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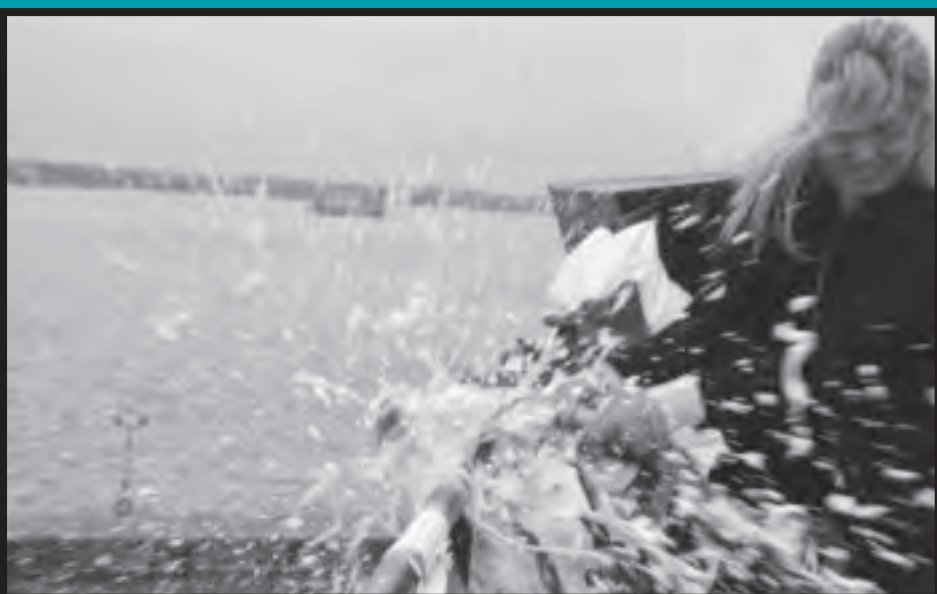
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SIU Adds Tanker Florida to Fleet

*Crowley Vessel
Means New Jobs
For SIU Members*



SIU members and officials participated in the Jan. 30 christening of the Crowley tanker *Florida* at Aker Philadelphia Shipyard. The new ship (photo at top) will sail in the Jones Act trade. Some of the ceremony attendees are pictured in the photo below. Breaking the traditional champagne bottle over the bow (photo at left) is Nina Glende Johnsen, the wife of Aker President and CEO Kristian Rokke. Pictured from left to right in the group photo above are SIU Executive VP Augie Tellez, VP Atlantic Coast Joseph Soresi, Recertified Steward Hazel Johnson, Port Agent Joe Baselice, Chief Pumpman Troy Banks, Recertified Bosun John Lamprecht and Secretary-Treasurer David Heindel. In the remaining photo are Tellez and Crowley President and CEO Tom Crowley. Page 3.



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President's Report

Unions Remain Essential for America

This year's report from the U.S. Bureau of Labor Statistics on union membership nationwide hardly qualifies as good news, but it was encouraging to see many pundits and other knowledgeable sources quickly point out the ongoing importance of organized labor. We've got a sample of those reactions in a story on page 5 of this issue.



Michael Sacco

Overall, membership numbers dropped, largely because of state-level attacks on collective bargaining in the public sector and also because the economy still is struggling. But, some states bucked that trend, and the annual report also showed that union members once again enjoyed higher wages and better benefits, on average, compared to unrepresented workers.

I know I'm preaching to the choir, but the need for strong unions in our great nation has never been more critical. The only way to revitalize the middle class is by ensuring employees have a voice in the workplace. A key part of maintaining good jobs here at home is treating workers with respect, expecting those working to deliver, and making sure they share in the rewards when business is good. That's a basic standard we've followed with great success in the maritime industry. Sure, we've got our own challenges, but I've long believed that maritime is a model when it comes to labor-management cooperation, and that's due in large part to the union representation enjoyed by American mariners. The same approach can (and does) work in other fields.

More broadly, there is no doubt that all workers, even non-union ones, benefit from the standards set by union contracts. That's another key point that was brought to the forefront as people analyzed the BLS report.

We're in a battle in the labor movement, and I think the extremist attacks on working families are appalling. From the big lie of so-called right-to-work (for less) laws to the attacks on public-sector rights and well beyond, nothing is sacred. Still, I'm optimistic about the future of unions and union members. We remain a force – we showed it beyond a doubt on Election Day – and we've weathered many storms throughout our long history. We'll rebound from this one, too, through solidarity, smart planning and hard work. Our future depends on a robust union movement – and so does the American Dream.

New Tonnage, Other Gains

We've got plenty of good news to report this month, including Crowley's newest Jones Act tanker, the *Florida*; the roll-out of our expanded Seafarers Health and Benefits Plan clinic system; the formation of the first-ever U.S. Congressional Maritime Caucus; plus improvements for our Government Services Division members. These developments don't happen by accident, and they are more evidence of what we can accomplish by working cooperatively with management, government and our military while still standing up for our members' rights.

Also featured this month is a recent safety training course completed by Seafarers from Alaska Tanker Company. The class took place at our affiliated school in Piney Point, Maryland: the Paul Hall Center for Maritime Training and Education. There's no way to overstate the importance of the school to our union and to our contracted operators. We work in such a heavily regulated industry, and the potential liabilities are so high, no one can afford to be behind the times when it comes to proper training and preparation.

I'm proud to say Piney Point takes a back seat to no one when it comes to cutting-edge technology and training, and that's why we continue to deliver well-qualified, reliable shipboard manpower for all types of vessels. I'd stack our members against any from around the world, and Piney Point plays a big part in all of our success.



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

New Clinic System Starts March 1

An eagerly anticipated improvement to the Seafarers Health and Benefits Plan (SHBP) clinic system kicks off March 1, and the result should be less travel and more convenience for SIU members.

Parts of the new system will be phased in, but Seafarers may take advantage of the expanded network immediately. As of March 1, members will be able to choose from among more than 2,000 participating facilities in the contiguous United States.

As reported at the January membership meetings, the SHBP recently finished negotiations with Comprehensive Health Services Inc. (CHS) to provide participants a more extensive network for clinic services. This larger network virtually without exception will offer access to clinics closer to home for annual exams, functional capacity evaluations and interval exams.

SHBP Administrator Maggie

Bowen pointed out that some of the previously utilized clinics are part of the new network, so Seafarers and their eligible dependents "may see the same doctors if that's what they prefer."

In the near future, Seafarers will have the option of using the members-only portal on the SIU website to schedule medical appointments and review related information. For now, though, Seafarers should contact their respective port agents for step-by-step guidance on the new clinic system.

SIU Vice President Contracts George Tricker noted that with the advent of the expanded network, it is more important than ever for members to maintain current addresses and other contact information both with the union and the SHBP. This information may be reviewed and updated on the SIU website (seafarers.org) or via the union halls.

He also pointed out that the improved network is a direct result of SIU negotiators acting upon feedback from the membership during last year's contract negotiations.

"After a phase-in period, members no longer will be required to pass a pre-hire Anderson Kelly physical," Tricker stated. "This will affect members seeking to renew their clinic cards that expire after March 1, 2013."

He added that SIU-contracted companies still may ask for an independent physical analysis.

Last fall, rank-and-file Seafarers and officials from the union and the SHBP visited some of the new medical facilities and completed many of the tests in order to help verify the quality of the clinics and the fairness of the procedures.

Updated on the new clinic system will be reported in future issues of the *LOG*, at membership meetings and on the SIU website.

SIU Official Delivers Maritime's Message At Prestigious Harvard Law Labor Forum

When the head of Harvard Law School's Labor and Worklife Program (LWP) wanted expert input on globalization's effect on workers, she turned to the maritime industry – and to the SIU.

SIU Secretary-Treasurer David Heindel spoke at the Ivy League school in Cambridge, Mass., Feb. 5 at the invitation of Dr. Elaine Bernard, executive director of the LWP. Heindel also serves as chair of the International Transport Workers' Federation Seafarers' Section; the SIU is an ITF affiliate.

Heindel covered many topics during his 90-minute address including the ITF flag-of-convenience (FOC) campaign, the International Bargaining Forum, piracy, the Maritime Labor Convention (MLC) 2006 and much more. The topics' common thread was safeguards for workers. Several dozen people were in the audience, including guests and Labor and Worklife enrollees.

The program itself is described as "Harvard University's forum for research and teaching on the world of work and its implications for society.... The LWP brings together scholars and policy experts from a variety of disciplines to analyze critical labor issues in the law, economy, and society. The LWP also provides unique education for labor leaders throughout the world via the oldest executive training program at Harvard University, the Harvard Trade Union Program, founded in 1942. As a multidisciplinary research and policy network, the LWP organizes projects and programs that seek to understand critical changes in labor markets and labor law, and to analyze the role of unions, business, and government as they affect the world of work. By engaging scholars, students, and members of the labor community, the program coordinates legal, educational, and cultural activities designed to im-

prove the quality of work life."

Bernard is no stranger to the maritime industry, and she was a featured speaker in late 2011 at the ITF Women's Conference on Leadership, Strategy and Organizing, which took place at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. In her invitation to Heindel for last month's event, she noted that the Harvard Trade Union Program is a six-week, intensive, residential program "designed to extend to union leaders the same advanced leadership education that Harvard offers to executive-level individuals in business and government."

During his remarks, which included a questions-and-answers session, Heindel explained that the ITF has 708 affiliated unions collectively representing more than 4.5 million transport workers (many of them mariners) in 154 countries. The federation's FOC campaign dates back more than 60 years and remains a focal point.

"These flags, including the largest register in the world (Panama), allow shipowners, who have no genuine link to the flag state, to register their ships there in order to avoid the taxation and regulation which their own countries would impose," Heindel pointed out. "FOCs have a disproportionately high percentage of casualties and port state control detentions with respect to their share of the world fleet. They are mainly registers which exercise little or no control over their owners and who do not adequately exercise their responsibilities as flag states with regard to International Labor Organization (ILO) or International Maritime Organization (IMO) conventions and recommendations."

The ITF Seafarers' Section, he continued, is an active and effective ally for affiliated unions and individual seafarers, both on its own



SIU Secretary-Treasurer David Heindel (above) explains how the ITF has assisted mariners for more than 100 years. Among those attending Heindel's presentation (photo at bottom left) were other labor officials enrolled in the Harvard Trade Union Program.

and through cooperative work with the ILO, IMO and other international agencies. "We also maintain a network of over 130 ITF inspectors around the world to enforce our policies and international regulations. Through the FOC campaign we impose ITF special agreements for FOC ships which specify minimum conditions of employment for crews, including wages, benefits and health and safety provisions.

"To further our reach, in 1999 we established the International Bargaining Forum, which provides a collective bargaining process rather than the ITF unilaterally imposing a benchmark agreement and then going out and industrially implementing it."

As in other industries, Heindel said, globalization "has helped to fuel this rush to the bottom" in maritime. "In an increasingly fiercely competitive shipping market, each new FOC state is forced to promote itself by offering the lowest possible fees and minimum regulation. In the same way, shipowners are forced to look for the cheapest and least regulated ways of running their vessels in order to compete."

In discussing the MLC, Heindel described it as "one of the most important pieces of international legislation that has been adopted in nearly 100 years. To draw a comparison, as important as the Davis-Bacon Act is to U.S. construction workers, the Maritime Labor Convention is just as significant to international seafarers and to responsible shipowners." (See related story, page 4.)





Paul "Chip" Jaenichen
Deputy Maritime Administrator



Tom Crowley
Crowley Maritime President & CEO



SIU members and officials gather near the bow after the ceremony.

Crowley Christens Tanker Florida in Philadelphia

SIU members and officials joined in the celebration Jan. 30 at Aker Philadelphia Shipyard as the new Crowley Maritime Corporation Tanker *Florida* was christened. The ship is an outright addition to the Seafarers-crewed fleet, and will sail

in the Jones Act trade.

Recertified Bosun **John Lamprecht** said things are going quite well aboard the new tanker, which was built by union shipyard workers. The ship's officers are represented by members of the Seafarers-affiliated American Maritime Officers.

"We have a good crew," he said. "Everybody's been hustling, working hard. Everybody's got a great attitude and a good working relationship. The captain has been cool.... Crowley has a good safety plan in effect, and we give them what they need."

More than 100 guests turned out for the christening. Nina Glende Johnsen, the wife of Aker President and CEO Kristian Rokke, broke the traditional bottle of champagne across the bow.

In addition the unlicensed crew, the SIU was represented by Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Atlantic Coast Joseph Soresi and Philadelphia Port Agent Joe Baselice.

Deputy Maritime Administrator Paul "Chip" Jaenichen was a featured speaker at the pier-side ceremony. He said the U.S. is expected to become the world's leading producer of crude oil in the next decade, so the capacity of the *Florida* and its sister ship *Pennsylvania* are important.

