount, N.C.

JOSEPH LAFORET

Pensioner Joseph Laforet, 83, died Feb. 3. Brother Laforet went on pension in 1992. He lived in Wildwood City, N.J.

GUILERMO LIMA

Pensioner Guillermo Lima, 83, passed away March 27. Brother Lima was born in El Salvador. He retired in 1987. Brother Lima called Houston home.

JOSE LOPEZ

Pensioner Jose Lopez, 87, died Feb. 19. Brother Lopez was a native of Ponce, P.R. He started collecting his retirement compensation in 1967. Brother Lopez made his home in Brooklyn, N.Y.

GERMAN LUGO

Pensioner German Lugo, 77,

passed away Feb. 6. Brother Lugo, a native of Puerto Rico, became a pensioner in 2004. He settled in Brooklyn, N.Y.

FRANCISCO MARRERO

Pensioner Francisco Marrero, 82, died Feb. 17. Brother Marrero was born in Puerto Rico. He went on pension in 1994 and continued to reside in Puerto Rico.

JAMES MCCAFFREY

Pensioner James McCaffrey, 86, passed away Feb. 11. Born in Chicago, he retired in 1988. Brother McCaffrey was a resident of New York.

HULBERT NURKETT

Pensioner Hulbert Nurkett, 86, died March 26. Brother Nurkett was a native of St. Thomas, V.I. He began receiving his pension in 1995. Brother Nurkett lived in Orange City, N.J.

EDUARDO ORTIZ

Pensioner Eduardo Ortiz, 100, passed away March 22. Brother Ortiz was born in Puerto Rico. He started collecting his retirement compensation in 1976. Brother Ortiz made his home in New York.

RAY OZEN

Pensioner Ray Ozen, 84, died March 1. Brother Ozen, a native of Port Arthur, Texas, retired in 1976. He continued to call Port Arthur home.

JACK PRESNO

Pensioner Jack Presno, 83, passed away Jan. 26. Brother Presno was born in Cuba. He went on pension in 1992. Brother Presno made his home in New York.

DONALD SKOW

Pensioner Donald Skow, 86, died Feb. 26. Brother Skow was a New Jersey native. He became a pensioner in 1978. Brother Skow settled in Baltimore.

GERARDO TORRES

Pensioner Gerardo Torres, 82, passed away Feb. 2. Born in Houston, he retired in 1996. Brother Torres continued to reside in Texas.

The following former members of the NMU have also passed away.

Name	Age	DOD
Grant, William	86	March 28
Hicks, Joann	73	March 19
King, David	85	March 6
Mayhew, Jared	78	March 30
Mena, Willoughby	82	March 3
Nemeth, Albert	87	March 10
Perez, Aurelio	75	March 3
Rayner, John	86	March 4
Rodrigues, Manuel	80	March 11

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.

ALASKAN EXPLORER (Alaska Tanker Company), June 20 – Chairman **Anthony Sabatini**, Secretary **John Huyett**, Educational Director **Winfred Opore**, Deck Delegate **Dennis Caballero**, Engine Delegate **Detricke Kelly**, Steward Delegate **David Vaughn**. Chairman announced that HDTV's would be purchased. Crew members were congratulated for winning safety award. Chairman reported excellent performance and encouraged them to keep up the good work. Secretary talked about the implementation of new wellness program and stated company has allocated extra funds to purchase healthier foods. Educational director reminded mariners to take every opportunity to upgrade their skills at the Piney Point school. It was noted that weight room is finished so there are separate gyms for cardio and weightlifting workouts. Treasurer reported purchase of 65-inch high definition TV was the result of winning the company's President's Award. No beefs or disputed OT reported. Vote of thanks was given to the steward department for excellent food and smooth transition of wellness program. Next ports: Long Beach, Calif. and Cherry Point, N.C.

