

The

# SEAFARERS LOG

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

## Christenings Signal New SIU Jobs

*Crowley Adds ATB; Navy Welcomes High-Speed Vessel*



The SIU crewed fleet recently expanded as Crowley christened an articulated tug-barge (the *ATB Legend*, photo at top) while the Navy launched the civilian crewed high-speed vessel *USNS Choctaw County* (bottom right). SIU members and officials along with company representatives joined the Crowley ceremony in Tampa, Fla., (group photo below) as Joan Grune christened the tugboat (photo above). Meanwhile, more than 700 people turned out for the *Choctaw County* ceremony in Mobile, Ala., where Theresa Gilliam Pitts (photo at immediate right) broke a champagne bottle across the bow. These fleet additions mean new jobs for SIU members. Page 3. (*USNS Choctaw County* photos courtesy Austal USA)





# President's Report

## After Election Day

No matter who's in the White House, our industry must – and will – continue working to preserve the laws and programs that keep the American flag flying on the high seas. This is a particularly important and challenging assignment as our nation edges closer to the infamous "fiscal cliff" that's also known as sequestration.

Sequestration refers to an automatic cut of portions of federal agencies' budgets, spurred by the Budget Control Act of 2011. No one knows if a compromise or some other solution will be reached before the end of the year, when the cuts are scheduled to kick in.

Sequestration is complicated. We have many people in the union and industry studying what could happen. But Seafarers should know that it threatens to weaken the Maritime Security Program and cargo preference laws, among many others. It also could reduce the number of ships in our Government Services Division. Collectively, that means our jobs are in the crosshairs.

There isn't much comfort in knowing we're not alone, but this truly is a massive, nationwide threat. A recent study prepared for Congress estimated that sequestration-related cuts might eliminate 2.1 million American jobs in the next fiscal year.

Many of those jobs are not in the government. Much in the same way that, for instance, expenditures related to the Jones Act help create and maintain hundreds of thousands of related jobs, federal agency spending sustains work in three different ways. As the author of the congressional report put it, direct jobs result from paying the salaries of government employees (including CIVMARS) and contracting with various companies to produce goods. When those contractors buy products from other firms, the spending helps support what are termed indirect jobs. And when employees in those first two categories spend parts of their paychecks out in the community – everything from routine trips to the grocery store to big-ticket items like buying a new car – additional jobs are supported by federal spending. Apparently, the term for that last category is "induced jobs," but I don't care what we call them as long as people are working.

There has been a general feeling in and around the nation's capital that sequestration somehow won't happen – that the job losses would be too severe, and would occur at an exceptionally unfortunate time. (We all know, of course, there is no "fortunate" time to lose a job.) President Obama in the final pre-election debate surprised many by saying the cuts wouldn't take place, but it's late October as of this writing, and no concrete solution is in sight. We have to be prepared.

Like I said, and as many Seafarers already know, it's a complex situation. But the maritime industry is united in our ongoing fight to protect our jobs, and we will do whatever it takes to succeed. There's still time to hit the brakes before going over that cliff. That is why it is very important to reach out to your U.S. senators and representatives to let them know you depend on your seafaring job to support your family and your community.

### Safety First

Although the wrangling over sequestration-related cuts is an extreme example, in a roundabout way it reinforces the importance of the outstanding work performed by SIU members aboard all types of vessels.

When we go to bat for our members and for the programs that help sustain the U.S. Merchant Marine, whether we're in the halls of Congress or in a contract negotiation, what we promote first and foremost is you. Safety is a huge part of that equation, and on that note, I believe our crews are trained as well as, or better than any others around the world. It shows in your consistently reliable, safe work, whether on a tanker, a RO/RO, a containership, or a passenger ferry. From tugboats along the Mississippi to self-unloaders on the Great Lakes, and from military prepositioning ships in Diego Garcia to the *Pride of America* cruise ship in Hawaii, SIU members deliver.

Your success helps us secure good contracts. Your safe work gives confidence to ship operators looking to grow their fleets. Your effectiveness reinforces the foundations of our arguments about the vital importance of job-sustaining programs like the MSP and cargo preference.

Keep up the good – and safe – work!



Committee members meet in Piney Point, Md.

## Union Continues Fight for Mariners

The SIU is looking out for its members' interests with an advisory committee designed to simplify the Coast Guard's mariner medical review process.

Chaired by Dr. Kenneth Miller, the Department of Homeland Security's Merchant Mariner Medical Advisory Committee (MMMAC) met recently at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., to do just that. Miller is the medical director of the SIU's Seafarers Health and Benefit Plan's clinic system.

"It's important (mariners) know we're there to protect their livelihoods and to ensure the Coast Guard provides fair medical standards to the credentialing process," Miller said.

Established with the passage of the U.S. Coast Guard Authorization Act of 2010, the MMMAC is tasked with improving a medical review process that was widely seen as problematic and time-consuming.

Prior to the formation of the committee, the Coast Guard established the review process completely on its own. Miller said that resulted in a lengthy medical review process that often cost mariners money-making sea time while they awaited approval.

"We wanted to let the Coast Guard know what the industry thinks and how (the medical review process) is affecting people's careers," Miller said. "Part of the reason to get a specific committee was to advise the Coast Guard with mariner input and get union people to participate in the process."

Miller said the SIU took an active role in establishing the MMMAC, adding the composition of the committee was also seen as very important. The MMMAC consists of ten health care professionals and four professional mariners – none of whom work for the federal government.

"The committee structure was to balance out the experience," Miller said of the decision to include both professional mariners and doctors on the committee. "It wouldn't be just a bunch of doctors talking to one another."

While the MMMAC's work could take some time, Miller said the committee is making progress. The most recent meeting had the committee discussing ways to streamline the review process and making the Coast Guard's medical evaluation guide – known as the NVIC 04-08 – more transparent and current.

"At this stage, it's still really early," Miller said. "Down the road we might have more formal of an agreement."

When it comes to streamlining the review process, Miller said the committee is considering the establishment of a nationwide network of Designated Medical Examiners (DMEs) who would evaluate mariners specifically for the Coast Guard's medical review process. Currently, mariners are examined by their own doctors – a situation that can result in multiple visits and weeks of additional waiting if those doctors fail to fulfill all of the Coast Guard's requirements.

"One of the big hold-ups (in the

review process) is when people are asked to get more information from their doctors. By the time they go through that loop again it can take some time," Miller said. Under the DME program, "the assumption would be – if you went to one of these (DME) doctors you would know before you submitted your application (what was needed) and they would be able to do some of the testing right there."

Currently, the medical review process takes an average of three to six weeks, though it can sometimes take several months if there are issues. With the DME program, Miller said, the process would be shortened and many of those issues could be avoided.

"We're working on making the credentialing process fairer for mariners so people can get their documents done more quickly," Miller said.

He added a quicker review process is especially important since the time between renewals may get shorter. While many mariners are currently required to renew their medical credentials every five years, that might change to every two years once the Coast Guard adopts the STCW's new international medical standards.

Regardless of when that happens, Miller said mariners should know MMMAC is there to look out for their interests.

"We wanted this committee so the unions would have some input into the Coast Guard's process of credentialing our mariners," Miller said. "It gives us a voice."

## SIU CIVMARS Earn MSC Accolades

Seventy-one CIVMARS from the union's Government Services Division were recognized Oct. 7 for their respective roles in making the U.S. Navy's first Afloat Forward Staging Base (interim), the *USS Ponce*, an operational reality.

Rear Adm. Mark Buzby, commander, Military Sealift Command (MSC), which has operational authority of the vessel, recognized the CIVMARS, three civilian vessel officers, and 17 uniformed U.S. Navy personnel who collectively comprise the *Ponce's* combined crew. The awards were presented aboard the vessel while she was underway in the Arabian Sea.

Ten of the CIVMARS were recipients of flag letters of commendation while the remaining 61 were awarded letters of appreciation. The *Ponce's* civil service master, chief engineer and first assistant engineer each received DOD Meritorious Service Awards. Uniformed Navy personnel collectively were the recipients of one Navy and Marine Corps Commendation Medal, seven Navy and Marine Corps Achievement Medals and seven flag letters of commendation.

"The capabilities you brought—folks on the other side of the street are taking note of the capability you brought in," Buzby told the award re-

ipients. "We read it in Washington all the time."

"You've done things that have never been done before," the admiral continued. "You're also setting the pace for the follow-on version of this ship, still being built. This old girl's got a ways to steam and a lot of love for you to put into her." Navy Capt. Jon Rodgers, the *Ponce's* commanding officer, also presided over the ceremony.

The *Ponce* is a 41-year-old amphibious transport dock that

originally was scheduled to be decommissioned on March 30. Decommissioning was cancelled, and the vessel has been converted into an interim AFSB to fulfill a longstanding U.S. Central Command request. The AFSB (I) is a new kind of vessel staffed by a mixed crew of civilians and U.S. Navy sailors. She will be used to support minesweeping, helicopter operations, and patrol craft. The vessel can also be utilized as a mobile staging base for special operations forces.