"This ship is well-timed," he stated. "Jones Act vessels are the lifeblood of our domestic oil trade, and today we've strengthened that fleet."

Jaenichen thanked President/CEO Tom Crowley and the entire company for their commitment to the U.S. maritime industry and reiterated the administration's same commitment.

"As we celebrate the upcoming maiden voyage of this particular vessel, let us highlight what it means to our industry and the well-paying jobs for hard-working Americans," Jaenichen concluded. "This country depends on a strong U.S.-flag fleet. It's not only vital to the global

and domestic trades, but it's essential to keeping our country prosperous, secure and safe."

After acknowledging his appreciation for the company's partnerships with maritime labor, Crowley said, "Adding these new tankers to our fleet allows us to continue providing our customers with diverse and modern equipment to transport their petroleum and chemical products in a safe and reliable manner. I recall that one of my grandfather's missions for the company included making investments that would not only help the company grow, but also provide jobs for people, which is something we have carried on to this day, and why we continue to support the Jones Act and our U.S. shipbuilding partners, including Aker."

Rokke, reflecting not only on the *Florida* but the 17 other ships built at Aker since the yard reopened in 2003, said he is "filled with pride at what the men and women of this yard have produced.... Wherever this ship travels, it will make a tangible statement that she's a citizen of America, a product of American workmanship and a symbol of what this great shipyard can achieve."

Vessel Master Capt. Scott Davis introduced each crew member to the guests.

"These guys really have done the job," he said. "I tip my hat to you."

According to Crowley, the *Florida* will deliver domestic oil to U.S.-based refineries. The *Pennsylvania*, also built at Aker, currently is at work in the U.S. Gulf, with an SIU crew.

In a news release, the company noted, "Crowley has a long history of transporting petroleum products and chemicals by tankers and articulated tug barges (ATBs). Crowley is an innovator and leader in the industry through the development of an unrivaled ATB fleet, which includes some of the newest and most sophisticated ATBs in the market. As of this year, Crowley owns and operates 17 ATBs, which

M/T Florida at a Glance

Length: 601 feet
Breadth: 105 feet
Depth, at side: 61 feet, 7 inches
Deadweight, at 11/12.2 m draft: 40,700, 45,800 tons
Gross tonnage: 29,200
Tank capacity: 331,158 barrels
Speed: 14.6 knots
Main engine: MAN-B&W 6S50MC, 2-stroke, 6-cylinder
N.C.R. (85% MCR): 9,894 BHP at 123.9 RPM

Source: Crowley Maritime

include 155,000-barrel, 185,000-barrel and 330,000-barrel capacity tank vessels. Crowley has safely and reliably operated all of these Jones Act tankers and ATBs on the U.S. Gulf, East and West coasts under voyage and time charters with leading companies in the petroleum and chemical industries, and moved 265 million barrels of petroleum and chemical product safely in 2012 alone."

Aboard the *Florida*, members were pleased with the surroundings. Recertified Steward **Hazel Johnson**, welcoming visitors during a pre-christening shipboard tour, stated, "This is a cook's dream: a brand new galley. Everything here is state-of-the-art."

The first SIU crew on the *Florida* includes Bosun Lamprecht, ABs **Jamar Harley**, **Marvin Chester**, **Ed Majeski**, **Theophilus Essien** and **Brandon Albro**, Chief Pumpman **Troy Banks**, OMU **Kevin Tyson**, Oiler **Ann Mensch**, Steward **Johnson**, Chief Cook **Brian Young** and SA **Marvin Davis**.

Note: Additional photos from the ceremony are posted in the gallery section of seafarers.org and on our Facebook page.



Recertified Steward Hazel Johnson



Oiler Ann Mensch



ITF Sees Progress for MLC

As Malta in late January became the 34th International Labor Organization (ILO) member state to ratify the Maritime Labor Convention (MLC) 2006, the International Transport Workers' Federation (ITF) gave its cautious approval to the progress made across the shipping world to prepare for the convention's "all-important" implementation this August.

The ITF, to which the SIU is affiliated, is actively monitoring efforts to prepare for the MLC's entry into operation – including its own. The federation believes the legislation, the first worldwide bill of rights for mariners, "can make a positive difference to everyone serving at sea, irrespective of their nationality and the flag the ship they are on is flying."

SIU Secretary-Treasurer David Heindel chairs the ITF Seafarers' Section. He recently stated, "The ITF has been involved from the birth of the MLC and so it's only right that we ensure that we and our fellow trade unions are making all necessary efforts to help it achieve

the success it deserves. For us that has meant rigorous monitoring and projects to explain and support the legislation in action – for example in the way we work together with port state control."

He continued, "The results of that monitoring suggest that satisfactory progress is being made by the majority of organizations and companies to prepare for August. That includes the way the ILO is spreading the word about the need for preparedness, and positive feedback from port state control about readiness for implementation. We were also glad to see the cluster of ratifications recently, including Greece and Finland this month (January). We are also continuously pushing for further ratifications. Whether they are major port states or flag states, it is vital that everyone involved in shipping has ratified."

In a recent news release, the ITF said it sees the following components as particular strengths of the MLC in how it will affect seafarers:

- The potential to stop blacklisting and charging for jobs by some manning agents;

- The recognition of all crew – including hospitality crew on cruise ships – as seafarers, who will now all get the same protections;

- Enhanced checks by port state control, including of pay problems such as double bookkeeping; and

- The establishment of welfare facilities in ports, and of on-ship safety committees.

Heindel added, "Correctly applied, the MLC will undoubtedly benefit seafarers and, through its creation of a level playing field for employers, the wider shipping industry, including all those who are already applying high standards. It is, though, deeply important that progress continues to be made towards the smoothest possible implementation in August – and beyond. For now, that process is looking good."

The ITF's 700-plus affiliated unions include the SIU. Collectively, those organizations represent an estimated 4.5 million transport workers in 154 countries. The ITF's headquarters is located in London.

'Nuts & Bolts' of MLC 2006

The MLC's entry into force will be the culmination of more than 10 years of collective efforts by the ILO and its social partners, which, in this case, have been the ITF, representing seafarers and their unions, and the International Shipping Federation, representing employers.

The MLC is regarded as the fourth pillar of shipping regulation, alongside Solas, Marpol and the STCW convention, and is intended to be strictly enforced by flag states and port state control. It should provide a "one-stop shop" for labor standards. This means that all mariners should be able to enjoy protection of their fundamental rights, and ensure good employment practices across the industry.

The convention addresses a wide range of matters, including the obligations of shipping companies with respect to seafarers' contractual arrangements, the responsibilities of manning agencies, working hours, health and safety, existing ILO maritime standards and accepted good-employment practice. Under it, every ship over 500 gross tonnage operating in international waters or between ports of different countries will require a Maritime Labor Certificate issued by its flag administration following an inspection. There will also be a requirement for ships to complete and maintain on board a Declaration of Maritime Labor Compliance.

For seafarers the convention sets out the minimum rights that they should expect (although many states that ratify it may have higher standards), and incorporates and builds on 68 existing maritime labor conventions and recommendations, as well as other fundamental principles, to ensure decent working and living conditions.

The MLC establishes new concepts and addresses the human factor like no prior maritime instrument. It establishes, for example, the responsibilities of flag states regarding the certification and implementation process, and forces the involvement of shipowners' and seafarers' organizations in the legislative process to incorporate the MLC in national maritime legislation....

In addition, it encourages the establishment of port welfare facilities, regulates working and rest hours, training, medical care and the prevention of accidents.

The convention will provide seafarers with options on how to report breaches of its regulations. It also seeks to strengthen the port state control system and establish a more balanced maritime industry, where the professionalism and commercial ability of shipping operators will be the basis of their successes. The ITF believes this will be a welcome concept for the majority of operators, who have been undermined in the past by a minority that have been able to achieve lower costs by cutting back on safety and seafarers rights.

For more information on how the MLC will positively affect seafarers, see <http://www.itfseafarers.org/ILOMLC.cfm>

Source: International Transport Workers' Federation

Dredging Remains Priority for LCA in 2013

The dredging crisis on the Great Lakes will again dominate the Lake Carriers' Association's (LCA) efforts in 2013. The organization's 2012 annual report, released mid-January, stressed that inadequate dredging took a substantial toll on Great Lakes shipping in 2012.

SIU members sail aboard many of the vessels operated by LCA companies.

"The drought has pushed water levels on Lake Michigan and Huron to record lows," the LCA noted in its report. "The water level in the St. Marys River also declined as 2012 wore on; by year's end ships were loading to less than 26 feet. In 1997, the last period of high water, ships routinely locked through the Soo drafting 28 feet or more. That loss of draft cost some ships more than 10,000 tons of cargo on their final voyages of 2012."

The LCA hailed the component of the transportation bill passed last June that declared, "It is the sense of Congress that the Administration should request full use of the Harbor Maintenance Trust Fund (HMTF) for operating and maintaining the navigation channels of the United States" and that the amounts in the HMTF should be fully expended to operate and maintain ports and waterways. The HMTF has a

surplus of \$7 billion because it typically spends only one of every two tax dollars it collects for dredging on dredging. It is estimated the 17 million cubic yards of sediment that clog the Great Lakes Navigation System could be removed for approximately \$200 million, or just 2 percent of the HMTF surplus.

Legislation requiring the HMTF to spend what it takes in for dredging on dredging received broad support in the 112th Congress and the LCA noted that most of the legislators who co-sponsored the House and Senate bills have returned to Washington in 2013, "so we begin the 113th Congress in our strongest position ever." Key among legislators who are working to end the dredging crisis is Sen. Carl Levin (D-Mich.).

While the dredging crisis is the LCA's top priority, the association is also focused on uniform federal regulations governing ballast water. The coalition is concerned that since states can and have added their own provisions to the EPA's Vessel General Permit, there is a patchwork of differing requirements on the Great Lakes.

Another goal is moving forward with the second Poe-sized lock at Sault Ste. Marie, Mich. Congress authorized twin-

ning the Poe Lock in 2007, but a flawed benefit/cost analysis has stalled the project. At the behest of Sen. Debbie Stabenow (D-Mich.), a new assessment is underway.

The LCA also continues to work to bolster the U.S. Coast Guard's icebreaking resources, and as a result, an East Coast icebreaker has again been assigned to the lakes for the winter of 2012-2013.

Additionally, the association remains firmly committed to the Jones Act and its requirement that cargo moving between U.S. ports be carried in vessels that are U.S.-crewed, U.S.-built, and U.S.-owned.

Altogether, the Lake Carriers' Association represents 17 American companies that operate 57 U.S.-flag vessels on the Great Lakes and carry the raw materials that drive the nation's economy: iron ore and fluxstone for the steel industry, limestone and cement for the construction industry, coal for power generation, as well as salt, sand and grain. Collectively, these vessels can transport more than 115 million tons of cargo per year.

Those cargos generate and sustain more than 103,000 jobs in the United States and have an economic impact of more than \$20 billion.

Coast Guard Sets Random Drug Testing Rate

The U.S. Coast Guard in January announced its minimum random drug testing rate for the current year. According to the Federal Register, the Coast Guard has set the minimum random drug testing rate at 25 percent of covered crew members for calendar year 2013. This rate went into effect Jan. 1, 2013 and will remain in force through Dec. 31, 2013.

The Coast Guard annually establishes the minimum drug testing rate for the upcoming year. The agency does so in part to encourage employers to maintain drug-free workplaces with the incentive of a reduced testing rate (and associated costs).

The random testing rate previously has been 50 percent for every year through 2012. In accordance with Department of Homeland Security guidance, however, the U.S. Coast Guard Commandant is authorized to lower this rate to 25 percent if, for two consecutive years the positive drug test rate is less than 1 percent.

Available data indicates that the positive rate for random drug tests was 0.77 percent in 2011 and 0.74 percent in 2010. The Coast Guard commended marine employers and mariners for their efforts to create a drug-free workplace.

In an indirectly related development, voters in Colorado and Washington on Election Day passed landmark referendums legalizing marijuana for recreational use.

Washington will allow those at least 21 years old to buy as much as one ounce (28 grams) of marijuana from a licensed retailer. Colorado's measure allows possession of an ounce, and permits growing as many as six plants in private, secure areas. By legalizing the recreational use of marijuana, the two states became the first in the nation to decriminalize the practice.

The drug, however, is still banned under federal law, and the U.S. Department of Transportation (DOT) wasted little time in disseminating this message to all stakeholders. In a notice of compliance circulated Dec. 3 to agencies under DOT jurisdiction, Jim Swart made clear his agency's stance on the states' actions and their impact on individuals who work for entities under DOT oversight. Swart is DOT's director, Office of the Secretary of Transportation, Office of Drug and Alcohol Policy and Compliance.