CHARLESTON EXPRESS (Crowley), June 13 – Chairman **George Price**, Secretary **Ronald Tarantino**, Educational Director **James Demouy**, Deck Delegate **Althalo Henton**, Engine Delegate **Charles Sneed**. Chairmen urged members to keep union dues paid up and have or get cash at payoff. President's report from *Seafarers LOG* was read and discussed. Secretary reminded Seafarers to make sure their respective beneficiary cards are up-to-date. Educational director talked about the importance of enhancing seafaring abilities at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew members requested communication from contract department pertaining to specific negotiations with company. Next ports: Charleston, S.C. and Houston.

HORIZON CONSUMER (Horizon Lines), June 20 – Chairman **Daniel Ticer**, Secretary **Donnell Lewis**, Educational Director **Nabil Ahmed**, Engine Delegate **Mbarek Nouhairi**. Chairman announced payoff on June 24 upon arrival in Long Beach, Calif. Bosun discussed economic recession and the impact nationwide. Educational director urged everyone to make sure BST and related certificates are

Seafarers, Military Personnel Train on Crane Ships



From July 6-20, SIU members from three ships – the *Grand Canyon State*, *Gem State* and *Keystone State* – trained with Naval Cargo Handling Battalion 3 in California. Chief Mate Alex Butler from the *Keystone State*, who submitted this photo, said the SIU crews did an outstanding job throughout the training. Among those pictured above are Rear Adm. Patricia Wolfe, Commodore Daniel R. Pionk, personnel from the battalion and deck department mariners Chief Mate Butler, Bosun Gheorghe Savencu, Bosun Mike Carvalho, Bosun John Young, AB Ritche Acuman, AB Greg Tojong, Chief Mate Kim Daug and Chief Mate Mark Jahn.

kept current. No beefs or disputed OT reported. Clarification was requested on what is considered a drill and what is considered an inspection. Next port: Long Beach, Calif.

HORIZON HUNTER (Horizon Lines), June 6 – Chairman **Loren Watson**, Secretary **Jennifer Jim**, Educational Director **Jeff Morris**. Chairman went over ship's itinerary and reminded crew members to carefully check OT sheets and pre-payoff documents. Mariners were asked to separate plastic, batteries and light bulbs from regular trash. Secretary read communication concerning trip tour scenarios aboard PEX run vessels. Educational director urged crew to memorize their TWIC card code number since some ports require keying the code number before entering gates. No beefs or disputed OT reported. Members were informed about maximum reimbursement for purchase of a TV (with receipt). Recommendation was made to increase base wages of all crew members during upcoming contract negotiations. Next ports: Oakland, Calif. and Long Beach, Calif.

HORIZON TACOMA (Horizon Lines), June 13 – Chairman **Daniel Seagle**, Secretary **Lincoln Pinn**, Educational Director **Mohamed Alsinai**, Deck Delegate **Harry Massa**, Engine Delegate **Willy Smith**, Steward Delegate **Sam Kassem**. Chairman stated payoff to take place on June 16 in Tacoma, Wash. He urged members to keep credentials in good order and support SPAD (Seafarers Political Action Donation). Crew was thanked for helping keep ship clean. Those departing vessel were asked to leave cabins clean for next mariner. Educational director encouraged seamen to upgrade whenever possible to improve skills and better their chances of moving up. He also reminded them to make sure their water survival papers were up-to-date. No beefs or disputed OT reported. Steward department was thanked for a job well done.

MAERSK OHIO (Maersk Line, Limited), June 2 – Chairman **James Joyce**, Secretary **Fidelis Oliveira**, Educational Director **Brian Sengelaub**, Deck Delegate **Dudley James**, Steward Delegate **Alaa Embaby**. Bosun report-

ed a successful voyage with no accidents. He thanked crew for working safely and having good attitudes. Educational director advised mariners to attend classes at the Paul Hall Center to enhance seafaring abilities. He asked mariners getting off this trip to leave rooms clean and supplied with fresh linen. No beefs or disputed OT reported. Crew discussed purchasing a steam cleaner or hiring outside professionals to clean rugs. Request was made for more "greens" in the menu.