SIU Government Services Division members on the *USS Ponce* (pictured last year) recently were honored by the Military Sealift Command. (U.S. Navy photo by Mass Communication Specialist 3rd Class Scott Pittman)



The **Seafarers Log**

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



Volume 74, Number 11

November 2012

The SIU online: [www.seafarers.org](http://www.seafarers.org)

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

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Brian Ahern*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*.

Copyright © 2012 Seafarers International Union, AGLIWD. All Rights Reserved.





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



# SIU Welcomes New Jobs as Crowley Christens ATB

SIU members and officials took part in the celebration Sept. 27 in Tampa, Fla., as Crowley Maritime Corporation christened the 16,000-horsepower tugboat *Legend* and 330,000-barrel tank barge *750-2*. Together the vessels comprise the company's newest SIU-crewed articulated tug-barge (ATB) – one that will be used to transport petroleum products between the U.S. Gulf and East Coasts, including regular port calls in Tampa where the company currently discharges nearly 163 million gallons of product each month.

SIU Vice President Contracts George Tricker and Vice President Gulf Coast Dean Corgey attended the christening and met with the union crew.

"Crowley's continued investment in the U.S. Merchant Marine is a credit both to the company and to our membership," Tricker stated. "We were happy to join in the celebration and we appreciate the strong partnership we enjoy with Crowley."

Corgey pointed out that the *Legend* "means additional work in the Jones Act trade, which is good for U.S. national and economic security. This new tonnage is a classic win-win for everyone involved."

The *Legend/750-2* is the second of three petroleum tank vessels in its class

in terms of size, speed and capacity in the company's fleet, and together measures 674 feet in length. It carries a crew of 14.

"We are extremely pleased to add another 750-class ATB to the fleet," said Crowley Petroleum Services Senior Vice President and General Manager Rob Grune. "The *Legacy/750-1* has proven to perform amazingly well and meet our customers' needs. We are confident that, like the first of its kind, the *Legend/750-2* will also exceed industry standards for the safest possible transportation of petroleum and chemical products."

Grune's wife, Joan, acted as vessel sponsor and participated in the time-honored tradition of christening the *Legend*, assisted by the wife of Gregg Qualls of Marathon Petroleum Company, Christina, who christened the barge *750-2*. In addition to the SIU contingent, more than 100 guests, including customers, friends and employees from Crowley; the shipyards – VT Halter Marine, of Pascagoula, Miss., and Dakota Creek Industries, of Anacortes, Wash. – attended the event. A celebratory reception followed at the Florida Aquarium.

"It's great to be able to share another milestone with the people who were an integral part of designing and creating such an innovative vessel, which will continue to help us provide our customers with the best available technology, safety and cost effectiveness for years to come," said Grune. "We're looking forward to doing it again once the final 750-class vessel is completed and ready to work."

The last of the three ATBs in this class being built for the company, the *Liberty/750-3*, is under construction and, once completed, will operate in the Jones Act U.S. coastwise trade. Altogether, the 700-class ATBs will bring the company's total ATB fleet to 17, including four 155,000-barrel and ten 185,000-barrel ATBs.

The 750-class barges are 45,000 deadweight tons, 600 feet in length, 105-feet, six-inches in breadth and 54-feet, three-inches in depth. The fully loaded draft is 35 feet. Both barges, *750-1* and *750-2*, were built by VT Halter Marine Inc. in Pascagoula and the tugs *Legend* and *Legacy* were constructed by Dakota Creek Industries. The *Liberty/750-3* is scheduled for delivery during the first half of 2013.



Christina Qualls christens the barge in Tampa.

## ATBs at a Glance

Articulated tug-barges (ATBs) consist of a tank vessel (barge) and a large, powerful tug that is positioned in a notch in the stern of the barge, which enables the tug to propel and maneuver the barge. Unlike an ITB (integrated tug-barge), where the tug and barge are locked together in a rigid connection and become for practical purposes one unit, the ATB has an articulated or "hinged" connection system between the tug and barge. This allows movement in one axis, or plane, in the critical area of fore and aft pitch.



Advantages of ATBs include improved reliability and safety over towed barges, improved operating efficiency as compared to towed barges and tankers, and the fact that they can be delivered in less time than it takes to construct and deliver new conventional tankers.

---Source: Crowley Maritime Corporation



SIU Capt. William Lenfestey (center) is pictured with SIU VPs George Tricker (left) and Dean Corgey.



The *Legend* is a state-of-the-art ATB that means new jobs for SIU members.

## Navy Launches Second High-Speed Vessel: USNS Choctaw County

The U.S. Navy recently launched the second of 10 joint high-speed rapid transport vessels to be crewed by civil service and civilian contract mariners.

Launching from Mobile, Ala., in October, the newly christened *USNS Choctaw County* is the second of a 10-ship, \$1.6 billion program designed to provide joint high-speed vessels (JHSVs) for rapid transport of troops and military equipment. The *Choctaw County* signals new jobs for members of the SIU Government Services Division – it will operate from Little Creek, Va., and is expected to begin conducting missions for the Navy during the first quarter of 2014.

"The ship's performance will be matched by the unique qualities of her crew – 21 civil service mariners committed to freedom, democracy and compassion," said Deputy MSC Commander Rear Adm. Brian LaRoche while addressing more than 700 people during the ship's christening event. "*Choctaw County* will carry the Military Sealift Command funnel stripes and the strength of the U.S. military wherever America needs it."

All 10 MSC-owned JHSVs will be civilian-crewed. The first four – including the *Choctaw County* – will be manned by federally-employed civil service mariners, while the remaining six will be crewed by civilian mariners working for private companies under contract to MSC.

The JHSVs – 338-foot-long aluminum catamarans – are designed to be fast and maneuverable in both deep and shallow water, making them effective at transporting troops and materiel within a theater of operation. The vessels are part of the U.S. Defense Department's next generation of multi-use platforms and can be quickly adapted to whatever the mission calls for, according to MSC. That includes everything from carrying containerized portable hospitals for disaster relief to transporting tanks and troops.

Civilian Capt. Jose Delfaus, who serves as *Choctaw County*'s civil service master, said the ships fit perfectly with the new concept of forward-basing. The goal of forward-basing is to cut back on the number of overseas bases by equipping more forward-deployed ships with troops and gear.

"JHSVs can join up with these ships and help them essentially by being their delivery truck, delivering anything they need from troops and gear to provisions or cargo," he said.

JHSVs can transport 600 tons of troops, supplies and equipment 1,200 nautical miles at an average of 35 knots, according to the Navy. Their aviation flight decks can support day and night operations,

while each vessel also has sleeping accommodations for up to 146 and airline-style seating for up to 312.

"The JHSV bridge functions more like a 747 cockpit than a traditional ship's bridge," Delfaus said. "Everything you need to move the ship is available through an elaborate control panel. The navigation team also sits in the bridge, as does the engineering consul. It's a very unique set up – the rows of people make it look a bit like Star Trek."



The *USNS Choctaw County* is moved from Austal's assembly bay in Mobile, Ala. (Photo courtesy Austal USA)



# Union Election Voting Began Nov. 1

The voting process for officers of the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District/NMU is under way.

Eligible SIU members began casting their secret ballots at union halls Nov. 1. That process will go on until Dec. 31, as members may continue to vote at these locations or make their selections via absentee ballots in the mail.

Seafarers eligible to vote in this election – which will determine union officials for the 2013-2016 term – are full-book members in good standing. This eligibility criteria is outlined in the union's governing document, the SIU Constitution.

The ballot, a sample of which appeared on pages 7 and 8 of the October 2012 edition of the *Seafarers LOG*, lists the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election.

The credentials committee report, which was prepared Aug. 16, and submitted to the membership at the September monthly meetings, indicated 26 candidates had qualified to run for 25 positions. (The committee report also was published in the September 2012 *LOG*.) The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

## 20 Polling Places

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

Eligible Seafarers may pick up their ballots between 9 a.m. and noon, Monday through Saturday, except legal holidays, from Nov. 1 through Dec. 31.

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

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

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should direct

a request for the ballot to the union's secretary-treasurer at SIU headquarters: 5201 Auth Way, Camp Springs, MD 20746. The SIU Constitution lists all acceptable reasons for obtaining an absentee ballot.

## Balloting Process

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

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

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

## Absentee Ballots

### Available for Members

Voting for the election of officers for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU commenced Nov. 1.

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

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

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

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

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

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

- The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2012 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2012.

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

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

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

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

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

## NOTICE OF 2012 ELECTION FOR ELECTION OF 2013-2016 OFFICERS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA Atlantic, Gulf, Lakes & Inland Waters District/NMU

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 a.m. to noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2012 and shall continue through Dec. 31, 2012.

### Voting Locations

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

## Coast Guard Issues STCW Policy Letters

### Correspondence Provides Guidance for Mariners, Vessels That Must Comply

The U.S. Coast Guard on Oct. 15 posted three policy letters offering guidance to mariners and ships that must comply with the STCW Convention. Individual links to the full announcement and the individual letters are available on the agency's National Maritime Center website at: [www.uscg.mil/nmc/stcw/default.asp](http://www.uscg.mil/nmc/stcw/default.asp).

Both the SIU and its affiliated Paul Hall Center are working closely with the Coast Guard to help ensure a smooth transition to the 2010 amendments, particularly when it comes to course approval guidelines, some of which will be further clarified.