"We have had several inquiries about whether these state initiatives will have an impact upon the Department of Transportation's longstanding regulation about the use

of marijuana by safety-sensitive transportation employees..." Swart said in the notice. "We want to make it perfectly clear that the state initiatives will have no bearing on the Department of Transportation's regulated drug testing program. The Department of Transportation's Drug and Alcohol Testing Regulation-49 CFR Part 40 does not authorize the use of Schedule 1 drugs, including marijuana, for any reason.

"Therefore, Medical Review Officers (MROs) will not verify a drug test as negative based upon learning that the employee used recreational marijuana when states have passed recreational marijuana initiatives." The notice also restated DOT's policy that an MRO will not verify a drug test as negative based on information that a physician recommended that the employee use medical marijuana when states have passed medical marijuana laws.

"It is important to note that marijuana remains a drug listed in Schedule 1 of the Controlled Substance Act," the correspondence said. "It remains unacceptable for any safety-sensitive employee subject to drug testing under the Department of Transportation's drug testing regulations to use marijuana."

BLS Issues Yearly Report on Union Membership

Acting Labor Secretary Reinforces Importance of Representation

Although this year's report on union membership from the U.S. Bureau of Labor Statistics (BLS) showed an overall drop, parts of the document reinforced the advantages of representation – and also showed that in some states, membership grew.

According to the report issued Jan. 23, the union membership rate for 2012—the percentage of wage and salary workers who were members of a union—was 11.3 percent in 2012, down from 11.8 percent in 2011. The number of wage and salary workers belonging to unions (14.4 million) also declined during the year, the report said.

Membership increased in some states, however, including California, where more than 100,000 new members joined unions last year.

Acting Secretary of Labor Seth Harris, in an official statement issued shortly after the BLS report was made public, pointed out union membership still boasts significant tangible advantages.

"The data also show that among full-time wage and salary workers, union members have higher median weekly earnings than nonunion workers," Harris said. "The median weekly earnings of union members were \$943, compared to \$742 for nonunion workers."

"Other data have shown that union members have greater access to employment-based benefits such as health insurance, a retirement savings plan, and sick and vacation leave," he continued. "Together, strong wages and benefits are good for workers and good for families."

"Union jobs are good jobs," Secretary Harris' statement concluded. "They are essential to growing and maintaining a strong middle class, which is vital to the economic health of this country. It is critical that we continue to ensure all people have a voice in the workplace, and protect the right to organize and bargain collectively."

AFL-CIO President Richard Trumka

also commented on the report via his own declaration, also issued Jan. 23.

"Working women and men urgently need a voice on the job today, but the sad truth is that it has become more difficult for them to have one, as today's figures on union membership demonstrate," the federation president noted.

"Union membership impacts every other economic outcome that matters to all workers – falling wages, rising health care costs, home foreclosures, the loss of manufacturing jobs and disappearing retirement benefits," he continued. "Collective action through unions remains the single best way for working people to effect change. But our still-struggling economy, weak laws and political as well as ideological assaults have taken a toll on union membership, and in the process have also imperiled economic security and good, middle class jobs."

"What will define the labor movement of the future, however, is not assaults or the changing economy, but how working people come together to respond to them," Trumka said. "We enter 2013 with our eyes open and understand that these challenges offer real opportunities for working people to reshape the future."

"Working families are building community alliances, engaging with young workers and immigrants, fighting right-wing politicians and organizing in innovative ways," he concluded. "From taxi workers to teachers to nurses to Wal-Mart workers to port workers to freelance writers, working Americans are committed to building a new movement for the future and to creating good jobs and an economy that works for all."

Concisely put, according to a Jan. 23, 2013 *Huffington Post* column, the BLS numbers mean that just 11.3 percent of workers in the country are covered by union contracts that make it possible for them to have a collective voice over wages, job security, benefits and treatment on the job.



Seth Harris
Acting Labor Secretary



Richard Trumka
President, AFL-CIO

In part, the article said: "We all should be troubled by these numbers because the fall of union membership follows the rise of income inequality in this nation. As Nobel-winning economist Joseph E. Stiglitz argues again and again, until the middle class is strengthened, our economy will be stuck in neutral. And key to a future of shared prosperity, where everyone has the opportunity to work, to secure decent jobs and benefits, and to retire with dignity, is a nation with more union members, a vibrant labor movement and stronger rights at work...."

"At first glance, you might think these numbers indicate that workers no longer want or need unions. In reality, workers are trying to organize, but outdated labor laws and anti-union employers are standing in their way. Workers are routinely terminated, harassed, silenced and retaliated against for their union support. CEOs enjoy

an economic incentive to fire, threaten, and intimidate workers who support a union. Until we strengthen laws and protections for workers who stand up for a union, significant union density and shared prosperity will be out of reach."

The BLS report found that public-sector workers had a union membership rate (35.9 percent) more than five times higher than that of private-sector workers (6.6 percent). Workers in education, training and library occupations and in protective services occupations had the highest unionization rates, at 35.4 and 34.8 percent, respectively.

Additionally, black workers were more likely to be union members than were white, Asian, or Hispanic workers.

Among states, New York continued to have the highest union membership rate (23.2 percent), and North Carolina again had the lowest rate (2.9 percent).

U.S. Reps Form Congressional Maritime Caucus



Congressman Cedric Richmond (right in photo above, with SIU President Michael Sacco) and Congressman Michael Grimm (photo at right, also with President Sacco) recently announced the formation of a new maritime caucus. Both congressmen spoke at last year's Maritime Trades Department executive board meeting in Florida, where these photos were taken.

The SIU welcomed the early February announcement by U.S. Rep. Cedric Richmond (D-La.) and U.S. Rep. Michael Grimm (R-N.Y.) concerning the formation of the bipartisan Congressional Maritime Caucus.

In a joint news release, the congressmen said they will co-chair the new caucus, which "will work to raise awareness among members of Congress on a broad range of maritime-related topics."

"The maritime industry is the unsung hero of our nation's economy," said Rep. Richmond. "From Alaska to Puerto Rico, Louisiana to New York, every day this industry facilitates trade and delivers energy resources that support millions of jobs and pays billions in state and federal taxes every year. I also look forward to highlighting the role other industries play in supporting maritime commerce, be it in the fields of law, engineering, ship-



building or insurance."

As noted in the release, America's ports are vital to the employment of 13.3 million workers nationwide. International trade accounts for more than 25 percent of America's gross domestic product; U.S. seaport activities generate more than \$3.15 trillion in annual economic output, with \$3.8 billion worth of goods moving in and out of ports every day around the country.

"The maritime industry is at the heart of New York City's economic vitality – from our thriving shipping industry to the Staten Island Ferry," said Rep. Grimm. "As the representative of Staten Island and Brooklyn, I am proud to have the New York Container Terminal in my district that employs hundreds of hard-working men and women. I am honored to co-chair the Congressional Maritime Caucus with Rep. Richmond, and look forward to working with him in support of issues that matter most to our nation's maritime industry."

Both congressmen further pointed out that the maritime industry "has played the vital role of connecting people, goods and information worldwide. Every day, the maritime industry facilitates trade and commerce which, in turn, creates jobs. It delivers energy resources, supports offshore energy exploration, dredges our waterways, secures our borders and supports our military. Onshore, the industry is supported by all manner of professionals in fields such as law, insurance, logistics, ship building and repair, security, environmental science, engineering, management and workforce training."

The Congressional Maritime Caucus "will function as a devoted ally of all components of the maritime industry and will work to raise awareness among members of Congress on a broad range of maritime-related topics," they added.

"I am confident that this caucus will be a voice for the entire maritime industry, one that stresses how critical this industry is to sustaining our economic recovery. I'm proud to have Congressman Michael Grimm as a co-chair and I look forward to working with him to ensure that U.S. maritime policy meets the challenges of the 21st century," Rep. Richmond concluded.

MSC Streamlines Health Care For CIVMARS Serving Overseas

Policy Helps Ensure Immediate Treatment for Illness, Injury

The U.S. Military Sealift Command (MSC) is reinstating its policy of providing up-front health care payments to ensure civilian mariners (CIVMARS) are able to receive immediate treatment if they are ill or injured while working abroad.

This move reverses a 2011 decision by MSC to no longer provide advance payment to health care providers for CIVMARS needing medical attention abroad. The impact of that decision meant MSC CIVMARS needing medical care overseas found themselves in desperate circumstances when treatment facilities would not take Federal Employee Health Benefits (FEHB) medical insurance. Many facilities refused care without payment by cash or credit card in advance.

Upon learning about the 2011 change, SIU officials raised this issue to the highest levels of MSC and exerted every effort to ensure CIVMARS would continue to be protected, despite the change. Rear Adm. Mark Buzby, commander of MSC, agreed with that stance, adding advance medical payments are vital to the safety of CIVMARS around the world.

"Immediate access to medical facilities to respond to severe, life-threatening, or potentially disabling conditions that require immediate medical intervention to prevent undue suffering or loss of life or limb is critical to ensuring the welfare of MSC's OCONUS employees," Buzby wrote in a memo to Assistant Navy Secretary Juan Garcia regarding the policy.

"It is especially critical for MSC's CIVMARS to know with certainty that they will be admitted to a medical facility that is near enough to provide emergency care, even in situation(s) where the medical facility is only willing to accept advanced payment."

Of primary importance to SIU Assistant Vice President Chet Wheeler – a 32-year deck department CIVMAR and union shipboard delegate prior to coming ashore – was ensuring no CIVMAR would be refused medical care because insurance coverage was not accepted by the foreign treating facility.

Wheeler recalled his own work-related injury when discussing how important overseas treatment is to federal mariners.

"When I was severely injured abroad, access to adequate medical care was critical," he said. "My shipmates helped me get to the hospital. Being sick or injured away from home is hard enough. We need to make sure that ill or injured CIVMARS are not denied care as a result of a payment problem."

Statistics regarding employees sailing outside the continental United States (OCONUS) show just how needed the advanced payment policy is. According to MSC, more than 4,600 of the 5,500 CIVMARS are assigned to OCONUS duty stations. The vast majority of those – around 4,500 – serve aboard forward-deploying ships that can be sent anywhere in the world on very short notice.

As many CIVMARS have discovered, there are no guarantees of a nearby medical facility when an accident or sudden illness happens. In 2011 alone, some 156 CIVMARS were sent back to the U.S. from OCONUS ships for medical reasons, some requiring treatment before they came home.

CIVMARS reported to SIU representatives that delays occurred in receiving treatment when the facilities refused to accept patients without a guaranteed source of payment. Under the new advanced payment policy, however, CIVMARS serving overseas can receive cash loans from MSC to ensure immediate access to health care when the need arises, even if they do not have access to facilities that accept FECA, TRICARE or a CIVMAR'S FEHB insurance. CIVMARS are still responsible for paying the loan back.

In a memo to the Department of Defense, Garcia said many of the CIVMARS who returned to the U.S. for medical reasons in 2011 would have benefitted from MSC having the authority to grant medical-related loans.

The new policy, he added, "will preclude the possibility of life-threatening delay by making cash loans available when no other lawful form of payment is available or acceptable to an OCONUS medical provider."

To learn more about health care plan coverage options go to www.opm.gov/insure/health.



SIU VP Contracts George Tricker (left) congratulates Commissioner Bill Doyle on his appointment to the FMC.

Doyle Joins FMC

A former official from the Marine Engineers' Beneficial Association (MEBA) has been appointed to the U.S. Federal Maritime Commission (FMC).

William P. "Bill" Doyle was sworn in on Jan. 10 in Washington, D.C. SIU Vice President Contracts George Tricker and SIU Legislative Director Brian Schoeneman were on hand to congratulate him.

In a news release following the ceremony, the commission noted, "Prior to his appointment, Commissioner Doyle served over 20 years in the maritime and transportation industry holding senior positions in executive leadership and operations.... His executive leadership experience includes serving as the chief of staff for the MEBA, which coupled with his experience as an officer in the U.S. Merchant Marine, provides him with a firsthand understanding of how the United States relies on its maritime industry for both military and economic security."

"Commissioner Doyle also served in the senior management role of director of permits, scheduling and compliance with the Office of the Federal Coordinator for Alaska Natural Gas Transportation Projects. He managed and directed the permitting and regulatory coordination of 24 federal agencies, numerous state of Alaska agencies and federal and provincial level agencies in Canada. Commissioner Doyle was a lead negotiator on behalf of the federal government in securing cost recovery agreements with private sector national and multinational companies."