OVERSEAS MARTINEZ (OSG Ship Management), June 6 – Chairman **Edward O'Connor Jr.**, Secretary **Roger Griswold**, Educational Director **Patrick Carroll**, Deck Delegate **Hanapiah Ismail**, Engine Delegate **Benjamin Stanley**, Steward Delegate **William Young**. Chairman reported satellite TV is coming and cell phone booster has been installed. He recommended members read the *Seafarers LOG* and stay current on information regarding BST. Discussion was held pertaining to OSG's tour-of-duty policy. Educational director encouraged fellow mariners to keep

going to Piney Point to upgrade skills. No beefs or disputed OT reported. Suggestions were made regarding pension requirements and benefits. It was reported that IT specialist would be coming to fix e-mail. Volunteers requested to set up gym equipment. Next ports: Fort Lauderdale, Fla., Port Arthur, Texas and Houston.

RACER (Maersk Line, Limited), June 20 – Chairman **Thomas Flanagan**, Secretary **Ibrahim Elsayed**, Educational Director **Paul Titus**, Deck Delegate **Sheldon Privin**, Engine Delegate **Bernard Smalls**, Steward Delegate **Evelina Nobles**. Chairman announced payoff scheduled to take place in Newark, N.J. He thanked crew members for a safe trip and for watching out for one another. Educational director urged members to upgrade, which can lead to better opportunities and advancement. Treasurer stated \$550 in ship's fund. No beefs or disputed OT reported. Motion made to increase health and dental benefits. Next ports: Charleston, S.C., Miami, Houston and Newark, N.J.

Letter To The Editor

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

'We Do Not Forget the USA'

The Battle of the Coral Sea's 68th anniversary service took place May 10 at the Western Australia State War Memorial, Kings Park. I attended and laid a floral wreath (I make my own) in honor of the U.S. Merchant Mariners of World War II who gave their lives for their country.

As in previous years, I was honored to represent Mr. A.J. Wichita, president of the American Merchant Marine Veterans (AMMV) and Mr. Ian Allison, co-chairman of the Just Compensation Committee. Both of these men do a wonderful job for those of us who are still around and kicking.

More than 1,000 people attended the service, including many high-ranking individuals from the military and government. Governor of Western Australia Dr. Ken Michael was one of the wreath layers. U.S. Consul General Dr. Kenneth Chern (who read a message from



John Helman (left) carries a wreath honoring the U.S. Merchant Marine.

President Obama) also participated. So did Victor Lane, who is from Boston – a former U.S. Army member who is more than 100 years old. Another wreath layer was David Grace, president of the Australian American Association. Also in attendance were John Sheehan, U.S. Naval attaché to Australia; Royal Australian Air Force Wing Commander Russell Page; Royal Australian Navy Capt. Brett Dowsing, and many others.

The Australian American Association – Western Australian Division has done a very good job for many years with this annual observance. We do not forget the United States of America for coming to our aid. Otherwise, we would be working in Japanese rice-paddy fields. The Battle of the Coral Sea was a turning point in World War II.

Many thanks for sending the LOG for all these years. At 90 years old, I would like to say that the SIU's membership should be proud; you have a good skipper at the helm to help guide you through any rough seas, and who won't let you go to sea in old rust buckets.

God Bless your staff, God Bless America and God Bless Australia – always loyal shipmates.

John E. Helman
Hamilton Hill, Western Australia

(The writer sailed as a merchant mariner from the mid-1930s until the early 1980s, including voyages aboard Australian, U.S., British, Norwegian and Dutch ships)



Helman constructs a wreath each year for the event in Western Australia. This is a close-up of the one he presented in May 2010



The city of Perth, Western Australia, is visible behind the Australian American Association banner at Kings Park, site of both the State War Memorial and a recent ceremony honoring mariners.

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.

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2010. 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.