Each of the recently issued policy letters includes a disclaimer that reads in part, "This guidance is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to, nor does it, impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on

this topic. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations."

The eight-page letter titled "Hours of Rest Policy" notes that new minimum rest periods for "every person assigned duty as officer in charge of a navigational or engineering watch, or duty as a ratings forming part of a navigational or engineering watch, or designated safety, prevention of pollution, and security duties onboard any vessel that operates beyond the boundary line" consist of "a minimum of 10 hours ... in any 24-hour period, and 77 hours ... in any 7-day period," though there are exceptions.

The letter titled "Security Endorsements Policy" is seven pages, and it covers "issuance of endorsements and approval of training for Vessel Personnel with Designated Security Duties (VPDSD) and vessel personnel requiring security awareness training."

The 17-page letter titled "Endorsements and Training Approval Policy" points out that the most recent STCW amendments "establish new endorsements, and revise other existing endorsements. Consistent with these changes, upon publication of this policy letter, the Coast Guard will begin issuing endorsements for the following: Able Seafarer-Deck (AS-D), Able Seafarer-Engine (AS-E). These endorsements correspond to the domestic rating endorsements of Able Seaman and Qualified Member of the Engine Department (QMED).... The 2010 amendments to STCW also revise the requirements for endorsements for personnel serving on oil, chemical, and liquefied gas tank vessels. The Coast Guard will make changes to the verbiage of the STCW endorsements that are currently being issued, and expand the scope of mariners who may qualify for STCW endorsements for service on tank vessels."



# New York Port Council Honorees Salute America's Working Families

The AFL-CIO Maritime Trades Department's (MTD) Maritime Port Council of Greater New York/New Jersey and Vicinity honored three individuals who stood up for the contributions of working people in accepting awards during the council's annual dinner-dance Oct. 13.

The SIU is an MTD affiliate, and SIU President Michael Sacco also serves as MTD president.

International Union of Operating Engineers General President (and MTD board member) James Callahan, U.S. Rep. Michael Grimm (R-N.Y.) and David Foster, who as president and CEO of SIU-contracted American Steamship Company accepted that firm's award, noted the hard work of those who have come before as well as those who meet the daily struggles at their jobs.

Callahan served as president and business manager of IUOE Local 15 in New York City

prior to being elected to lead his international. He saluted the solidarity found within the labor movement.

"No matter what has to be done, we stand together," Callahan stated.

Upon receiving the council's Paul Hall Award of Merit, the 32-year IUOE member noted it was "quite an honor." He said he studied the life of the late MTD president and saw "he was looked down upon with bats. He worked and fought and took injuries for the working men of this country."

In introducing Callahan, MTD President Sacco said the IUOE president is "doing a great job not only with his union, but also as a member of the AFL-CIO Executive Council, where we both serve. He has worked his way up through the ranks, so he understands the challenges faced by the rank-and-file. And he is a true champion of America's working families."

Sacco also pointed out a recent *New York Times* article that stated Wall Street employs about 160,000 related to its business while the port of New York has close to 280,000 workers.

"Isn't it interesting that those overpriced bankers and money-changers begrudge and belittle honest working men and women who show up no matter what the weather's like and do their jobs for a family-sustaining wage," the MTD president declared to applause from the nearly 600 in attendance.

Port Council President Joseph Soresi (who also serves as SIU vice president Atlantic Coast) presented Congressman Grimm with the Government Man of the Year Award. Grimm wished his father, who had been a member of Roofers and Waterproofers Local 8, could have witnessed the occasion.

The freshman legislator and Persian Gulf War veteran said it was his father who taught him "the respect and belief that we will do whatever it takes to give our children more than what we had. I know what built this country," Grimm told the gathering. "It was the hard-working men and women who built this country. I will be with you the whole way. You are the beacon of hope, the beacon of life for the whole world. I share in your pride."

The council's Herb Brand Memorial Award was presented to American Steamship Company, the largest U.S.-flag company on the Great Lakes.

President and CEO Foster acknowledged, "It is the employees who keep us working; it is the customers who keep us in business. A company is only as good as its people, and we have great people."

Foster saluted the good working relationship the company has with its contracted unions – the SIU and the Seafarers-affiliated American Maritime Officers.

He ended his remarks with a statement that brought the crowd to its feet: "Long live the Jones Act!"

## Clinic Expansion Means More Convenience, Less Travel for SIU Members

The union and the Seafarers Health and Benefits Plan are moving ahead with strategies to expand the network of SHBP-contracted clinics. To that end, officials from the SIU and the SHBP were scheduled to meet in late October with representatives from the SIU-contracted companies comprising the American Maritime Association.

As reported at the October membership meetings, the extended network will greatly expand the number of clinics available to Seafarers. This will allow members to complete their physicals, functional capacity tests and other medical procedures closer to home. Seafarers also will be able to take follow-up exams that are re-evaluations rather than additional comprehensive physicals (a result of the standard contracts negotiated and ratified earlier this year).

Additionally, Seafarers will have the option of utilizing the members-only portal on the union's website (seafarers.org) to initiate clinic services.

The expanded network tentatively is scheduled to launch in the first quarter of 2013. Details will be reported in the *LOG*, on the website and at regular membership meetings.

Meanwhile, rank-and-file members and officials from the union and the SHBP are visiting some of the new medical facilities and completing some of the tests in order to help verify the quality of the clinics and the fairness of the procedures.

SIU Vice President Contracts George Tricker stated, "We are aggressively working towards putting the final touches on improved clinic services that, once enacted, will provide greater access for our membership and eliminate the need for pre-sign-on physicals."

Seafarers Plans Administrator Maggie Bowen pointed out that expanding the network "is designed to offer greater accessibility to participants. Also, like our current clinics, the new additions are very high-quality facilities."



Pictured from left are Port Council Executive Secretary-Treasurer Peter Busacca, Port Council President Joseph Soresi, IUOE General President James Callahan, MTD President Michael Sacco and MTD VP Scott Winter.

## Officials, Trustees Break Ground for New PHC Claims Building

Individuals who work in the SIU's claims department, all members of the Seafarers-affiliated United Industrial Workers (UIW), now are one step closer to accomplishing their mission on a daily basis in the comfort of a pristine, state-of-the-art facility.

A symbolic ground-breaking ceremony signaling the start of construction for the new claims department building at the Paul Hall Center for Maritime Training and Education (PHC) was held Sept. 12 at the Piney Point, Md.-based campus. The ceremony was attended by union officials, trustees, guests and rank-and-file members who earlier had attended the 2012 Quinquennial Convention of the Seafarers International Union of North America at the school.

Actual construction of the new structure, which has been in the planning stages for some two years, will commence in early 2013, according to PHC Vice President Don Nolan. Nolan said the new three-story 36,000 square-

foot structure—which will be situated on the same tract of land on which the current claims building sits—should be completed within the next year to 18 months. Once open, the new complex will house some 40 individuals who provide assistance and information regarding claims and health benefits to active SIU members, retirees and dependents, as well as to members of SIU-affiliated unions.

Office space in the facility also will be utilized by members of the SIU Medical Department, according to Nolan. Some 12,000 square feet of the new structure will be set aside for future expansion, he added. Eventually, this space will be chartered to tenant organizations that are affiliated with the union.

While the new facility will represent a welcomed and much-needed upgrade for many, it undeniably has nostalgic implications for others. One such individual is SIU Secretary-Treasurer David Heindel.

"The old claims building had and still has

a great deal of sentimental value to folks who went through Piney Point during the 60s, 70s and early 80s," said Heindel, who attended the school in 1973 and was a member of Class 137. "It was the mess hall during those days.

"That's where everyone gathered to socialize and of course have three squares a day," he continued. "It was sort of the place that everybody met.... Aside from the old theater and bowling alley, it was really the only thing

we had to look forward to. Everything else involved going to class and doing details such as picking up cigarette butts.

"So to see the old building go will be like losing a piece of history for some of the older trainees," Heindel concluded. "But we must step aside and allow progress to take place. I'm sure the tenants of the new facility will appreciate the new fresh surroundings and state of the art systems that will be available to assist our members' claims needs."



Union officials and trustees ceremonially break ground for the new claims building at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.



Students partake in a meal inside the old dining facility at the Paul Hall Center which currently is used as the claims building. The new building will sit on the same tract of land.



# Seafarers Sail With DOE for Science

## *Horizon Spirit Helping Scientists Better Understand Earth's Climate*

A Horizon Lines container ship will be collecting more than just cargo over the next year as it makes its trips between Los Angeles and Honolulu every two weeks.

Seafarers aboard the *Horizon Spirit* will work alongside advanced scientific equipment designed to collect atmospheric data that could help scientists better understand the Earth's climate and atmosphere. Horizon Lines – which is contracted with the SIU – allowed scientists from the U.S. Department of Energy (DOE) to install the equipment for a year-long mission.

Set to take place through September 2013, the study will collect data along the *Horizon Spirit's* Los Angeles-Hawaii route repeatedly in different seasons and weather conditions. Scientists are calling it the most elaborate climate study ever mounted on a commercial vessel.