A Boston native, Doyle sailed from 1992-2002, including voyages aboard ammunition ships in Diego Garcia, car carriers servicing Europe and the Pacific Rim, tankers delivering jet fuel to Israel, transporting liquid sulfur between U.S. Gulf Coast ports, and in the U.S. Ready Reserve Force fleet aboard vessels in South Carolina.

Doyle stated, "I am honored that President Obama nominated and the Senate confirmed me to serve as a commissioner on the Federal Maritime Commission. I look forward to working with my fellow commissioners to promote a fair, efficient, and reliable international ocean transportation system; protect the public from unfair and deceptive practices; help increase the export of U.S. goods by facilitating cooperation between the government and the private sector; provide regulatory relief to support U.S. job growth and economic recovery; and find fast and cost-effective solutions to disputes between shipping lines and customers to ensure that cargo keeps moving."

Chairman Richard Lidinsky said, "I am elated to have Bill Doyle join our agency. With his extensive international maritime operating experience, he will bring a set of fresh eyes to the vital issues that the FMC faces on behalf of the American port, importer, exporter and consumer."

Doyle received his undergraduate degree from the Massachusetts Maritime Academy, and his law degree from the Widener University School of Law in Harrisburg, Pa.

The FMC is the independent federal agency responsible for regulating the nation's international ocean transportation for the benefit of exporters, importers, and the American consumer. The FMC's mission "is to foster a fair, efficient, and reliable international ocean transportation system while protecting the public from unfair and deceptive practices."

Retired Port Agent Jack Allen Dies at 80

Retired SIU Port Agent Jack Allen, who sailed with and worked for the union from 1948 until his retirement in 1991, passed away last year in St. Clair, Mich., following a long illness. He was 80.

The St. Clair native started sailing as a teenager in 1948; he spent the next 23 years in the deck department of Lakes vessels including ones operated by Tomlinson Fleet Corp. and Great Lakes Towing.

Allen came ashore to work for the SIU in 1971. He held various positions with the union including port agent, safety director and representative. He worked out of the Michigan halls of Detroit, Duluth and Algonac.

Until his health began failing, he stayed in contact with the union after retirement, and would stop at the Algonac hall from time to time.

SIU Vice President Great Lakes Tom Orzechowski said, "Jack was

a dedicated SIU man and he kept in touch with the union for many years even after he retired. I know he was a strong believer in the U.S. Merchant Marine and in particular he was committed to our membership."

Daniel Duncan, executive secretary-treasurer of the Maritime Trades Department, AFL-CIO, worked in the union's communications office when he met Allen.

"Jack took me on my first Great Lakes fit-out," Duncan recalled. "His contact with the members proved invaluable and his knowledge helped me understand Great Lakes shipping. Jack knew the membership and was very dedicated to their causes."

SIU Algonac Safety Director Don Thornton said he didn't work with Allen but enjoyed getting to know him during his visits to the hall.

"He was sharp as a tack right to the end – just a ball of energy, always



The late Jack Allen is pictured above and in the center of the group shot, taken aboard the *Walter J. McCarthy Jr.* Both photos are from Great Lakes fit-out in 1990.

doing something, going somewhere," Thornton remembered. "He didn't let any grass grow under his feet, that's for sure. He was very involved in his community, too. I'm glad I had opportunities to meet him."

Allen was a lifetime member of St. Mary's Catholic Church. Survivors include his wife of 34 years, Gail Allen; three children; five grandchildren; a brother; and many nieces and nephews.

An online remembrance said Allen "gave generously to his many friends, local charities and his community. His generous spirit will be greatly missed."

That same obituary noted that after Allen retired from the union, he worked locally from 1995 to 2010 for a company called Auto Anodics, which specializes in finishing aluminum and stainless steel.





HAPPENINGS IN NORFOLK – AB Adolf Floresca (photo at left) takes the union oath and receives his full book at the hall in Norfolk, Va., while retired QMED William Parker (right in center photo above) is pictured with his wife, Carmen, and Port Agent Georg Kenny. In the remaining photo, Kenny (third from left) joins other labor officials for a day of urging Virginia State Senate and House representatives to support bills favorable to working families.

At Sea and Ashore with the SIU



FULL BOOKS IN OAKLAND – Seafarers Ryan Tom and Mike Limon, who sail with Starlight Marine, are sworn in at the union hall in Oakland, Calif. Giving the oath at left is SIU Assistant VP Nick Celona.



WELCOME ASHORE IN JACKSONVILLE – Longtime Seafarer Alan Maury (left) picks up his first pension check at the Jacksonville, Fla., hall. He is pictured with SIU Assistant VP Archie Ware. Maury most recently sailed as an AB on the Lakes, aboard the *John Boland*.



CATCHING UP ABOARD ROY WHEAT – Bosun Robert Arneel checks out the latest news from the *Seafarers LOG* aboard the *USNS Roy Wheat* in mid-January. The ship is operated by Maersk Line, Limited.



SAFETY REWARDED ON USNS IMPECCABLE -- Bosun Mustafa Malik (right) and AB Nate Elliot recently received the Maersk Line, Limited safety award from Captain Jennifer Brokaw on the *USNS Impeccable*. According to a communication from the ship, while they were working on the bow the two Seafarers heard a loud noise; upon investigating it, they discovered an anchor chain detachable link was cracked. "Due to their diligence, ship's [personnel were] able to secure the anchor and the ship returned to port for repairs."



CONGRESSMAN, SEAFARERS TALK JONES ACT – Seafarers at Crowley's Petty's Island facility were visited Jan. 17 by U.S. Rep. Rob Andrews (D-N.J.) (center). During a question-and-answer session, the congressman said he strongly supports the Jones Act, which is a vital maritime law that protects U.S. national and economic security. SIU members in attendance expressed their appreciation for Rep. Andrews' support; Seafarer Mike Fay (left) presented the congressman with an SIU lapel pin, which he promptly affixed to his jacket. Pictured at right is Seafarer Scott Smith.

Tell It To The LOG

Help us spread the news! Send your photos, stories and news ideas to the LOG for publication consideration. The address is 5201 Auth Way, Camp Springs, MD 20746. Online submissions may be sent to jbiscardo@seafarers.org; jguthrie@seafarers.org; or bahern@seafarers.org.



LONGTIME CAPTAIN RETIRES – Crowley Captain Rick Cavalier (left) recently came ashore following an SIU career that dates to 1978. Congratulating him and presenting a pension check at the hall in Wilmington, Calif., is Port Agent Jeff Turkus.

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.

AMERICAN MARINER

(American Steamship), October 30 – Chairman **Scott Krajniak**, Secretary **Daniel Kane**, Engine Delegate **Robert Crosby**. Chairman encouraged crew to vote in national and union elections. Absentee forms available in rec room. Also are available are Seafarers 401(k) packets. Chairman urged fellow members to contribute to SPAD and MDL. Secretary reminded mariners to clean rooms and provide clean linens at the end of tour, and also register at your local hall within 72 hours. Educational director encouraged members to upgrade at union-affiliated school in Piney Point, Md. Deck delegate stated that with winter weather approaching, it's important to watch for ice on deck. No beefs or disputed OT reported. Next port: Gary, Ind.

AMERICAN SPIRIT (American Steamship), November 28 – Chairman **Paul Gohs**, Secretary **Joyce Sufak**, Educational Director **Mohamed Ahmed**, Deck Delegate **Resat Diler**. Chairman read president's report from November LOG and encouraged all members to take advantage of winter lay-up to renew their TWIC and other credentials that may otherwise expire. Educational director said upgrading courses from November LOG posted on bulletin board. All members are encouraged to upgrade. No beefs or disputed OT reported. Crew discussed how the Seafarers Money Purchase Pension Plan works. They asked company to look into alternate Internet provider, as current service is very unreliable.

BUFFALO (American Steamship), November 1 – Chairman **Abdulgohni Said**, Secretary **Walter Wise**, Educational Director **Ricardas Juska**, Deck Delegate **Albert Bharrat**, Engine Delegate **Mused Nasser**. Chairman discussed vital importance of voting in national and union elections and helping get out the vote. Secretary reinforced those points and noted availability of absentee ballot information. Educational director encouraged crew to upgrade whenever possible. No beefs or disputed OT reported. Crew asked for increased dental benefits. They discussed importance of workplace safety and pointed out need for awareness on deck. Better Internet service needed aboard ship. Next port: Zug Island, Detroit.

KEN BOOTHE SR. (American Steamship), October 21 – Chairman **John Cedeno Jr.**, Secretary **David Joaquin**, Educational Director **Ronald Bujnovsky**. Chairman read president's report from October LOG and discusses importance of both the union and White House elections. Also reviewed shipping rules for members with different seniority levels. Secretary reminded crew to

keep current with union dues. He reviewed the reasoning for both SPAD and MDL contributions. Educational director encouraged members to upgrade at Piney Point and also explained some of the many positive things that set the Paul Hall Center apart from other maritime schools. He reminded members to register at the union hall within 72 hours of signing off vessel and also encouraged everyone to keep mariner and TWIC credentials current. Secretary reported \$88 remaining in funds due to recent purchases of water cooler, Xbox games and accessories and DVD movies. No beefs or disputed OT reported. Crew talked about fall protection to be used during cargo-hold rinsing. Chairman thanked deck gang for great safety awareness. Crew asked a couple of contract-related questions and also thanked steward department "for the display of such care in cooking great meals." With a smile, they also noted the steward purchased plenty of chocolate for Halloween "to keep the gang sugared up." Next port: Ashtabula, Ohio.

MAERSK CAROLINA (Maersk Line, Limited), December 9 – Chairman **Brian Fountain**, Secretary **Ali Matari**, Educational Director **Grant Schuman**, Deck Delegate **Daniel Murley**, Engine Delegate **Thomas Hawks**. Under old business, crew indicated they are still awaiting a response concerning eminent danger pay. Chairman reported another safe trip with no beefs and no lost-time injuries, which makes 3,069 days without one. He thanked everyone for doing their jobs in professional and timely fashion, and added special thanks to the steward department. Secretary said the most recent LOG received was the November edition. Members should read each issue because it has the latest news and information on any changes on benefits and shipping rules. Also don't forget to contribute to SPAD, because when you do, you help yourself as well as your union brothers and sisters. Educational director reminded mariners to get their time in and take advantage of upgrading at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Steward delegate thanked deck and engine gangs for helping keep house clean. Crew made a number of detailed suggestions for next contract, some of which pertained to benefits. Next ports: Newark, N.J., Charleston, S.C., and Norfolk, Va.

MAERSK IDAHO (Maersk Line, Limited), December 7 – Chairman **Timothy Girard**, Secretary **Zein Achmad**, Educational Director **Troy Ancar**, Deck Delegate **Simeon Rivas**, Engine Delegate **Roman Zarkiewicz**. Chairman reported smooth voyage with excellent

Christmas Aboard Maersk Wyoming



Capt. William J. Dutour, master aboard the *Maersk Wyoming*, submitted these photos "of my SIU crew members enjoying Christmas at sea." In photo above, Chief Steward Andy Hagan (left) and SA Mario Clotter "proudly show the feast awaiting the hungry crew." The photo below includes Bosun Roan Lightfoot, AB James Coleman, AB Josef Dudas, AB Felix Garcia, QMED Reynaldo Lacayo and DEU Samuel Eshun.



SIU crew and great morale. Special thanks to daymen, QMED and DEU who exemplify "great work ethic and SIU being the best!" Educational director recommended upgrading at Piney Point and checking expiration dates on all documents. No beefs or disputed OT reported. Crew suggested lowering retirement age and increasing pension pay. Next port: Port Elizabeth, N.J.

OVERSEAS NIKISKI (OSG), November 20 – Chairman **Aristeo Padua**, Secretary **Francesca Rose**, Steward Delegate **Teresito Reyes**. Chairman thanked crew for job well done and reminded everyone to keep documents current and keep union business within the union. Secretary thanked galley gang for their effort. Educational director said clarification being sought concerning STCW Basic Safety Training for steward department personnel. No beefs or disputed OT reported. Crew read letter from SIU President Michael Sacco concerning company. Crew referred to attached letter submitted with meeting minutes concerning possible misin-

terpretation of contract item. Bosun and entire crew thanked steward department for job well done.

SAM LAUD (American Steamship), October 19 – Chairman **Jeremy Shenett**, Secretary **Nabil Ahmed**, Educational Director **Timothy Orban**, Deck Delegate **Cody Fox**, Engine Delegate **Michael Lau**. Chairman discussed national and union elections and importance of voting. Secretary reminded everyone to make sure their MMC, TWIC, passport, drug test and medical card is up-to-date and allow plenty of time for renewals. Educational director encouraged fellow members to upgrade at Piney Point as often as possible. Deck delegate reported beef involving use of earpiece. No other beefs or disputed OT reported. Next port: Cleveland.