Deck Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Able Seaman	August 16 October 11	September 10 November 5
ARPA	September 27 November 8	October 1 November 12
Bosun Recertification	October 18	November 8
Fast Rescue Boat	August 16	August 20
Lifeboatman	September 27	October 10
Radar Observer (Unlimited)	September 13 October 25	September 24 November 5
Radar Recertification (1 day)	September 8 November 15	September 8 November 15
STOS	August 23 October 18	September 3 October 29
Tanker Asst DL	August 2	August 13
Tank PIC Barge DL	September 27	October 10

Engine Department Upgrading Courses

Advanced Container Maintenance	November 15	December 10
Basic Auxiliary Plant Operations	September 13 November 8	October 8 December 3
FOWT	August 16 October 11	September 10 December 17
Junior Engineer	October 25	December 17
Marine Refrigeration Technician	August 23	October 1
Machinist	November 29	December 17
Pumpman	October 4	October 15
Welding	September 27 October 25	October 15 November 12

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 _____

Title of Course	Start Date	Date of Completion
-----------------	------------	--------------------

Safety Upgrading Courses

Basic & Advanced Firefighting	October 18	October 29
BST/Basic Firefighting	August 16 September 20 October 18 November 15	August 20 September 24 October 22 November 19
Medical Care Provider	November 1	November 5

Steward Department Upgrading Courses

Galley Operations/Advanced Galley Operations
These modules start every Monday.
Certified Chief Cook/Chief Steward
These classes start every other Monday. The most recent class began July 26.

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.



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

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

COURSE	START DATE	DATE OF COMPLETION
--------	------------	--------------------

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

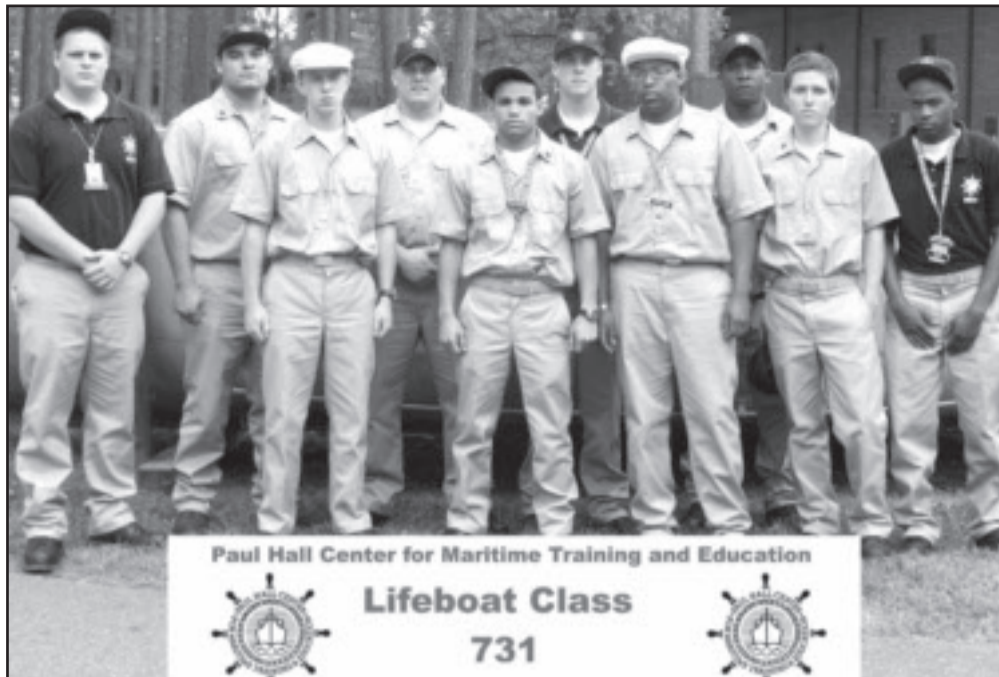
SIGNATURE _____ DATE _____

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

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

8/10

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 731 – Twelve unlicensed apprentices completed training in this 60-hour course April 30. Those graduating (above, in alphabetical order) were: Joseph Gref, William Kane, Lucion Liles, Richard Lubunyz, Ryan Murphy, Mereed Mused, Anthony Parks, Sonny Perez, Michael Reed, Kelsey Shaver, Rahjahn Sorey and Brett Van Pelt.