"We are very grateful to Horizon Lines for giving us the opportunity to install our research equipment aboard the *Horizon Spirit*," said lead investigator Ernie Lewis, an atmospheric scientist at the DOE's Brookhaven Na-

tional Laboratory. "Collecting data on a wide range of atmospheric conditions over an entire year, including the transitions among cloud types along this particular route, will give us a large amount of data to help refine and validate models of Earth's climate."

Officials with Horizon Lines said they were happy to help. In fact, said Vice President of Operating Services Pete Strohla, the project was a win-win.

"Horizon Lines is happy to cooperate in the year-long ... project to improve climate modeling," he said. "Our hope is that better understanding of climate change will facilitate more accurate weather forecasting, which in turn will help our industry plan safer and more fuel-efficient vessel routes."

While low marine boundary layer clouds over the ocean have a large influence over the Earth's climate through their interaction with the ocean and atmosphere, scientists have been unable to effectively study that interaction before. That's where the *Horizon Spirit* comes in.

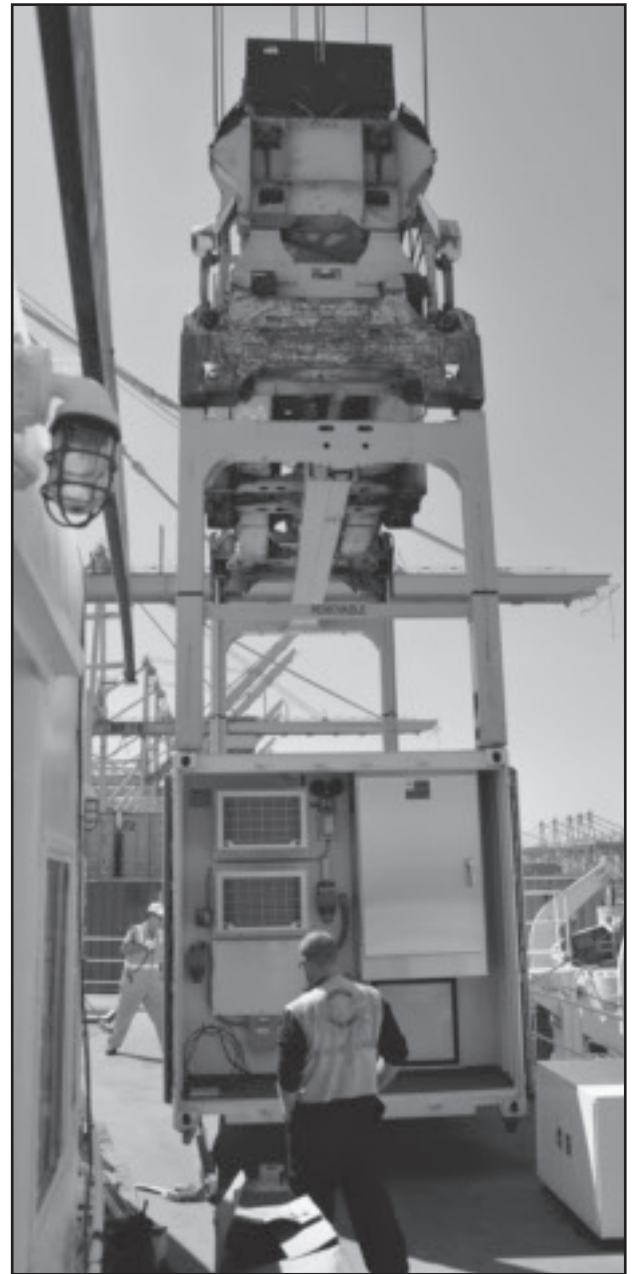
The ship's route along a marine environment with variable cloud cover gives scientists the ability to study those clouds thoroughly, "providing a great opportunity for extensive data collection," Lewis said. "These ship-based measurements can provide much more detailed information than can be determined from satellites, and these data will provide a valuable addition to other measurements that have been made in marine conditions, albeit for much shorter periods."

Scientists have spent the last nine months preparing the instruments and optimizing their performance for data collection. Many of the instruments are housed in three modified 20-foot SeaTainer cargo containers designed for mobile deployment. Other instruments include radars that are mounted to tables designed to maintain stable "vision" despite a rocking ship.

"We approached Horizon about working together on this project with the idea that our equipment could be installed on the ship with no disruption of their ordinary operations," Lewis said.

In the meantime, the scientists will be eagerly awaiting the results of the lengthy data collection period.

"In the end, these data will greatly enhance our understanding of clouds, aerosols, Earth's energy and water balance ... providing an unequalled dataset for evaluating and improving climate models, Lewis said.



Workers load scientific instruments into a modified 20-foot cargo container aboard the *Horizon Spirit*.



Brookhaven scientist Ernie Lewis stands near one of the mobile SeaTainer units now installed aboard the *Horizon Spirit*.

## ***With Seafarers on the West Coast***

SIU Executive Vice President Augie Tellez met with Seafarers on the West Coast in late September and early October, both aboard ship and ashore. During discussions with the crews, he emphasized the importance of backing pro-maritime candidates on Election Day, and also updated Seafarers on the latest industry news affecting their livelihoods. Tellez made stops in and around Tacoma, Wash., and Long Beach, Wilmington and Oakland, Calif. A few photos from those meetings are published here.



Aboard the *Alaskan Navigator* in Long Beach (from left): AB Manuel Enrico, AB Michael Ostrowski, Tellez, Recertified Bosun Greg Hamilton.



Seafarers from three different vessels pose with Exec. VP Augie Tellez aboard the *Cape Isabel* in Long Beach, Calif. From left are DEU Richard Pepper (*USNS Curtis*), Electrician Mark Campbell (*USNS Curtis*), DEU Jason Stutes (*Cape Inscription*), Tellez, Bosun Rick Barnhart (*Cape Inscription*), Steward/Baker Leola Johnson (*Cape Inscription*) and Bosun Ron Sagadraca (*Cape Isabel*).



Updating Seafarers aboard the *Horizon Spirit* in Long Beach, Calif., is SIU Exec. VP Augie Tellez (right).



Shore gang members in Oakland, Calif., welcome officials for an informal meeting and photo opp.



Members and officials gather for a photo aboard the *Keystone State* in Alameda, Calif. Some of the crew came over from the ROS ships *Gem State* and *Grand Canyon State*.



# Ocean Atlas Ordeal Shines Light on MDL

## Defense Fund Vitrally Important To SIU Members Since 1967

The importance of having a well-funded Maritime Defense League (MDL) was made abundantly clear this summer when Venezuelan authorities, including armed military personnel, boarded an SIU-contracted ship and detained the crew.

While the two-week ordeal eventually turned out to be caused by a customs misunderstanding, the SIU crew and the AMO officers of the *Ocean Atlas* were initially threatened with jail time in a Venezuelan prison. SIU officials knew they had to do something to prevent that from happening, so they turned to the MDL.

"With the *Ocean Atlas* we had a developing situation," said SIU Counsel Leslie Tarantola. "During an appropriate drug search, weapons were discovered that were being carried on the vessel for use when the vessel travels through areas where the threats of piracy attacks are very real. It turned out to be a misunderstanding, as the weapons were declared, but we needed to immediately retain legal consultants and that is when we were able to turn to the MDL. I am quite certain that without it (the MDL), it would have taken a lot longer to resolve this situation and the mariners would have been detained and separated from their families for a substantially longer duration."

Formed in 1967 after various laws and court decisions prevented the SIU from using dues revenue to directly help mariners who were facing job-related criminal legal problems, the MDL remains a vital tool for the SIU to help members who are in legal trouble. It is funded exclusively through donations and has repeatedly come to the aid of SIU members who find themselves entangled in often baseless legal attacks.

SIU Vice President Lakes and Inland Waters Tom Orzechowski, who regularly encourages members to contribute to the MDL, said situations like the *Ocean Atlas* show why donating is so important.

"There's no better place to spend that money than when our brothers and sisters are detained overseas and we need legal help," he said. "The next time it could be you."

As the *Ocean Atlas* story made headlines around the world, Tarantola said company officials were able to retain a local Venezuelan lawyer for the crew while, thanks to the MDL, the union retained the counsel of a former U.S. congressman who knew and worked closely with high-level Venezuelan officials. The crew arrived safely in Houston soon after.

"He was really able to expedite the process of getting the ship released," Tarantola said of the former congressman. "I can't say enough about how important his assistance was."

Members of the *Ocean Atlas* crew were certainly happy



The recent saga of the *Ocean Atlas* underscored the MDL's importance.

with the results. Without the MDL, it's widely agreed that the process would have taken much longer than it did. Instead of potentially facing extended delays in Venezuela, the crew celebrated its homecoming in Houston.

"I'm very grateful to everybody that pulled us through and got it worked out," Recertified Bosun **David Hetrick** told a reporter for the *Seafarers LOG* aboard the *Ocean Atlas* following its arrival in Houston. "It could have been terrible for all 15 of us."

Prior to the MDL, mariners were often left to fend for themselves when facing criminal legal challenges. In a 1967 speech proposing the creation of the MDL, former SIU Vice President Robert A. Matthews said many mariners went bankrupt trying to pay for their own legal defense. Whether they were falsely arrested for striking for decent wages or detained due to a misunderstanding – like the *Ocean Atlas* crew – Matthews said mariners needed to know they weren't one set of handcuffs away from the poor house.