SEALAND EAGLE (Maersk Line, Limited), December 8 – Chairman **Ronald Mena**, Secretary **Johnnie McGill**, Educational Director **Ronald Pheneuf**, Steward Delegate **Bridgett McIntosh**. Chairman reported good trip and thanked steward department for a great Thanksgiving spread. Educa-

tional director covered changes in new contract and reviewed safety procedures. Disputed OT reported in steward department; no other beefs or disputed OT reported. Crew was reminded not to lock weather doors at sea. Also, close all portholes before leaving your area.

WALTER J. MCCARTHY JR. (American Steamship), October 31 – Chairman **Saleh Ahmed**, Secretary **Mark Kotajarvi**, Educational Director **Floyd Larson**. Chairman raised question about OT and also reminded crew to utilize proper channels for dispute resolution. He said some winter gear has arrived and more is scheduled to be taken aboard within the next two weeks. He pointed out the union endorsed Barack Obama for reelection. Educational director encouraged members to upgrade at Piney Point. Deck delegate asked about getting humidifiers for rooms. Steward delegate thanked mariners for keeping crew mess clean at night. No beefs or disputed OT reported. Crew discussed importance of keeping TWICs current. They said TV in rec room is very old and doesn't work properly. Crew thanked cook for good job.

SHBP Offers COBRA Continuation Coverage To Union Members

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

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

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

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

April & May 2013 Membership Meetings

Piney Point.....	Monday: April 8, May 6
Algonac.....	Friday: April 12, May 10
Baltimore.....	Thursday: April 11, May 9
Guam.....	Thursday: April 25, May 23
Honolulu.....	Friday: April 19, May 17
Houston.....	Monday: April 15, May 13
Jacksonville.....	Thursday: April 11, May 9
Joliet.....	Thursday: April 18, May 16
Mobile.....	Wednesday: April 17, May 15
New Orleans.....	Tuesday: April 16, May 14
New York.....	Tuesday: April 9, May 7
Norfolk.....	Thursday: April 11, May 9
Oakland.....	Thursday: April 18, May 16
Philadelphia.....	Wednesday: April 10, May 8
Port Everglades.....	Thursday: April 18, May 16
San Juan.....	Thursday: April 11, May 9
St. Louis.....	Friday: April 19, May 17
Tacoma.....	Friday: April 26, May 24
Wilmington.....	Monday: April 22, May 20

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

Attention Seafarers: Contribute To The Seafarers Political Activities Donation



Dispatchers’ Report for Deep Sea

January 16, 2013 - February 11, 2013

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	17	17	2	1	1	0	0	40	27	4
Anchorage	3	3	0	0	1	0	0	5	4	3
Baltimore	5	0	1	5	1	2	1	8	3	2
Fort Lauderdale	14	9	5	20	7	5	7	26	24	10
Guam	3	4	2	1	2	0	0	6	6	2
Honolulu	12	2	1	5	6	0	1	13	5	3
Houston	34	12	3	37	8	0	17	83	27	9
Jacksonville	22	14	2	20	11	1	12	57	37	1
Joliet	3	7	1	0	1	0	1	10	12	3
Mobile	14	3	0	5	1	0	1	26	6	1
New Orleans	5	2	1	10	1	1	4	17	5	1
New York	33	22	3	29	8	2	9	87	28	6
Norfolk	12	19	6	11	16	1	8	35	40	9
Oakland	20	5	1	12	3	0	4	39	12	4
Philadelphia	7	2	0	4	3	0	0	10	5	0
Piney Point	1	2	0	0	1	0	0	2	5	0
Puerto Rico	5	8	0	8	4	2	3	20	15	4
Tacoma	26	17	0	22	9	0	9	77	30	4
St. Louis	2	3	2	4	2	0	2	7	6	3
Wilmington	31	19	3	19	12	1	11	79	45	3
TOTALS	269	170	33	213	98	15	90	647	342	72
Engine Department										
Algonac	8	5	3	0	0	0	0	11	10	3
Anchorage	0	1	0	0	0	0	0	2	4	2
Baltimore	1	3	0	3	2	0	1	6	10	3
Fort Lauderdale	7	2	1	3	3	1	0	20	8	1
Guam	3	0	0	1	0	0	0	4	0	0
Honolulu	9	3	0	5	3	1	0	15	6	3
Houston	18	6	1	8	3	0	4	39	16	3
Jacksonville	15	7	2	21	6	1	9	43	30	5
Joliet	4	3	1	0	0	0	0	8	7	1
Mobile	4	0	0	0	0	0	0	13	4	1
New Orleans	1	1	0	2	1	0	0	6	4	0
New York	8	12	2	8	8	1	6	25	24	8
Norfolk	8	14	2	6	4	2	5	23	30	4
Oakland	9	3	0	6	2	0	1	17	9	3
Philadelphia	3	0	0	2	0	0	1	7	5	1
Piney Point	4	3	0	3	0	0	0	2	3	0
Puerto Rico	2	5	1	3	3	0	0	3	11	1
Tacoma	12	3	0	12	2	0	6	25	13	2
St. Louis	1	1	0	2	1	0	0	2	4	3
Wilmington	7	8	2	2	5	0	3	24	21	5
TOTALS	124	80	15	87	43	6	36	295	219	49
Steward Department										
Algonac	6	2	1	0	0	0	0	9	6	2
Anchorage	0	3	0	0	0	0	0	0	3	0
Baltimore	5	0	0	0	0	0	0	8	3	0
Fort Lauderdale	7	1	1	10	0	2	6	12	1	2
Guam	2	1	0	2	0	0	0	5	2	0
Honolulu	8	3	1	12	3	1	3	19	3	0
Houston	14	8	2	14	7	2	12	26	12	2
Jacksonville	14	7	1	8	7	1	7	32	12	1
Joliet	3	2	0	0	0	0	0	4	4	1
Mobile	6	1	3	4	2	1	1	14	1	3
New Orleans	3	1	0	2	2	0	3	9	1	0
New York	17	6	0	9	3	0	4	35	11	0
Norfolk	11	9	1	13	5	0	7	18	17	3
Oakland	15	3	0	9	1	0	3	24	4	2
Philadelphia	1	0	0	3	0	0	0	3	0	0
Piney Point	3	2	0	1	1	0	1	6	4	0
Puerto Rico	0	0	0	2	1	0	1	5	3	0
Tacoma	12	5	3	9	3	1	2	29	6	2
St. Louis	1	1	0	0	0	0	0	3	4	0
Wilmington	32	1	1	7	1	0	4	62	4	2
TOTALS	160	56	14	105	36	8	54	323	101	20
Entry Other										
Algonac	2	21	11	0	0	0	0	4	34	21
Anchorage	0	0	0	0	0	0	0	0	1	1
Baltimore	0	1	1	0	1	2	0	0	1	2
Fort Lauderdale	0	5	1	1	3	3	2	0	11	5
Guam	0	1	0	0	1	0	0	0	3	1
Honolulu	0	8	9	1	2	5	0	5	14	19
Houston	2	11	3	3	11	1	2	2	17	4
Jacksonville	4	8	11	1	3	3	0	5	17	26
Joliet	1	2	1	0	0	0	0	1	4	4
Mobile	0	2	1	0	0	0	0	2	5	2
New Orleans	1	1	0	0	1	1	1	2	3	5
New York	2	19	3	5	11	2	0	12	51	19
Norfolk	1	10	14	1	8	7	0	1	29	44
Oakland	5	10	7	1	5	2	0	7	24	13
Philadelphia	1	0	1	0	1	1	0	1	1	4
Piney Point	0	1	1	0	0	3	1	0	3	1
Puerto Rico	0	0	1	1	1	1	0	3	0	3
Tacoma	5	7	4	4	6	1	2	11	13	12
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	2	12	9	2	7	3	2	10	31	31
TOTALS	26	120	78	20	61	35	10	66	263	217
GRAND TOTAL:	579	426	140	425	238	64	190	1,331	925	358



Alaska Tanker Company President and CEO Anil Mathur (standing in photo above) speaks to Seafarers during the the week-long Alaska Tanker Company-SIU Extended Leadership Training Conference at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.



ATC Returns to Piney Point for Safety Conference

Seafarers from union-contracted Alaska Tanker Company (ATC) participated in safety training during a January visit to the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md.

"It's good to know the school is continuing to develop and give us new training," said QMED **Ruben Toledo**, who was among the 17 mariners honing their skills at the school's week-long ATC-SIU Extended Leadership Training Conference. "It makes us better prepared for the world out there."

Firefighting Instructor Joe Zienda said the training helps the mariners master new safety skills while also helping instructors find out more about what the mariners are experiencing at sea.

"They're the ones out there doing it all the time," Zienda said. "We learn a lot of stuff from them that we can incorporate into our program."

Covering topics such as advanced marine firefighting and high voltage safety, the conference was seen as a great opportunity by the mariners. QMED **Rollin Crump** said he's experienced fires at sea before and was especially glad to take part in the firefighting training.

"You've got to respect the fires. They can bite you," he said. "This makes you

look at the whole picture more. It makes you look at the things you might get complacent with."

ATC President and CEO Anil Mathur said such training is vital to mariners' safety at sea, adding the PHC is among the best schools in the world.

"In an emergency, people generally react the same way they are trained, so it was very important for these guys to get the feel of it," Mathur said. "I'm completely impressed by (SIU President) Mike (Sacco), (SIU Executive Vice President) Augie (Tellez) and the school's leadership."

Recognizing the PHC's ability to stay on top of the most advanced methods and technology, ATC has spent the last few years holding semi-annual training and leadership conferences at the school. The goal has been to keep mariners up to date on the latest safety and regulatory training.

"The school has been on the leading edge of new rules and regulations and that results in the ATC crews getting trained in a timely fashion," said Bill Cole, ATC's labor relations director. "It's a great facility to train at. The instructors are highly qualified and they provide high-quality education."

The excellent training provided by the PHC, Cole added, was reflected in ATC's stellar safety record. The company takes

safety very seriously and recently completed a decade "without spilling a single drop of crude oil into the sea."

"That (record of safety) requires the most highly trained and qualified individuals," Cole said. "And we get that training from Piney Point."

The mariners appreciate the training as well. To them, it's about having the ability to keep themselves and their shipmates safe.

"The training is great because it's so realistic," said AB **Arnel Resurreccion**. "You get more confident."

DEU **Mel Crespo** said he was thrilled to be among those taking part in the training.

"This is a privilege for us," he said, adding that the training makes for confident Seafarers who are able to handle any at-sea issue.

"It will make you better prepared. It gives you the guts to do it," he said.

In addition to those previously mentioned, the following Seafarers also attended the training conference: AB **Donny Castillo**, Bosun **Philip Corl**, AB **Manuel Enricco**, AB **Manuel Espinoza**, QMED **Odilio Evora**, AB **Bonifacio Fortes**, AB **Christopher Gonseth**, Bosun **Gregory Hamilton**, QMED **Detricke Kelly**, Bosun **Jose Loureiro**, AB **Christopher Rosado** and QMED **Gary Torres**.



Seafarers from SIU-contracted Alaska Tanker Company (photo above, the two at right and the two below at left) participate in firefighting training.



Seafarers, instructors and company officials pose during the week-long gathering in Piney Point, Md.

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 asked of crew members from Crowley's new tanker Florida, before the vessel christening ceremony in Philadelphia.

Question: When did you enter this line of work and what are some things you like about the job?

John Lamprecht
Recertified Bosun

I first went to Piney Point in 1974. I enjoy working closely with people and demonstrating organizational skills and trying to make things go as smoothly as possible. That's kind of gratifying.



Ann Mensch
Oiler

I started about two years ago and have been upgrading. My goal for the moment is to get my electrician endorsement. I like the lifestyle: good money, good people, a little bit more independence.

Marvin Davis
SA

I started seven years ago and I've been on four car carriers: the *Independence*, *Honor*, *Liberty* and *Integrity*. I like sailing, meeting different people. I like the travel.

Brandon Albro
AB

I got in about 2009, in Class 727. I like the fact it's a good-paying job and you can see a lot of the world. You meet different people and can work for different companies. That pretty much sums it up.



Kevin Tyson
OMU

I started in December 2004, in Piney Point. I like the traveling, the money, time off on vacation. You learn a lot of stuff out there that you can apply to land jobs, too, which is kind of nice.



Jamar Harley
AB

I started five years ago, Class 711. I love everything about it. It's a good way of living, a good career. I like the water and seeing different places.



Troy Banks
Chief Pumpman

I got into it in 1994 – I'm ex-Navy. I like the travel and the blocks of time off. I can schedule things for myself. I enjoy the routine.