Medical Care Provider – Eight upgraders completed this 21-hour course June 18. Those graduating (above, in alphabetical order) were: Sotero Berame Jr., Lou Cabano, Mark Ciciulla, Domingos Ferreira, Paula Gomez, Alonzo Griswell, Lon Maduro and Michael Voda. Mike Roberts, their instructor, is at left.



Small Arms Training – Two upgraders completed their requirements in this course May 27. Graduating and receiving certificates were Rick James (second from left) and James Hewey (second from right). Their instructors, Stan Beck and Robbie Springer, are at the far left and far right respectively.



Welding – Six Seafarers enhanced their skills by completing this 103-hour course June 25. Graduating (above, in alphabetical order) were: Danilo Achacoso, Marcus Crumpton, Merlin Flores, Eddy Newman, Robert Ott and Antoine Rainey. Their instructor, Buzzy Andrews, is at right.



Medical Care Provider – Three individuals completed their requirements in this course April 23. Graduating and receiving their certificates were Andre Carriere, Earl Shakes and Jon Silveria. Class Instructor Mike Roberts is pictured at left.



Celestial Navigation – Eleven upgraders graduated from this 126-hour course June 10. Receiving certificates (above, in alphabetical order) were: Richard Barnes, David Blue, Jose Boza, Randy Brinza, Mark Gaskill, Thomas Hancock, John Howard, Timothy Huth, Robert Knowlton, Karl Mayhew and Robert Olsen.



Tank Ship Familiarization - Twenty-two individuals completed their requirements in this 63-hour course June 11. Graduating and receiving certificates (above, in alphabetical order) were: Donald Ackerman, Ritchie Acuman, Kenneth Adams, Therman Ames III, Peter Bean, Joel Bell, Ion Boros, Edgar Castillo, Jeremie Coates, Kenneth Couture, Joshua German, Joseph Gonzalez, Sanjay Gupta, Cynthia Harris, Steven Haver, Gregory Howard, Carnell Middleton, Gustavo Osorio, Adrian Peterson, Lamer Pinckney, Frank Strong and Kwamena Watson. Their instructor, Herb Walling, is at left.

Basic & Advanced Firefighting – The upgraders pictured at right improved their skills by completing this 41-hour course June 11. Graduating (in alphabetical order) were: Emmanuel Adeoti, Sotero Berame Jr., Lou Cabano, Mark Ciciulla, Domingos Ferreira, Jason Flesner, Paula Gomez, Alonzo Griswell, Corey Hann, Lon Maduro, Edward Majesky, Greg Tojong and Ivan Vargas. Their instructors, Mile Roberts and Wayne Johnson, are pictured at the far left and second from the left respectively.



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

Paul Hall Center Classes



STCW/BST – Twenty-four Seafarers completed this course May 28 at the union-affiliated school in Piney Point, Md. Those graduating (above, in alphabetical order) were: Ricardo Alonso, Rocel Alvarez, Fausto Aranda, Victor Arzu Martinez, Vladimir Babenko, Richard Balderson, Alan Bartley, Mike Bay, Victor Beata, Frank Bermudez, Ion Boros, George Borromeo, Robin Bourgeois, Larry Calixto, James Castillo, Clinton Cephas, Shawn Clark, Marcos Clotter, Donnie Collins, Kenneth Couture, Daniel Daligcon Sr., Rodney Davis, Martin Dagon and Abdullah Falah. (Note: Not all are pictured.)