"The law says the union can't provide assistance, legal help or otherwise, unless the man is acquitted and released – even if the union believes it can help prove the man's innocence," Matthews said. "It's too late then most of the time

anyway because a union member has probably used up all his savings, if he has any – he's hocked his house, car and everything else to pay for his defense – and after he beats the charge he's back to where he started except for being broke and having a bad name."

Matthews went on to cite instance after instance of mariners being falsely imprisoned and intimidated by the police simply because of certain beefs or picket issues – situations that could very easily happen today.

And that's where the MDL comes in.

"It is a most worthy cause and ... it deserves the support of every SIU member and every union member in this industry," Matthews said. "It is the only way to provide the help that is needed at the time it is needed."

Thanks to the MDL, help was provided at precisely the right time for the Seafarers aboard the *Ocean Atlas* this summer.

"It should be comforting to our brothers and sisters that we have this fund available to provide a safety net when and where it is needed," said SIU Secretary-Treasurer David Heindel. "The *Ocean Atlas* is just the latest example of MDL's importance. And even though its original intent was to assist members on picket lines and such, the world is a much different place today. Seafarers are governed by many different laws and regulations today, both domestically and internationally. The MDL is a vital tool that allows the SIU to protect our members' livelihoods without having to be concerned with spending their savings or going into debt."

When it comes to the difference between a member potentially going bankrupt or having his or her brothers and sisters donate a modest amount to the MDL, Orzechowski added, the decision should be obvious.

"What the heck is \$100 a year to put into that? Guys will put a hundred bucks a week into cigarettes and beer," he said. "The MDL is a safety net. It's cheap insurance for when these types of situations happen."

Orzechowski said the MDL is also about more than just getting mariners out of legal entanglements.

"It's also important for their families to understand there is a fund there so they're not wondering, 'How do I get my husband, wife, son or daughter home,'" he said. "[The SIU] is a pretty close-knit group of people and this is important."

While times have changed in the 45 years since the MDL's founding, the legal threats facing mariners worldwide are still very real. As the case of the *Ocean Atlas* showed, the cause Matthews rallied for in 1967 is just as important in 2012.

"SIU men have been subjected to harassment, jailings and legal problems... Seamen everywhere have always been fair game for this kind of thing, whether because of a strike or job action, and for any other kind of job beef," Matthews said. "It's happened before, it's happening now and it will happen again."

## Black Eagle Lands in California

In late September, Patrolman Nick Marrone II serviced the SIU-crewed *Black Eagle* in Concord, Calif. The Sealift Inc.-operated ship had just returned from delivering cargo in two African ports and was readying for a voyage to Japan.



AB Romero Jomoc (right) welcomes Patrolman Nick Marrone II aboard after signing him in at the gangway.



Longtime Seafarer Vernon Huelett (right, with Patrolman Marrone) is sailing as a mate aboard the *Black Eagle*. He credits the SIU for giving him opportunities to advance.



Chief Cook Jonda Tanner (right) shows Chief Cook Jasper Jackson around the galley before signing off.



Chief Steward Brian Cushing (left), SA David Dingman



# Bosun Praises Union-Affiliated School

## Gender No Obstacle in Seafarer's Career Ascension

Bosun Michele Laycock is anything but a crusader. She just happens to have found her niche in an industry – and a shipboard department –



Earlier this year, Laycock accepted a safety award on behalf of fellow mariners from the USNS Effective.

that's more commonly occupied by men. But Laycock says there's much to like about life as a merchant mariner, especially when one enjoys both the protections of a union contract and the opportunities available through the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC). Scheduled to complete the PHC's third mate course in late December, Laycock says she'd recommend a seafaring career to anyone who might be interested – regardless of age or gender.

"There are so many different ships that do so many different things, there is definitely one for anybody that wants to sail," points out Laycock, a Kentucky resident who's in her early thirties. "When I first entered the industry, somebody told me don't pay attention to what anybody in the hall says about a ship, because you don't know why they're saying it. Any time you go out, just take the job and see for yourself. I thought that was very good advice and I think that's the best thing you can do. Go out with an open mind and try it. This might be the perfect fit for you."

For Laycock, sailing wasn't a childhood dream.

"Honestly, I fell into this job," she recalls. After high school, she completed some college coursework and then started working on dinner boats. In the year 2000, she joined the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) in Indiana. Three years later, assisted by current SIU Baltimore Port Agent Elizabeth Brown, Laycock joined the SIU and signed on aboard the USNS Bowditch as a member of the deck gang.

"My chief mate was a hawsepiper and he was always encouraging me to upgrade," Laycock remembers. "Everybody on that ship was helpful; it was a wonderful experience. It was a good starting point, but I haven't really ever had a bad ship."

She has stuck with the career for many reasons, not the least of which is the PHC. "This school is fantastic. It really is," says Laycock, who has upgraded at the Piney Point, Md., facility more than a half-dozen times. "People can say all they want about union dues, but I have more than taken advantage of mine just in the classes that I've taken here – three times over, probably, in what I would have paid elsewhere. I have gotten my money's worth, and people definitely should take advantage of what this place offers. They're changing with the times, too. I may not always love being here but they do a good thing at this school."

She adds, "It is beautiful here. But what I really like – and I've taken classes in other places – is the instructors.... You don't feel like you're learning from somebody who only read the material out of a book. They're fantastic."

As for the job itself, Laycock says she appreciates "meeting people from all walks of life," the physical nature of deck-department work, and the vacation time. It's also important that as a bosun, "I have an opportunity to initiate change. My opinion matters and the higher-ups listen to me."

She also values being covered by a union contract.

"You don't have to argue for your wages," points out Laycock, who normally ships from the St. Louis hall. "Traditionally, for various reasons, when women are bidding for their own wages, they get lower pay than men. I don't have to worry about that."

Speaking of tradition, while there are no official barriers between women and the deck department, it's still an arena mostly occupied by men. Nevertheless, Laycock says she rarely experiences signs of resistance or discomfort from the male Seafarers she supervises. Those who haven't met her usually take an initially cautious approach, but overall she has seen almost no irregular treat-



Bosun Michele Laycock says the SIU-affiliated school in Piney Point has helped her advance, largely thanks to top-notch instructors.

ment other than one isolated (and very tame) experience.

"You have to accept that people grew up in different eras and areas," she notes.

Laycock isn't certain about her long-range plans, but she wants to make at least one more trip as a bosun, and she is interested in earning an associate's degree through the PHC. Already, though, she has accumulated many good memories, including five-plus years sailing as a bosun and helping her most recent ship – the Maersk-operated USNS Effective – earn the prestigious Jones F. Devlin award for (in this case) going 10 years without a lost-time accident.

Laycock believes she has grown as a bosun, including having learned to be more assertive.

"Unless you're born into that leadership position, there's a transition and there's a lot to learn," she acknowledges. "But 99 percent of it is how you deal with people."

## AB Recalls Crossing Equator

*Editor's note: The SIU-crewed Ocean Atlas currently is known by most Seafarers for its recent detention in Venezuela – a tense saga with a happy ending. Before the confinement, though, AB Russell Macomber wrote the following story covering a traditional event from the previous voyage. At least somewhat ironically, the original headline was "Fun Times Aboard M/V Ocean Atlas." No Shellbacks or pollywogs were harmed during the ceremony. Nor was anyone else, for that matter.*

The Crowley-operated and Inter-marine-owned heavy lift vessel M/V Ocean Atlas was en route from Savannah, Ga., to Rio de Janeiro, Brazil, when it was discovered that four pollywogs were amongst the crew. As the route would bring the vessel into the southern hemisphere, the rest of the crew – all of them Shellbacks – were aghast to find out that their brethren had never sailed across the equator. Preparations for an initiation ceremony began immediately.

The chief mate played the role of King Neptune and issued a royal summons demanding that the pollywogs appear in his presence to pay the price for invading his kingdom. The SIU crew, playing the part of King Neptune's court, gathered up the offensive crew members and assembled them on the main deck. The king issued individual punishments for each of the four and the chastisement began.

Once he was satisfied that they had paid the penalty for their misdeeds, all four sailors were assembled before the king and doused in seawater. Having been washed clean by the water that represents his kingdom, King Neptune declared all four worthy of being his subjects and each of the sailors was awarded

Shellback status.

Everyone on the ship had fun and was grateful for a break in the routine of what was to turn out to be a long voyage. After a port call in Rio de Janeiro, Brazil, the vessel headed across the Atlantic to Ghana, Africa, then back across the pond to Brazil once again where it stopped in both Rio Grande and Santos. The Ocean Atlas finally headed home to Houston only to be delayed by Tropical

Storm Ernesto. However, the crew persevered and made it safely to their home port.

Once in Houston, Captain Scott A. Lund awarded certificates to the following members of the crew as proof of their new Shellback status: AMO member 3rd Mate Timothy J. Ramstetter and SIU members Electrician Jack Croft, GUDE Samir Tarsha and ACU Rashaad Mangram.



Pictured left to right are GUDE Samir Tarsha, Third Mate Timothy Ramstetter, Captain Scott A. Lund, QMED/Electrician Jack Croft and ACU Rashaad Mangram.