Pics-From-The-Past



Retiree George Jordanides submitted these photos from trips aboard the tanker *USNS Richard G. Matthiesen* that took place in 1991 and 1992. Clockwise from lower left: AB Harry Johns, AB Marc Taylor, AB Taylor again, Chief Cook Bill Smith.

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

DIONISIO BATIZ

Brother Dionisio Batiz, 65, became an SIU member in 1998 while in Fort Lauderdale, Fla. He initially worked in the inland division with Moran Towing of Texas. Brother Batiz was born in Honduras. He attended classes in 1999 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Batiz sailed in the deck and engine departments. His final trip to sea was aboard the *Sulphur Enterprise*. Brother Batiz makes his home in Miami.



CARLOS BOISER

Brother Carlos Boiser, 66, joined the union in 1981 in the port of Wilmington, Calif. The steward department member was born in the Philippines. Brother Boiser first sailed on the *Manhattan*. He upgraded frequently at the Piney Point school. Brother Boiser most recently shipped aboard the *Singapore*. He calls Carson, Calif., home.

JAPHETH BOWMAN

Brother Japheth Bowman, 65, started sailing with the Seafarers in 2003. He was originally employed with Maersk Line, Limited. Brother Bowman was a deck department member. His last ship was the *Cape Diamond*. Brother Bowman is a resident of New Orleans.



ROBERT BUTLER

Brother Robert Butler, 65, joined the SIU ranks in 1972. His first ship was the *Falcon Countess*; his most recent, the *USNS Stockham*. Brother Butler worked in the deck department. In 2001, he took advantage of educational opportunities available at the union-affiliated school in Maryland. Brother Butler resides in Oakland, Calif.

JOSEPH COLANGELO

Brother Joseph Colangelo, 58, signed on with the SIU in 1972. The New York-born mariner initially shipped on the *Connecticut* as a member of the engine department. Brother Colangelo enhanced his skills often at the Paul Hall Center. He concluded his career aboard the *Horizon Producer* as a deck department member. Brother Colangelo settled in Jacksonville, Fla.

JIMMY CORDOVA

Brother Jimmy Cordova, 67, was born in Honduras. He began sailing with the union in 1992 from the port of New York. Brother Cordova's first ship was the *Lawrence Gianella*; his last was the *Japan*. The steward department member attended classes on two occasions at the maritime training center in Piney Point, Md. Brother Cordova lives in Palm Springs, Fla.



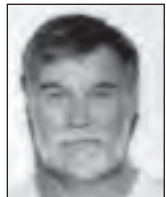
ALEJO FABIA

Brother Alejo Fabia, 65, donned the SIU colors in 1984 while in San Francisco. He originally sailed aboard the *Independence*. Brother Fabia shipped in the steward department. In 1996 and 1999, he upgraded at the Paul Hall Center in Piney Point, Md. Brother Fabia's most recent trip was on the *Horizon Enterprise*. He was born in Manila and now resides in Hilo, Hawaii.



ROBERT FUNK

Brother Robert Funk, 63, joined the Seafarers in 1974. The deck department member's earliest trip was on a Hudson Waterway's Corporation vessel. Brother Funk enhanced his skills frequently at the Piney Point school. His most recent ship was the *Eagle*. Brother Funk makes his home in Jacksonville, Fla.



ERNESTO GONZAGA

Brother Ernesto Gonzaga, 66, began sailing with the union in 1989. He initially shipped aboard the *Independence*.



Brother Gonzaga sailed in the steward department. He attended classes on two occasions at the SIU-affiliated school in Piney Point, Md. Brother Gonzaga most recently sailed on the *Observation Island*. He is a resident of Honolulu.

JENNINGS HOCKMAN

Brother Jennings Hockman, 71, joined the SIU in 1964 while in Baltimore. His first trip was with Calmar Steamship Corporation. Brother Hockman upgraded in 1964 at one of the old Furus-

eth training centers and again in 1977 at the school in Piney Point, Md. He last worked in the deck department aboard the *Atlantic*. He calls Winchester, Va., home.

WILLIAM JACOBS

Brother William Jacobs, 67, became an SIU member in 1989. His earliest trip was on the *USNS Contender*; his most recent was aboard the *USNS Loyal*. Brother Jacobs sailed in the deck department. He lives in Philadelphia.



MAHMOUD KHALIL

Brother Mahmoud Khalil, 66, signed on with the Seafarers in 2000 while in San Francisco. He first worked on the *Patriot*. Brother Khalil enhanced his seafaring abilities in 2002 at the Paul Hall Center. A member of the engine department, he was last employed aboard the *Pfc. Dewayne T. Williams*. Brother Khalil resides in Vallejo, Calif.

PATRICK MAHER

Brother Patrick Maher, 65, started sailing with the union in 1991. The engine department member's earliest trip was on the *Independence*. He often took advantage of educational opportunities at



the Piney Point school. Brother Maher's most recent ship was the *Horizon Reliance*. He makes his home in Alton, Mo.

HENRY MANNING

Brother Henry Manning, 64, began sailing with the SIU in 1967. He first sailed on the *Ocean Pioneer*. Brother Manning was a frequent upgrader at the maritime training center in Piney Point, Md. He worked in the steward department. Prior to his retirement, Brother Manning sailed aboard the *Charleston Express*. He calls Houston home.

JOHN NICHOLS

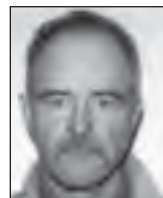
Brother John Nichols, 68, joined the SIU in 1990 while in Houston. He sailed as a member of the deck department. Brother Nichols' first trip was with V Ships Maritime. He upgraded in 1995 and 2001 at the union-affiliated school in Piney Point, Md. Brother Nichols last sailed aboard the *Liberty Pride*. He is a resident of Galveston, Texas.



MICHAEL PRICE

Brother Michael Price, 69, was born in Bremerton, Wash. He began sailing with the SIU in 2003 in Seattle. Brother Price originally worked on the *TYCO Decisive*. In 2003 and 2005, he took advantage of educational opportunities at the union-

affiliated school in Piney Point, Md. Brother Price sailed in the deck department. His most recent trip was aboard the *Pacific Tracker*. Brother Price settled in Everett, Wash.



MILTON SERIL

Brother Milton Seril, 66, signed on with the union in 2002 while in the port of Wilmington, Calif. He originally worked on the *Grand Canyon State*. Brother Seril is a native of the Philippines. He sailed in the deck department. Brother Seril was most recently employed aboard the *USNS Curtiss*. He lives in Norwalk, Calif.



JAMES SHEPARD

Brother James Shepard, 78, donned the SIU colors in 1993 in Honolulu. His earliest trip was on the *Spirit*. Brother Shepard was a deck department member. He upgraded often at the Paul Hall Center. Brother Shepard last worked aboard the *Horizon Reliance*. He resides in Honolulu.



Continued on Page 14

This Month In SIU History

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

1942

The first annual convention of the Seafarers International Union of North America was held in San Francisco. In addition to acting on the large number of proposals designed to strengthen the international, the convention also unanimously chose Harry Lundeborg as president of SIUNA. Elected Executive Secretary-Treasurer was Tex Skinner.

1948

Another victory for the Seafarers International Union was chalked up today when five steamship companies agreed to the union's wage increase demand. The pay hikes ranged from \$10.52 per month for ordinary seamen, messmen and utility men, to \$32.27 for bosuns. The overtime rate was also revised upward and now stands between \$1.12 and \$1.41 per hour. The new increases gave Seafarers the highest pay in the history of the maritime industry.

1975

With more than 1.2 million tons of U.S.-flag tankers laid up for lack of cargo, and thousands of American seamen and shipyard workers add-

ing to the nation's unemployment crisis, maritime leaders met with President Gerald Ford this month to urge the administration to take immediate action to prevent a total collapse of the industry. SIU President Paul Hall submitted two proposals during the meeting which could bring immediate relief to our industry: A presidential order requiring oil importers to use U.S.-built and U.S.-manned tankers for oil products coming into the United States; and a presidential order granting an exemption from import fees to importers using American-built and American-manned vessels.

1984

A brand new, nationwide effort spearheaded by the SIU and backed by the Maritime Trades Department to reverse the decline of the U.S. merchant fleet is about to get underway. The Seafarers grassroots political program of 1984 is designed to make the candidates and public aware and concerned about the need for a strong merchant fleet and a healthy American economy. The strength of this grassroots campaign is the people. SIU, UIW and MTD members and their relatives will be recruited to attend rallies, go to community meetings and generally educate the public and candidates about the union's proposals and programs.

Welcome Ashore

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



Continued from Page 13

WILLY SMITH

Brother Willy Smith, 65, became an SIU member in 2001 during the SIU/NMU merger. Brother Smith worked mainly with Horizon Lines and Alaska Tanker Company as a QMED. The engine department member makes his home in Port Orchard, Wash.



JIMMIE THOMAS

Brother Jimmie Thomas, 65, started sailing with the Seafarers in 1991. The engine department member was born in Baton Rouge, La. Brother Thomas' earliest trip was on the *Cape Clear*. He frequently enhanced his skills at the Piney Point school. Brother Thomas' most recent ship was the *Lawrence Gianella*. He lives in San Diego.



JUAN TORRES

Brother Juan Torres, 65, joined the SIU in 1997 in the port of Houston. His first ship was the *Cleveland*; his most recent, the *Overseas Maremar*. Brother

Torres was a native of Chile and sailed in the deck department. In 2000 he attended classes at the maritime training center in Piney Point, Md. Brother Torres calls Katy, Texas, home.



JAMES TRIASSI

Brother James Triassi, 65, joined the union in 1977 while in the port of New York. His earliest trip was aboard the *Boston*. Brother Triassi was born in New York and worked in the deck department. He upgraded on two occasions at the Paul Hall Center. Brother Triassi most recently shipped on the *Maersk Utah*. He lives in Washingtonville, N.Y.



CHARLES WHITEHEAD

Brother Charles Whitehead, 58, signed on with the Seafarers in 1979. His first voyage was aboard the *Puerto Rico*. Brother Whitehead was a deck department member. He enhanced



his skills in 1979 and 2001 at the union-affiliated school in Piney Point, Md. Brother Whitehead's most recent ship was the *Maersk Utah*. He makes his home in Jacksonville, Fla.

LANCE ZOLLNER

Brother Lance Zollner, 56, was born in East Saint Louis, Ill. He became an SIU member in 1977, initially sailing on the *Overseas Ulla*. Brother Zollner worked in the deck department, most recently aboard the *Endurance*. He upgraded often at the Piney Point school. Brother Zollner lives in Seattle.



INLAND

MARK COLLIER

Brother Mark Collier, 63, joined the union in 1973. The deck department member primarily worked with Alabama Pilots Inc. Brother Collier resides in Coden, Ala.



DREWRY LITTLE

Brother Drewry Little, 66, donned the SIU colors in 1976

while in Norfolk, Va. The Virginia native sailed in the deck department. Brother Little last shipped with McAllister Towing of Virginia. He calls Chesapeake, Va., home.



FRANK MESSICK

Brother Frank Messick, 58, began his SIU career in 1990. He was originally employed with McAllister Towing of Philadelphia. Brother Messick worked in the deck department. He attended classes frequently at the Paul Hall Center. Brother Messick's final trip was on the *Padre Island*. He continues to live in his native state of New Jersey.



JAMES WOODS

Brother James Woods, 58, joined the SIU ranks in 1994. He worked in both the deck and engine departments. Brother Woods was born in Virginia. He most recently shipped with Allied Transportation Company.



Brother Woods upgraded on two occasions at the Piney Point school. He is a resident of Charlotte County, Va.

GREAT LAKES

JAMES SHUPERT

Brother James Shupert, 58, was born in Michigan. He joined the union in 1972. Brother Shupert's first ship was the *Lewis G. Hariman*; his most recent was the *Sam Laud*. He sailed in both the deck and engine departments. Brother Shupert upgraded at the Paul Hall Center in 2008. He settled in Alpena, Mich.



SALIM YAHYA

Brother Salim Yahya, 65, signed on with the union in 1988. He initially sailed on the *Paul H. Townsend*. Brother Yahya was born in Yemen. He worked in both the engine and deck departments. In 1999 and 2007, Brother Yahya enhanced his skills at the SIU-affiliated school in Piney Point, Md. He last shipped aboard the *Adam E. Cornelius*. Brother Yahya makes his home in Dearborn, Mich.



First JHSV Anchors in St. Petersburg



The Navy's first joint high-speed vessel, the Seafarers-crewed *USNS Spearhead* (above), was scheduled to visit the Port of St. Petersburg, Fla., last month as this edition went to press. According to the Military Sealift Command, the port call "is primarily a working visit and an opportunity for senior officials and military personnel from U.S. Central Command and U.S. Special Operations Command to visit the ship and receive short briefings on *Spearhead's* capabilities." The vessel — one of 10 planned JHSVs — is crewed in the unlicensed slots by members of the SIU Government Services Division. Overall, the first four JHSVs will be crewed by CIVMARS while the other six will be manned by seafarers employed by operating companies under contract to MSC.