Water Survival (Pre-AB) – Nine upgraders completed this 60-hour course June 18. Those graduating (above, in alphabetical order) were: Fidel Dipasupil, Sabbah Ghaleb, Khaled Hussein, Eric Johnson, Ernesto Martinez, Jose Martinez, Kenneth Moore, Ali Nabil and Rodulfo Nuno. Bernabe Pelington, their instructor, is standing at the far right.



ECDIS (Crowley) – The individuals pictured above completed this course June 18. Those graduating (in alphabetical order) were: Robert Albe, John Lavergne, Charles Mills, Shelby Rankin, Korron Richardson and Charles Tuck. Their instructor, Joe Curtis, is at far left.



STCW/BST – Twenty-four Seafarers completed their requirements in this course May 28. Graduating (above, in alphabetical order) were: Gary Favalora, Vladimir Filip, Casimiro Garza Jr., Sabbah Ghaleb, Joseph Gonzalez, David Graves, Sanjay Gupta, Angel Hernandez, Bryan Iverson, Alvin Jackson, John Jasinski, Paul Johnson, Joseph Laine, Ilya Ledesma, Joaquin Martinez, Albert Mensah, Basil Messer, Carnell Middleton, Khalid Mohamed, Norman Obehi, Wilfredo Olaes, Gustavo Osorio, Juan Palacios and Argelio Perez-Borroto. (Note: Not all are pictured.)



STCW/BST – Twenty Seafarers finished this course May 28. Those graduating (above, in alphabetical order) were: Donald Ackerman, Therman Ames, Adrian Peterson, Philemon Quitariano, Luis Ramirez, Tomas Robinson, Glen Rogers, Michael Rueter, James Saunders, Noel Segovia, Joe Smoler, Trent Sterling, Frank Strong, Christopher Sykes, David Terry Jr., Victorino Viernes, Garry Walker, Kwamena Watson, Angelo Wilcox Sr., and Jermeka Williams. (Note: Not all are pictured.)



BST (Hawaii) – The above individuals completed their requirements in this course May 8 at the Seafarers Training Center in Barbers Point, Hawaii. Those graduating (above, in no particular order) were: William Kinnear, Benjamin Maddern, Jose Javier Vanegas, Pedro Rivera, Tamer Abdo, Traci Kasper, Kassidi Flinn and Kerry Barr.



BST (Hawaii) – Eleven individuals on May 1 finished this course in Barbers Point, Hawaii. Graduating (above, in no particular order) were: Adriana Bafile, Evan Henderson, Mark Grimm, Michael McMahan, Brandon Erbe, Charles Gautier, Chad Davidson, Trina Stone, Phillip Reed, Phillip Cuffe and Rasim Jasiqi.



BST (Hawaii) – The fifteen individuals pictured above finished this course May 15. Graduating (in no particular order) were: Drew Sanders, Randy Bartolomeo, John Holder, Henry Spadoni IV, Karen Wingfeld, Nathan Splitter, Lindsay Cummings, Elizabeth Hensley, Krista Omelas, Diane Kelly, Michael Williams, Kenna Schoeler, Terrell Rodgers, Clyde Nunez and Ethan Policastro.



A U.S. Army rough terrain cargo handler awaits transport to shore aboard Army or Navy watercraft from the roll-on/roll-off discharge facility attached to the SIU crewed *USNS Mendonca's* stern ramp June 18 off the coast of Virginia Beach, Va. (U.S. Navy photo by William Cook, Sealift Logistics Command Atlantic)



Air Force Gen. Duncan J. McNabb (right), commander, U.S. Transportation Command, takes a look at the *Mendonca's* wheelhouse. Also pictured are vessel master Capt. Michael Murphy (center) and Capt. Carl Pottey, AMSEA LMSR deputy program manager.

Mendonca Hosts Dignitaries, Mobilizes for JLOTS

From early to mid-June, the SIU crewed *USNS Mendonca* demonstrated its value and versatility as the 950-foot vessel took part in two noteworthy events supporting our military.