### Men's Domain? Don't Tell Mate's Class

The third mate's class at the union-affiliated Paul Hall Center that's scheduled to end in late December includes four women: SIU members Nicole Geideman (above right), Samantha Murphy-Ortiz (above left), Stacy Murphy (below) and Michele Laycock (featured elsewhere on this page). Seafarers LOG readers may recall that sisters Stacy and Samantha were featured in the March 2010 edition. At that time, they said they planned to continue working their ways up through the ranks, and that's exactly what they're doing.





# Retired Lakes VP Byron Kelley Dies at 79

Byron Kelley, retired longtime vice president of the SIU's Great Lakes and Inland Waters District, passed away Oct. 4 in Allen Park, Mich. He was 79 and had been in poor health.

A Michigan native, Kelley made his living in the maritime industry for more than 50 years, and he remained active in the labor movement even after officially retiring from the SIU in 2000.

"I always enjoyed working with Byron," said SIU Vice President Gulf

Coast Dean Corgey. "He was an old-school trade unionist and he always fought hard for the members. He was a good guy and a solid SIU guy. We're going to miss him."

Tom Orzechowski, who succeeded Kelley as the union's vice president Great Lakes and Inland Waters, said, "Byron was a stalwart for workers' rights. He was well-known throughout the labor community in Detroit and Wayne County. He will certainly be remembered."

SIU Manpower Director Bart Rogers worked with Kelley in Alton, Ill., and elsewhere. He remembered Kelley as "always professional and knowledgeable. He was a hard worker who ran the Lakes when a lot of things were changing up there, and he stood fast to his union beliefs."

The son of a tugboat captain, Kelley began sailing in 1951. He served four years in the U.S. Coast Guard (1953-57) before returning to the merchant marine, where he earned licenses as a tugboat captain and pilot.

He came ashore to work for the union in 1973 and held positions including representative, safety director, and assistant vice president. He became a vice president in 1990 and remained in that post until his retirement.

Reflecting on his career, Kelley in the year 2000 stated, "It sounds cornball, but what I enjoyed the most was seeing the comfort of the working guy improve to the point where they make a damn good living. When I started sailing, if you got a 2-cents-an-hour raise, that was something. Today, it has evolved and become a job to be proud of. Here on the Lakes, the money and the benefits through the SIU are such that the members don't want to give them up. So, my ability to help through the negotiating process is probably my greatest source of pride."

During his sailing days, Kelley worked



Byron F. Kelley  
1933-2012



Kelley (left) chats with a member in 1978 at the old SIU hall in Detroit.

for Great Lakes Towing, Dunbar and Sullivan Dredging, and others.

When he retired, more than 200 well-wishers turned out for a combination birthday party-retirement gathering in Allen Park. Attendees included numerous officials from the SIU and other labor organizations, U.S. House of Representatives Minority Whip David Bonior, and U.S. Rep. John Dingell.



Cape Kennedy and Cape Knox



Overseas Houston

## New Orleans-Area Seafarers Vote 'Aye' for New Contracts

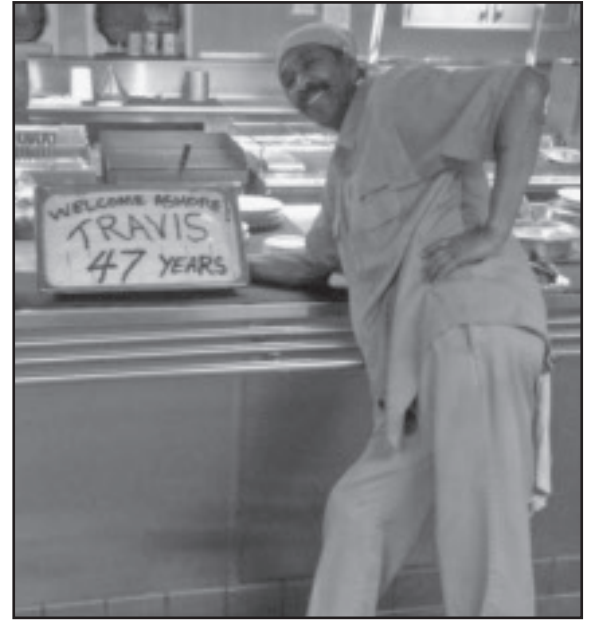
These photos were taken earlier this year in and around New Orleans as SIU members voted on the new standard freightship and tanker agreements and (separately) a new pact covering Seafarers employed by Crowley. The contracts featured wage increases and either maintained or boosted benefits, and they passed by overwhelming majorities. SIU New Orleans Safety Director James Brown is in two of the photos (*Overseas Houston* and one of the Crowley pictures), wearing a hat and glasses.



The photo at left and those directly above show some of the Seafarers who voted on the Crowley contract. The photo at right shows one of the ATBs aboard which they work.







**MEETING ABOARD EVERGREEN STATE** – Seafarers are pictured in early July following their monthly union meeting aboard Crowley’s *Evergreen State*. Above at left is Recertified Bosun Greg Jenkins. In the group photo are (seated, from left) AB Emmanuel Wilson, Oiler Abdul Ghaleb, Chief Steward Tyrell Thabit, (standing) AB Ernesto Lomboy, AB Nestor Rapusas, Pumpman Montree Nakwicheh, AB John McElhaney, Oiler Jacob Diefenbach, ACU Demetrio Faulve and SA Adriana Chavero.

**JUST DESSERTS** – Recertified Steward Travis Jefferson shows off his retirement cake on board the *Horizon Anchorage* returning from Alaska. Recertified Steward Scott Opsahl (who submitted the photo) pointed out that Jefferson’s first ship, Alaska Steamship Company’s *SS Tatalina*, also sailed to Alaska some 47 years ago.

## At Sea and Ashore With the SIU



**WITH SEAFARERS IN TACOMA** – Pictured on the dock next to the *Midnight Sun* are OMU Alexis Frederick (left), SIU Port Agent Joe Vincenzo (center) and AB Gamal Mufahi.



**SHIPBOARD REUNION** – When Second Mate (and SIU hawsepiper) Jeff Yegge (left) and then-UA Ross Halsted sailed together aboard Pasha Hawaii’s car carrier *Jean Anne*, it marked a reunion of sorts. Twenty years earlier, they sailed as bellhops aboard the cruise ship *SS Independence*. Halsted is now an FOWT.



**A-BOOK IN OAKLAND** – AB Kenneth Johnson (left) received his A-seniority book at the union hall in Oakland, Calif., in mid-September. Congratulating him is Patrolman Nick Marrone II. Johnson’s most recent ships included the *Horizon Pacific* and Keystone’s *USNS Stephen W. Pless*.



**CONGRATS ON RETIREMENT** – Longtime Oakland, Calif., shore gang member Reynaldo Dimacale (center) receives his first pension check after 32-plus years of membership. Congratulating him at the Oakland hall are Safety Director Kathy Chester (left) and Administrative Assistant Dianna Marrone.



**SAFETY AWARDS ON GREEN POINT** – Vessel master Capt. John E. Belcourt (right in each photo) recently commended the work of Seafarers aboard the *MV Green Point*, operated by Central Gulf Lines. In particular, he pointed out that AB Jackson Gourgue (photo at right, above), AB Gregory “Dollar Bill” Saguran (photo directly above) and AB John Sanchez (remaining photo) received safety awards in the Gulf of Aden “for outstanding safety, especially in these high-risk waters. All three are outstanding sailors who are very much appreciated.”





# SHBP Scholarship Program Offers \$132,000 in Grants

## Union Officials Encourage Eligible Seafarers, Dependents to Apply

Contemplating attending college and finding ways to pay for it may be stressful under any circumstance, but that's particularly so in light of today's skyrocketing tuition costs, state budget cuts, volatile economy and growing numbers of applicants.

In-state tuition costs at four-year public colleges increased by 15 percent from 2008-09 to 2010-11, according to college affordability data released in June by the U.S. Department of Education. Further, the data revealed, tuition at community colleges increased by 16.6 percent and by 9.7 percent at four-year non-profit colleges. Hikes of 8.1, 13.5 and 12.6 percent were posted by four-year for-profit, two-year non-profit and two-year for-profit colleges, respectively, during the same period.

If those numbers seem daunting, the good news for Seafarers and their dependents looking to further their educations is that financial help is available through the Seafarers Health and Benefits Plan (SHBP), which each year offers scholarships to qualified applicants. Designed to ease the financial challenges associated with college and vocational studies, the 2013 SHBP Scholarship Program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents.

One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to send for the 2013 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears on this page and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2013.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2013. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Don't let the rapidly increasing costs of higher education prevent you from realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has made for other Seafarers and dependents. In the last nine years alone, the SHBP has awarded more than \$1 million in scholarships to 68 college-bound individuals – 18 Seafarers and 50 dependents. A list of these awards (by year) follows:

**2012** – A trio of Seafarers and five dependents shared scholarship awards totaling \$132,000. Claiming the grants for active Seafarers were AB **Daniel Giles**, AB **Curtrina Duck**, and QMED **Jesse Tornabene**. Claiming the dependents' awards were: Kathryn Flanagan, daughter of Recertified Bosun **Thomas Flanagan**; Julio Marcone, son of Steward/Baker **Julio Marcone**; Patricia Madrio, daughter of ABG **Roy Madrio**; Abigail Tesfaye, daughter of QEE **Tesfaye Gebregzaibher**, and Heidi Garner, daughter of Capt. **Edward Garner**.