Global Sentinel Crew Turns Fluky Find Into Heartfelt Philanthropic Opportunity

Editor's note: The crew of the Tyco cable ship Global Sentinel submitted the following article and the pendant photo. We added the crew list; any omissions are inadvertent.

On January 23, 2013 on board the cable ship *Global Sentinel*, home-ported in Portland, Oregon, the two pendants pictured with this story were found by Bosun Mate **Rayann Williams**. The pendants fell out of a pajama shirt pocket from a bundle of cut-up rags purchased and delivered from ashore for the deck department's use.

Bosun Mate Williams showed the discovery to ship's Bosun **Tim Fogg**. Noting the obvious wear and aging of the pendants, the bosun became curious enough to research them on the internet. Tim discovered their origins were from the Mercy Home for Boys and



This file photo of the ship (by Todd Walsh) shows the *Global Sentinel* launching a plow that's used to bury cable beneath the sea floor's surface.

Girls located in Chicago. He further discovered the pendants were cast and distributed between 1887 and 1962.

Tim contacted the home, informing them of the discovery and checking any possibility of returning them to the owner. He was informed the pendants were received by financial donors and that locating an owner would be impossible.

With the wonderment of how the pendants managed to make onto the ship to be discovered, he decided to continue their journey and add a purpose to it. He started up a collection for the Mercy Home for Boys and Girls and gathered \$450 in donations from the ship's crew and officers. He once again contacted the home (this time by mail), returning the pendants and the money collected for donation.

God Bless,
From the Crew of the *CS Global Sentinel*

Seafarers aboard the ship included Recertified Bosun Fogg, Bosun Mate Williams, AB **Justin Beal**, OS **Rizalito Frigillana**, Chief Electrician **Lothar Wick**, OMUs **Kenneth Adams**, **Johnny Carson**, **Manuel Lata** and **Bryan Field**, MDR **Douglas Rogers**, GVAs **Ahmed Shamman** and **Diomedes Vigo**, Chief Steward **Vicki Haggerty**, Chief Cook **Robert Haggerty**, and SA **Abdullah Nasser**.



Members sent these pendants and a monetary donation to Mercy Home for Boys and Girls, a children's charity dedicated to providing solutions for at-risk kids in Chicago.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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 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.

Union Plus interstate moving discount

Moving?

Your first move should be to check out the **SIU Union Plus Moving Discount** program.

Allied and North American Van Lines
We have partnered with two nationally trusted, full-service van lines, Allied and North American to provide you with special discounts on long distance moving, in-transit storage and an on-time guarantee.

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(Allied Van)
and **1-800-524-5533**
(North American Van Lines)

to speak to a knowledgeable representative.

Union Plus

UnionPlus.org/Moving

Final Departures



DEEP SEA

CLIFTON DOONIS

Brother Clifton Doonis, 39, passed away August 14. He was born in Maryland. Brother Doonis joined the union in 1999. He initially worked aboard the *USNS Gilliland*. The deck department member last sailed on the *Lawrence Gianella*. Brother Doonis was a resident of Clinton, Md.

JAMES MCHUGH

Pensioner James McHugh, 78, died August 12. Brother McHugh signed on with the SIU in 1967. His earliest trip was on the *Steel Design*. Brother McHugh was born in Pennsylvania. He was a member of the deck department. Brother McHugh most recently shipped aboard the *Carolina*. He retired in 2001 and called Philadelphia home.



GUILLERMO THOMAS

Pensioner Guillermo Thomas, 70, passed away August 29. Brother Thomas began sailing with the union in 1970. He originally worked with Crowley Towing & Transportation of Wilmington. Brother Thomas was a member of the steward department. Before retiring in 2006, he sailed on the *Intrepid*. Brother Thomas was born in Eagle Pass, Texas, and made his home in New Mexico.



INLAND

SIDNEY FAUCETT

Pensioner Sidney Faucett, 87, died August 10. Brother Faucett became an SIU member in 1968. He first sailed with Interstate Oil Transportation Company. Brother Faucett last shipped aboard a Moran Towing of Philadelphia vessel. He went on pension in 1988 and resided in his native state, North Carolina.

ROBERT HEARN

Pensioner Robert Hearn, 69, passed away July 12. Brother Hearn began sailing with the union in 1967 while in Philadelphia. His earliest trip was with Graham Transportation Company. Brother Hearn was born in Pennsylvania. His final boat was operated by Interstate Oil Transportation Company. Brother Hearn started collecting his retirement compensation in 2009. He settled in Cambridge, Md.

JOHN LEE

Brother John Lee, 61, died August 26. He donned the SIU colors in 1997. Brother Lee initially sailed with Moran Towing of Texas. He most recently worked aboard a Penn Maritime Inc. vessel. Brother Lee called Keystone, Fla., home.

ROSALIS VITO

Pensioner Rosalis Vito, 82, passed away August 15. Brother Vito signed on with the SIU in 1965 while in New Orleans. He worked with Dravo Basic Materials Company for the duration of his career. Brother Vito went on pension in 1995 and made his home in Houma, La.

WILLIAM ZORN

Pensioner William Zorn, 74, died August 20. Brother Zorn joined the union in 1968. He initially shipped aboard a National Marine Service vessel. Brother Zorn's final ship was the *Sabine*. He retired in the 2001 and lived in Mountain Home, Texas.



GREAT LAKES

DONALD MULLINS

Pensioner Donald Mullins, 85, passed away August 6. Brother Mullins was born in Wisconsin. He started his SIU career in 1959 in Fort Lauderdale, Fla. Brother Mullins mainly sailed with American Steamship Company. He became a pensioner in 1988. Brother Mullins, who sailed in the deck department, was a resident of Marinette, Wisc.

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

MOHAMED ALI

Pensioner Mohamed Ali, 78, died June 17. Brother Ali was born in Yemen. He went on pension in 2002. Brother Ali made his home in San Leandro, Calif.

TOMAS ALONZO

Pensioner Tomas Alonzo, 84, passed away May 27. Brother Alonzo, a native of Honduras, started collecting his retirement compensation in 1993. He lived in Brooklyn, N.Y.

ANTHONY ALVES

Pensioner Anthony Alves, 79, died June 29. Born in Augusta, Maine, Brother Alves became a pensioner in 1989. He called Scarborough, Maine, home.

WILLIAM AUDETTE

Pensioner William Audette, 83, passed away July 1. Brother Audette was born in Fall River, Mass. He retired in 1989 and resided in Massachusetts.

CHARLES AVITELLO

Pensioner Charles Avitello, 95, died July 3. Brother Avitello was a Pennsylvania native. He began receiving his pension in 1965. Brother Avitello lived in New Jersey.

MOHAMED BAKER

Pensioner Mohamed Baker, 91, passed away August 18. Brother Baker, a native of Sudan, went on pension in 1968. He made his home in Florida.

WILLIAM BENDA

Pensioner William Benda, 85, died July 2. Born in New York, Brother Benda started receiving his retirement compensation in 1982. He lived in East Hampton, N.Y.

TERRENCE CHASE

Pensioner Terrence Chase, 102, passed away August 9. Brother Chase was born in Barbados. He retired in 1985 and settled in Hampton, Va.



TZE CHOW

Pensioner Tze Chow, 96, died July 19. Brother Chow was a native of China. He became a pensioner in 1981 and called New York home.

MANUEL COLON

Pensioner Manuel Colon, 71, passed away June 18. Brother Colon, a native of Caguas, P.R., began collecting his pension in 1996. He resided in New York.

ALFRED CZAPLICKI

Pensioner Alfred Czaplicki, 96, died August 7. Born in New Bedford, Mass., Brother Czaplicki went on pension in 1966. He lived in Woodbridge Township, N.J.

EMILE DURANT

Pensioner Emile Durant, 85, passed away June 17. Brother Durant was born in St. Croix. He retired in 1987 and was a resident of Christiansted, St. Croix.

BERNARD ELFSTROM

Pensioner Bernard Elfstrom, 78, died July 30. Brother Elfstrom was a Galveston, Texas, native. He started receiving his retirement pay in 1998. Brother Elfstrom made his home in San Antonio, Texas.

LUIS GARCIA

Pensioner Luis Garcia, 87, passed away June 25. Brother Garcia, a Manati, P.R., native, became a pensioner in 1968. He settled in Sea Level, N.C.

JORGE GOMEZ

Pensioner Jorge Gomez, 88, died June 29. The Honduras-born mariner went on pension in 1973. Brother Gomez called Mt. Vernon, N.Y., home.

LOGAN GUEHO

Pensioner Logan Gueho, 88, passed away July 7. Brother Gueho was born in Louisiana. He began collecting compensation for his retirement in 1967. Brother Gueho made his home in Plaquemine, La.

LEON HAYES

Pensioner Leon Hayes, 78, died July 30. Born in Waynesburg, Miss., Brother Hayes started receiving his pension in 2002. He lived in Long Beach, Calif.

ABRAHAM HENNING

Pensioner Abraham Henning, 88, passed away June 27. Brother Henning was a native of the Cayman Islands. He retired in 1989 and resided in Tampa, Fla.

JOSE HERNANDEZ

Pensioner Jose Hernandez, 85, died August 5. Brother Hernandez was born in Chicago. He became a pensioner in 1988. Brother Hernandez called Sanford, Fla., home.

RICHARD KIRKLAND

Pensioner Richard Kirkland, 78, passed away August 29. Brother Kirkland, a native of Kershaw, S.C., went on pension in 1999. He settled in Beaumont, Texas.

ARTHUR LARKO

Pensioner Arthur Larko, 82, died August 13. Brother Larko was a native of Chicago. He began receiving his retirement pay in 1996. Brother Larko was a resident of Madison, Fla.

THOMAS LOBUS

Pensioner Thomas Lobus, 86, passed away July 8. Brother Lobus was born in Baltimore. He retired in 1974 and made his home in Seattle.

PERCY LONG

Pensioner Percy Long, 90, died July 9. Brother Long retired in 1992. He was a resident of Oakland, Calif.

ALEX MCCALL

Pensioner Alex McCall, 86, passed away August 8. Brother McCall was born in New Or-

leans. He became a pensioner in 1992 and continued to call Louisiana home.

FRANK ODOM

Pensioner Frank Odom, 88, died July 19. Brother Odom was a native of North Carolina. He started collecting his pension in 1986. Brother Odom resided in Chesapeake, Va.

WILLIAM PAGAN

Pensioner William Pagan, 84, passed away July 21. He was born in Ponce, P.R. Brother Pagan began receiving compensation for his retirement in 1988. He lived in Orlando, Fla.

JULIAN QUINTERO

Pensioner Julian Quintero, 88, died July 11. Brother Quintero, a native of Panama, retired in 1985. He settled in Houston.

HENRY VANN

Pensioner Henry Vann, 93, passed away August 1. Brother Vann was born in Virginia. He went on pension in 1987 and made his home in Hampton, Va.

THEODORE WALTER

Pensioner Theodore Walter, 88, died July 25. Brother Walter was a native of Honduras. He became a pensioner in 1969. Brother Walter called Miami, Fla., home.

THOMAS WILSON

Pensioner Thomas Wilson, 88, passed away June 8. Born in Alabama, Brother Wilson started receiving his retirement pay in 1974. He was a resident of Portsmouth, Va.

Name	Age	DOD
Alexander, Albert	83	July 21
Bush, Benjamin	88	July 18
Carbone, Dominico	86	August 9
Dualeh, Jama	88	April 23
Gojilde, Angel	76	June 27
Grimshawe, David	87	August 17
Heleba, John	88	July 21
Howell, Leonard	76	June 4
Keith, James	85	July 5
Kutz, Bernard	98	June 29
Kwiatkowski, Edmund	87	August 4
Lobo-Majano, Sal	80	July 1
Martin, Donald	88	July 6
Matthews, Thomas	86	May 9
Mieles, Manuel	82	June 14
Ocampo, Juan	85	August 3
Ortiz, Sergio	92	August 6
Pantoja, Juan	85	July 15
Paul, John	87	July 31
Preston, Robert	85	June 28
Ramos, Luis	83	June 18
Rivera, Jose	93	July 30
Spinelli, Domenic	90	June 11
Staton, Joel	85	July 13
Vazquez, Luis	84	August 1



Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Lifeboatman/Water Survival	March 30	April 12
	April 27	May 10
	May 25	June 7
	June 22	July 5
STOS	April 27	May 10
Able Seaman	March 16	April 12
	May 11	June 7
Radar Renewal (One day)	May 28	May 28
Radar Observer	May 4	May 17
ARPA	May 18	May 24
Bosun Recertification	July 13	August 5
Engine Department		
Basic Auxiliary Plant Operations (BAPO)	March 23	April 19
	May 18	June 14
FOWT	April 20	May 17
	June 15	July 12
Junior Engineer	May 4	June 28
Marine Refer Tech	May 4	June 14
Welding	March 9	March 29
	April 6	April 26
	May 4	May 24
	June 1	June 21
Safety Upgrading Courses		
Basic Firefighting/STCW	March 23	March 29

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 _____

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.