Operated by Seafarers-contracted American Overseas Marine (AMSEA), the *Mendonca* on June 7-8 hosted part of the U.S. Transportation Command's (TRANSCOM) quarterly Component Commander Conference in Maryland. The meeting featured TRANSCOM Commander Air Force Gen. Duncan J. McNabb and, as the event's name suggests, his three component commanders: Air Force Gen. Raymond E. Johns Jr., Air Mobility Command; Navy Rear Adm. Mark H. Buzby, Military Sealift Command (MSC); and Army Maj. Gen. James L. Hodge, Surface Deployment and Distribution Command. SIU steward department personnel prepared what one AMSEA official described as a "gourmet menu for a steel-beach picnic" aboard the ship, not just for the highest-ranking officers but also for the dozens of additional attendees. Later, deck and engine Seafarers showed their skills as the vessel displayed its roll-on/roll-off capabilities.

A little more than a week later, the *Mendonca* served as the main cargo platform for a joint logistics over the shore (JLOTS) exercise off the coast of Virginia Beach, Va. During the operation, from June 16-20, the civilian-crewed ship played a key role as 550 military personnel honed their ability to transport materiel to shore from a cargo ship at sea, even when no functional port facilities exist.

SIU members aboard the *Mendonca* during these events included Bosun **William Howell**, ABs **William Markeson**, **Hector Ortiz**, **Samantha Ortiz**, **Anthony Smith**, **DeCarlo Harris** and **Philip Perry**, OSs **Ronald Spehek** and **Garland Hicks**, QMEDs **Gregory Carroll**, **Alshea Dixon**, **Adam Begleiter** and **Eric Mentzer**, Wipers **Scott Thompson** and **Rodolfo de la Cruz**, Chief Steward **David Wakeman**, Chief Cook **Nina McFall**, Asst. Cook/Utility **Robert Wright** and SAs **Cieara Rogers**, **Mathew Hays** and **Mauricio Fernandez**.

According to an article in the July 2010 edition of MSC's newspaper, *Sealift*, the purpose of the

Component Commander Conferences "is to discuss strategic issues facing TRANSCOM in the current and coming years." This year's meeting also focused on the contributions of civilian-crewed MSC ships in Operation Iraqi Freedom since 2003.

MSC further reported that the conference routinely is hosted by TRANSCOM headquarters and the three components "on a rotating basis. The hosting component holds the conference at a location that showcases and demonstrates the assets and resources that the component contributes to the Defense Transportation System."

The June meeting coincided with the *Mendonca's* activation. The large, medium-speed, roll-on/roll-off vessel (LMSR) reached full operating status in four days, one day ahead of schedule.

Sealift noted that in addition to conducting business, conference members found time to relax by attending a June 8 baseball game at Camden Yards between the Baltimore Orioles and the New York Yankees. A pregame ceremony featured a special tribute to the nation's defense transportation team. Leaders of TRANSCOM and the components were introduced on the field before the game, and a TRANSCOM video was shown on the Jumbotron, illustrating the defense transportation team's missions.

See 'Union Crewed,' Page 15



Chief Cook Nina McFall (left) and the rest of the galley gang teamed up in preparing a delicious "steel-beach picnic" for guests including AMSEA Port Steward Tony Curran (right), himself a former SIU steward-department member.

Following the Component Commander Conference, military officers were dropped off near Baltimore's Camden Yards baseball stadium by the *Mendonca*. Pictured (photo at right) on the field with Orioles outfielder Adam Jones (third from right) during a pregame ceremony are (from left) Air Force Gen. Duncan J. McNabb, commander, U.S. Transportation Command; Air Force Gen. Raymond E. Johns Jr., commander, Air Mobility Command; Navy Rear Adm. Mark H. Buzby, commander, Military Sealift Command; Army Maj. Gen. James L. Hodge, commander, Military Surface Deployment and Distribution Command; and Army Sgt. Maj. Tomas R. Hawkins, senior enlisted leader, U.S. Transportation Command.