**2011** – Three active Seafarers and five dependents shared grants totaling \$132,000. Seafarers designated to receive these awards were: AB **Cleveland Foy**, AB **Timothy Squire Jr.**, and AB **Judith Merwin**. Dependents claiming scholarships included: Randi Isenhardt, daughter of Inland Captain **Randy Isenhardt**; Nermin Abdelwahab, daughter of AB **Mohamed Abadelwahab**; Hailey Grubbs, daughter of Recertified Bosun **Robert Grubbs**; Allison Matias, daughter of Chief Cook **Efren Matias**; and Gabrielle Camacho, daughter of AB **Noel Camacho**.

**2010** – \$146,000 in scholarships was awarded under the SHBP's 2010 scholarship program. Recipients included Recertified Bosun **Lon Oliver**; Robert Firme, son of Steward **Roberto A. Firme**; Alisha Wood, daughter of AB **Wilbert E. Wood**; Margot O'Meara, daughter of retired Inland Master **James O'Meara**; Eizie Giray, daughter of deep sea Bosun **Rufino J. Giray**; Jacob Miller, son of retired Chief Engineer **Marlin Miller**; Sime Masnov, son of Chief Engineer **Marijan Masnov**; and Molly Johnson, daughter of the late Bosun **Michael Johnson**.

**2009** – Two Seafarers and six dependents were awarded \$132,000 in scholarships. Claiming these grants were: Recertified Steward **Brandon Maeda**; QMED **Robert Oliveto**; Jeffrey Monteiro, son of Deep Sea Engineer **Francis Monteiro**; Bethany Horner, daughter of inland Captain **Arthur Horner**; Matthew Taylor, son of inland Captain **Rodger Taylor**; Jillian Cairo, daughter of retired Deep Sea Chief Engineer **Gary Jarvis**; Giselle Bodden, daughter of inland AB-Tankerman **Albert Bodden**; and Alyssa Rothschild, daughter of inland Chief Mate **Robert Rothschild**.

**2008** – Scholarships totaling \$140,000 were awarded to AB **Peter R. Hokenson**; Brittany Redding, daughter of Chief Steward **Dennis Redding**; Christopher Wozunk, son of FOWT **John Wozunk**; Benjamin Wilmoth, son of QE **Wendel Wilmoth**; Albert Balatico, son of AB **Albert Balatico**; Xiao Xiao Li, daughter of SA **Meli Seegers**; and Sidney Kirk, daughter of AB **Robert Kirk**.

**2007** – \$120,000 in endowments were awarded to Sarah Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Alice Cooper, daughter of tugboat Captain **James Cooper III**;



Nicole LaPointe, daughter of AB **Robert LaPointe**; Justine Lopez, daughter of Oiler **Oswaldo Lopez**; Marian O'Neill, daughter of QMED **Guillermo O'Neill Jr.**; and Jenna Stillman, daughter of AB **Jerry Stillman**.

**2006** – Gifts totaling \$132,000 were bestowed upon Seafarers **Rahul Bagehi**, **Ken Stathos**, **Karen Domerego**, and **Brian McLarnon**. Dependents selected were: Renee Dunham-Jones, wife of Recertified Steward **Raymond Jones**; Ryan Kirby, son of deep sea member **Michael Kirby**; Suci Madjidji, daughter of QMED **Sjamsidar Madjidji**; Shaval Stewart, daughter of AB **Mark Stewart**; and Kayla Watson, daughter of AB/Tankerman **Randy Watson**.

**2005** – Three Seafarers and five dependents received \$132,000 in funding. Seafarers selected were Chief Cook **Kristen Swain**, **Brandon Maeda** and **Jeanette Montgomery**. Dependents receiving scholarships were Adam Burton, son of **Ross Burton**; Ashleigh Coppola, daughter of **Patrick L. Coppola**; Stefan Nikolic, son of **Desire Z. Nikolic**; Anthony Sabatini, son of **Anthony J. Sabatini**; and Ronald Viernes, son of **Leopold A. Viernes**.

**2004** – Six individuals—one active Seafarer and five dependents—shared \$106,000 in scholarship awards. **Mark A. Dyer** claimed the Seafarers scholarship. He was joined by dependents Mary A. Hornby, daughter of **James L. Hornby**; Eleanor R. Preston, daughter of **Chester W. Preston**; Aaron J. Gibson, son of **James O. Gibson**; Rafika J. Shibly, daughter of **Mohammed Shibly**; and Glenys Castro, daughter of **Salome M. Castro**.

*Please send me the 2013 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.*

Name.....  
 Street Address.....  
 City, State, Zip Code.....  
 Telephone Number ( ).....

This application is for:  Self  Dependent  
 Mail this completed form to:  
 Scholarship Program  
 Seafarers Health and Benefits Plan  
 5201 Auth Way  
 Camp Springs, MD 20746

## Prospective College Students May Now Submit Applications For Union Plus Scholarships

Applications are being accepted for the 2013 Union Plus Scholarship Program, which provides \$150,000 in scholarships to union members, their spouses and dependents. SIU members, retirees and their dependents are eligible to apply because of the union's participation in Union Plus, which is part of the AFL-CIO.

This year's application is entirely online—which will allow students to complete their applications over a period of time and save their responses. To apply, interested individuals should visit [UnionPlus.org/Education](http://UnionPlus.org/Education).

The application deadline is January 31, 2013.

### Eligibility Requirements

In addition to demonstrating academic ability, all applicants are required to submit essays of no more than 500 words describing their career goals, detailing their relationship with the union movement and explaining why they are deserving of a union scholarship.

In addition, individuals applying must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Graduate school students are also eligible for Union Plus Scholarships. There is no requirement to have participated in any Union Plus program in order to apply.

Union Plus since 1991 has distributed more than \$3.2 million in scholarships to working families. In addition to the Union Plus Scholarships, the following benefits are

available to help union families afford higher education:

■ **Scholarships** to help union members and leaders finish their degrees with an affordable, flexible and convenient online program at the National Labor College.

■ **Discounts** of 15 to 60 percent on college and graduate school test preparation courses from The Princeton Review. Includes classroom, online and private tutoring for the SAT, ACT, GMAT, LSAT, GRE and MCAT, as well as college affordability and admissions online courses. Interested individuals may visit [UnionPlus.org/CollegePrep](http://UnionPlus.org/CollegePrep) or call 1-888-243-7737 for more information.

Applications and eligibility requirements for these two benefits are available at [UnionPlus.org/Education](http://UnionPlus.org/Education). Other Union Plus programs include mortgages, insurance protection and money-saving offers on flowers, car rentals and AT&T wireless service. Union members and their families may visit [UnionPlus.org](http://UnionPlus.org) for more information.



# The Forgotten Sailors Of World War II



More than 1,200 SIU members lost their lives in World War II due to attacks like this one.

*Editor's note: Beginning in September 2010, the LOG regularly has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. The earlier stories were run as two series, with the more recent one concluding in the September 2012 edition.*

*Brother Woods recently submitted the following article along with the photo of some of his medals.*

Recently, my grandchildren asked me about my World War II experiences. Their renewed interest in WWII is probably due to the success of the recent Hollywood movies covering the D-Day Invasion and other important military engagements. They, like many others, expressed surprise when I told them 16-year-old American boys served in World War II. They were more amazed to learn the United States government actively recruited 16-year-old boys for training and

service in the U.S. Merchant Marine. I know this to be a fact, because I was one of them.

I was a typical teenager of the early 1940s and, like most of my peers, I was a patriotic and a dedicated loyal American. It was the way I was raised. I believed the United States could do no wrong and I was ready to fight to prove it. I had heard of the atrocities committed by the Germans and Japanese in the countries they conquered. The movies and the media constantly reminded everyone that we could expect the same cruel treatment if we lost the war. We were told, "Each and every one of you is expected to do his or her share in our fight to preserve democracy." I believed it and I wanted to do something about it!

Displaying one's patriotism was the accepted norm of the day. In the theaters, before the movies started, the American flag would be displayed on the screen and everybody was expected to stand and sing our National Anthem. If anyone failed to rise during the singing, someone in the audience would threaten the nonconformist with grave bodily harm. There would be shouts, "What are you, a spy?" When I first heard this, I thought a spy must be very dumb to go to a local movie house and attract attention by not standing during the singing of our National Anthem.

It was a problem for a boy who looked to be 18 years of age and not in uniform. He would be called a slacker. It did not take much to have a stranger say, "How come you're not in the service. Are you a draft dodger?"

It seemed that no one was exempt from being challenged about his patriotism. On the subway on my way to school, I recall seeing men with Asian features wearing badges that read, "I'm a loyal Chinese American." They wanted everyone to know they weren't Japanese.