Title of Course	Start Date	Date of Completion
Basic Firefighting/STCW	April 13	April 19
	May 11	May 17
	June 15	June 21
Advanced Firefighting	March 30	April 5
Government Vessels	March 11	March 15
	April 15	April 19
	May 6	May 10
	June 3	June 7
Medical Care Provider	April 6	April 12
Tank Pic Barge	May 4	May 10
Steward Department Upgrading Courses		
Chief Steward	April 13	May 24
	July 6	August 16
Steward Recertification	March 16	April 8
Serve Safe	March 9	March 15
	June 8	June 14
Galley Operations	These modules start every Monday.	
Chief Cook	These modules start every other week. The next class will begin March 15.	
Advanced Galley Operations	These modules start every Monday.	

NOTICE

National Maritime Center Web Site Provides Valuable Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive web site covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are encouraged to check out the site at: <http://www.uscg.mil/nmc/>

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

Important Notice

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

COURSE

START DATE

DATE OF COMPLETION

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

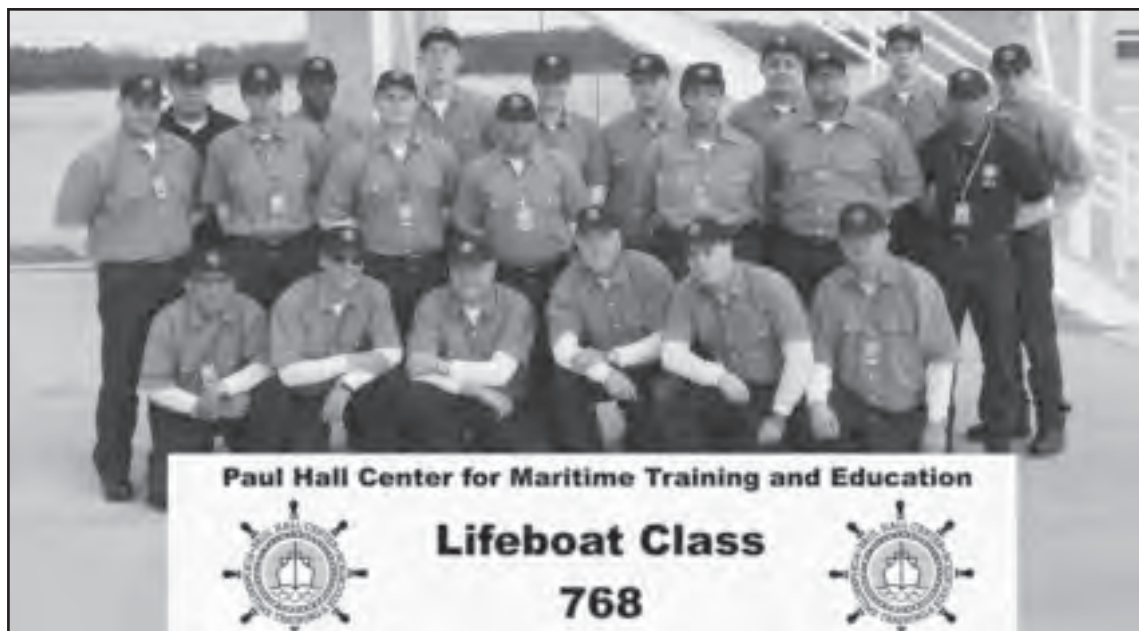
SIGNATURE _____ DATE _____

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.

3/13

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 768 – Twenty-two individuals, Phase I unlicensed apprentices as well as upgraders, completed their requirements in this 60-hour course Jan. 18. Those graduating (above, in alphabetical order) were: Lindsey Austin, Greg Beebe, Edwin BUnda, Matthew Conyac, Guy De-lyea, Alexander Eaton, Erick Ellis, Terry Franklin, Stephen Glynn, Nigel Green, Domaneeq Guerrero, Katrina Jones, Travis Lee, Joseph Marino, Josean Martinez-Serrano, Michael McLendon, Jesus Ortiz Rivera, Chester Piaskowski, Rachel Rodriguez, Lawton Sholes, John Teodosio and Christopher Torres.

Welding – Five upgraders finished this course Feb. 1. Graduating from the four-week class (above, in alphabetical order) were: Nabil Ahmed, Jimmy Copeland, Daniel Cunningham, Lydia Dye and Eddie Solichin. Class Instructor Buzzy Andrews is standing in the back row at the left.



GMDSS – The following upgraders (above, in alphabetical order) graduated from this 70-hour course Feb 1. : Omar Aswad, Alexander Banky IV, Daniel Bradberry Jr., Matthew Jenness, Jermaine McGhee, Michael Moore, Rudy Puerto, Don Simmons-Gregory and Michael Smith. Brad Wheeler, their instructor, is at the far right.



Medical Care Provider – Nine upgraders completed the enhancement of their skills in this course Jan. 18. Those graduating (above, in alphabetical order) were: Alexander Banky IV, Daniel Bradberry Jr., Cleofe Castro, Stravon Jordan, Jermaine McGhee, Tim Price, Rudy Puerto, Don Simmons-Gregory and Scott Spilman. Class Instructors Wayne Johnson Jr., and Wayne Johnson Sr. are at the far left and far right, respectively.



Government Vessels – Ten Seafarers completed their requirements in this three-week course Jan. 18. Graduating (above, in alphabetical order) were: Antoinette Amato, Mott Arnold, Deborah Artis, Omar Aswad, Nicholas Kempker, Hezikiah Lawe, Roger Nesbeth, Natalie Nunes, Fernando Ortega and Amr Sonbol. Their instructor, Mark Cates, is standing at the far right.



Combined Basic and Advanced Fire Fighting – Ten upgraders finished this 41-hour course Jan. 11. Those graduating (above, in alphabetical order) were: Omar Aswad, Alexander Banky IV, Daniel Bradberry, Satchel Caffy, Criseldo Espinosa, Stravon Jordan, Tim Price, Rudy Puerto, Don Simmons-Gregory and Scott Spilman. Mike Roberts, their instructor, is in the front row at the far right.

Advanced Fire Fighting (Alaskan Tanker Company) –Seventeen individuals from union-contracted Alaskan Tanker Company completed this 35-hour course Feb. 1. Those graduating (photo at right, in alphabetical order) were: Johnson Ashun, Donny Castillo, Philip Corl, Rommel Crespo, Rollin Crump, Manuel Enrico, Manuel Espinoza, Odilio Evora, Bonifacio Fortes, Christopher Gonseth, Gregory Hamilton, Detricke Kelly, Jose Loureiro, Arnel Resurreccion, Christopher Rosado, Ruben Toledo Jr., and Gary Torres. Wayne Johnson and Joe Zienda, their instructors, are at the far left and second from left respectively. (Note: not all are pictured.)



Paul Hall Center Classes



Tankship Familiarization DL – The following Phase III unlicensed apprentices (photo at left, in alphabetical order) completed this course Jan. 18: Cris Arsenio, Jeffrey Beasley, Julian Beasley, Jack Boscia, Daniel Diagle, Andrew Devine, George Erwin Jr., Sean Geddie, David Gentsch, James Hargrove, Arvin Heras, Fadhel Hussein, Jason Knapp, Ali Malahi, Prasert Mastrotataro, Jamie Medoza Diaz, Ahmed Mohamed Eissa, Ingrid Ortiz Rosario, Michael Pirch, Roque Santa Cruz, Alisia Scheurer, Brett Scott, Yoland St. Clair, Brett Tiedeman and Samuel Tiles.

Important Notice to Students

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



Specially Trained Ordinary Seaman – Three upgraders finished their requirements in this 70-hour course Feb. 1. Graduating (above, in alphabetical order) were: Richard Cristiani, Richard Flores and Carlo Gentile. Class Instructor Stan Beck is at the left.



Bridge Team Training – The following individuals (above, in alphabetical order) graduated from this this course Jan. 18: Darryle Coale, Jay Darran, Russell Furtney, Mack Hester, Igor Loch Jr., Robert Martus, James Russell, Jerome Smith and Trevor Webster. Brad Wheeler, their instructor, is at the far left.



Certified Chief Cook – Four Seafarers recently completed the enhancement of their skills in this 12-week course. Graduating (above, from left to right) were: Taneisha Brown, Demarius Jones, Paula Minton and Shirley Jenkins.



Steward Department Courses – Five upgraders recently improved their skills by completing steward department courses. Those graduating, and their respective courses (above, in no particular order) were: David Rodak, certified chief cook; William Grow, galley operations; Mahr Mused, galley operations; Abdul Munasar, galley operations; and Walter Wise, advanced galley operations.



Certified Chief Cook – Three Seafarers recently graduated from this course. Completing their requirements (above, from left to right) were: David Simon, Marilou Toledo and John Burris.



BST (Hawaii) – The following individuals (above, in alphabetical order) graduated from this course Jan. 26 at the Seafarers Training Facility in Barbers Point Hawaii: Gregory Carpenter, Jessica Daniels, Tanysha Edwards, Markus Freeman, Eva Gayares, Neil Kumar, Danielle Matousek, De Marco Mims, Naruli Permatasari, Bernardina Pimentel, Jessica Preble, Alexander Rodriguez Cabanas, Jessica Seberg, Athena Spier, Jonathan Stokes, Vanessa Vassell and Tanisha Walker.



The

www.seafarers.org

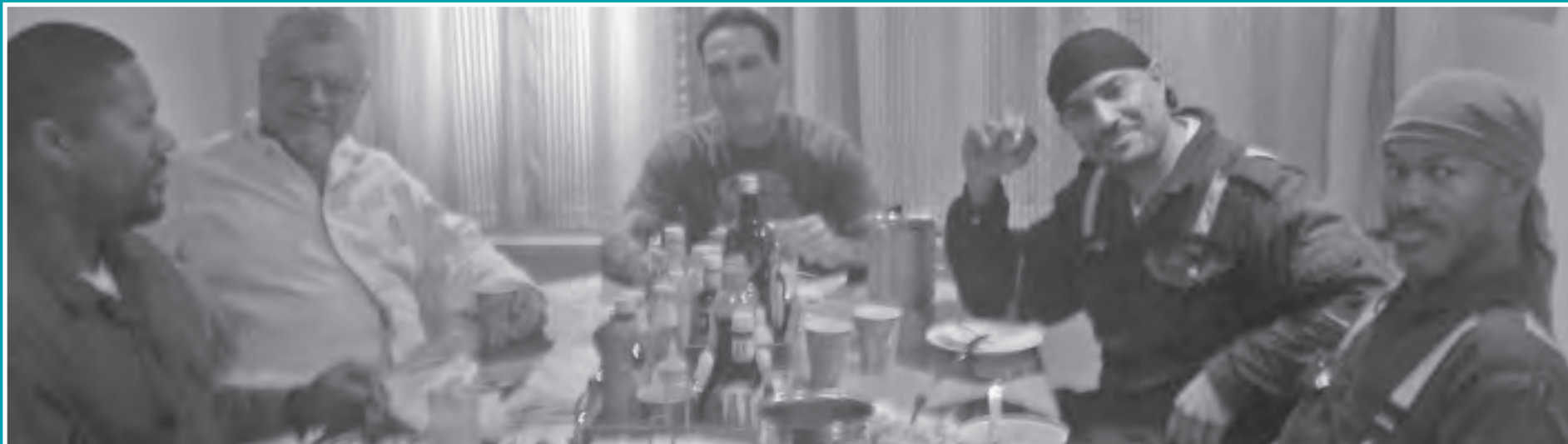
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Seafarers Log

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Paul Hall Center
Course Dates
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Members enjoy meal time aboard the Maersk Line, Limited vessel.

Snapshots from Maersk California

Recertified Steward **Juan Jose Vallejo** emailed these photos from the *Maersk California*, taken while the vessel sailed from Dubai to Kuwait.



Chief Cook Rene Gil



Bosun Gary Cardillo (right) and Recertified Steward Juan Vallejo check a safety list.



SA Justino Martinez



AB Larry Tharp, GUDE Maurice Ayuso



Chief Electrician James Sloan



Recertified Steward Juan Vallejo