One day, while I was still attending school, I took a subway ride down to Times Square with two neighborhood friends, Vinny McCarvill and Eddie O'Brien. The area was not considered a suitable place for young boys to visit and I had been cautioned against going there. Among other adult attractions, there had been burlesque houses along 42nd Street until Mayor Fiorello La Guardia forced the operators to move their theatres across the river to Union City, N.J. When I heard of these adult activities and other various sights to be found at the "Crossroads of the World," it made the area very inviting to a coming-of-age teenager and I decided to see Times Square for myself.

During World War II, the Times Square district was filled with servicemen on leave looking for amusement. There were numerous military policemen patrolling the area to ensure the servicemen obeyed all the rules of good conduct. It was a busy

and crowded intersection. There were also Italian prisoners of war on leave from their internment camp mingling with the crowd and flirting with the local girls. It annoyed me to see the American girls chatting with the POWs. The U.S. government considered the Italian prisoners harmless and gave them passes to go on liberty. They were only required to wear an arm patch identifying their status.

On the day of our visit, a very young sailor in a U.S. Navy uniform decided to challenge us and asked why we weren't in uniform. He was obviously drunk and older than us. We didn't know how to handle the situation. We weren't afraid of him but we realized how bad we would look fighting with a sailor in Times Square. Fortunately, two shore-patrol sailors came over and asked what was happening. The drunken sailor knew enough to keep quiet and I, wanting to be patriotic, told the SPs he was asking us for directions, and that ended the encounter.

My two older brothers had been drafted in to the Marine Corps and my family had not heard from them in months. The only news we had were reports of U.S. Marines and U.S. Soldiers engaging in heavy fighting and suffering casualties on unknown islands in remote parts of the Pacific Ocean. On hearing this news I, more than ever, desperately wanted to become part of our fighting force.

First, I tried to enlist in the Navy. The minimum age for enlistment, however, was 17. Someone in my neighborhood told me 16-year-olds could go to the Navy recruitment office, take the physical examination, and complete the necessary paperwork. They then would be called back on their seventeenth birthday to take the oath of enlistment and be immediately sent to a Navy boot training camp.

It sounded very promising. I went downtown to the Navy recruitment office in lower Manhattan with my friends Vinny and Eddie, who were also 16 years old. While there, I was told I had a spine problem, diagnosed as scoliosis, and I would never pass the Navy physical examination. I felt devastated. I didn't know I had a medical problem, and it had never bothered me. However, the recruiters told me there was some good news. The Maritime

Service was accepting 16-year-olds for training for sea duty in the U.S. Merchant Marine, and my scoliosis problem would not prevent me from enlisting with them. I'll never know if I was told the complete truth. It seemed like Maritime Day at the Navy recruiting office. There were maritime recruiting personnel on the premises to answer our questions and it seemed like every kid was being told by both the Navy and the maritime personnel we would be doing the most for our country and ourselves if we joined the Maritime Service. They said German U-boats had sunk so many of our merchant ships there was now a dire need for war supplies to be delivered overseas. "New ships are being built all the time and young men are needed to sail them." We hurried over to the nearby maritime office and applied. As predicted, we passed the physical examination and were accepted for training.

It was May 1944, I was in my second year of high school, and I quit before the term ended. I made a promise to myself that I would be back after the war to finish my education. I liked school and had always done well with my studies. My mother cried when I told her I was leaving school and going to sea. She cried again when she reluctantly signed the permission paper that allowed me to enlist.

Within a few days, I was on my way by subway to the Sheepshead Bay Maritime Training Station in Brooklyn, N.Y. There were about another hundred 16-year-old boys with me. We were escorted by a grouchy old petty officer who let us know at once who was in charge. As expected, nobody challenged him and we were all practicing our, "Yes, sirs" before we arrived at the base.

During the next few days, we were divided into companies called sections and assigned to barracks. I was given another physical and received inoculations for just about every imaginable disease. I was also issued uniforms and bedding. Every piece of the government clothing issued to me had to have my name stenciled on it, including my socks.

My training started immediately. I was told to learn to "box the compass" or face serious consequences. I quickly learned to recite the points of the compass starting from any given point.

A "night watch" or "fire watch" list was posted each evening. If my name was listed, I had to stand a two-hour watch that night. I always hoped I would be assigned to an 8-10 PM or a 4-6 AM. If I was given the 12-2 AM or the 2-4 AM it meant my sleep would be interrupted and I would lose about three hours of sleep. The previous watch would wake me about a half-hour before my scheduled tour and later it would take another half-hour to be debriefed by the duty officer. I would be dead tired when reveille sounded the next morning. Everybody hated it!

A drill instructor took charge of our section and we began to practice drilling as soon as we arrived at the base. The marching and drilling never stopped until the day I graduated. As my section made progress in formation drilling, we were taught some complicated maneuvers; moves like "to the four winds march," and we began to enjoy the exercises. Every section wanted to be the best when we marched in review on the parade grounds before the officers' reviewing stand on Saturday mornings.

There was a lot of emphasis on lifeboat training. I was given a lifeboat training time card that was punched for each hour I spent with my crew rowing a lifeboat on Jamaica Bay. It eventually added up to 44 hours of actually being in a boat and rowing in the water. On occasions, our coxswain would challenge other boats to a race. The fun and excitement of wanting to win gave me energy I didn't know I possessed.

The time I spent in the water was in addition to the time I spent on the pier learning how to raise and lower a boat on its davits. Each step of the operation was done manually – strenuous for a skinny kid, but a lot of fun and I learned some very useful knot tying. I was told if I ever had to abandon ship, the first few minutes would be the most critical. Without question, learning how to launch a lifeboat and to get it away from a sinking ship would be crucial to my survival. It wasn't easy, but I enjoyed every moment of it.

Like myself, many of the other kids were products of the Great Depression and were underweight and we looked it. However, three solid meals each day and the training and discipline soon got us in good physical condition. I was issued a Lifeboat Man Certificate when I graduated and I still value it today among my wartime mementos. There was an obstacle course on the base and my drill instructor had the boys in my section run through it every few days. He timed us, and we were expected to show an improvement in our skill and speed each time. I found the rope-climbing to be the most strenuous and challenging. I couldn't do it at first, but after much practice and exercise, I learned the technique.

I had to attend classes to familiarize myself with the types of guns I could expect to find aboard ship. I was taught the basic operations of the big 5-inch 38-caliber and the smaller 3-inch 50. There was also an assortment of anti-aircraft (AA) machine guns. I took a liking to the 20mm AA and later, when I finally got out to sea, it was my first weapon of choice when the Naval gunnery officer needed volunteers from the merchant crew.

Next to the gun mounts was a gas mask training area. Here I was taught the correct way to don and wear a gas mask. After a very brief training period, I was led into a small building filled with gas and told to remove my mask. I did as I was ordered and immediately began to cough and shed tears. It was a most uncomfortable experience and, as I left the building, I prayed that I would never be involved in a gas attack. I realized, of course, from news reports that the Germans and the Japanese were capable of using cruel and inhuman weapons and I had to be prepared to defend myself. I was one teenager who would be prepared for whatever the enemy would try to do to me.

D-Day, the Allied invasion of Normandy, took place while I was in training and it made me all the more eager to get out to sea and hopefully to sink a few U-boats and shoot down some enemy aircraft. I passed every aptitude test I was given and I qualified to go to any of the advanced training schools. The base personnel (ship's company) then gave me some bad advice. They said there was a desperate need for messmen and stewards aboard the ships and if I wanted to get to sea without any further delay, I should take advantage of this opportunity. They added that after I made a short trip or two, I could switch over to the engine department – my first choice.

On graduation day, I was sent to a staging area in a midtown Manhattan hotel at 30 West 44th Street, New York City. It had been renamed The United States Maritime Service Graduate Station. Within a few days, I was assigned to a brand new oil tanker, the *SS Horseshoe*. The ship was operated by War Emergency Tankers Inc. (WET INK), a subsidiary of Standard Oil, for the United States government under the supervision and orders of the United States Navy.

I made my way over to the big oil refinery in Carteret, N.J., to board her and reported to the chief steward. He posted me to the crew's mess hall where I quickly learned I was at the bottom of the pecking order of the ship's crew. I was pleased that I had my close friend Vinny McCarvill with me to commiserate. The two of us were given similar assignments and we immediately vowed to switch to the engine or the deck department at the first opportunity.

The excitement of being in a wartime convoy on the North Atlantic Ocean en route to England took away my disappointment of being assigned to lowly mess hall duties. I thought of Humphrey Bogart in the movie *Action in the North Atlantic* and wanted to be just like him. Fortunately, both the armed guard crew and the merchant crew all seemed to be great fellows. Many of the merchant crew let me know they had started out in the mess hall too.

The night before we sailed, the armed guard officer (AGO), a Navy ensign, held a muster in the crew's mess hall. He came to the point at once, and said, "I have X-number of guns aboard this ship to maintain and use against the enemy, however, I am far short of the trained manpower to do the job efficiently without the assistance of you, the merchant crew. I need volunteers and I need them now." He explained that the *Articles of War* offered some protection to his Navy gunners if they were taken captive,

but legally we, the merchant crew, did not have the same protection.

He continued, "If you men are ever taken captive by the enemy and they had any thought you had used arms against them, you would be subject to immediate execution." He added, "For this reason, you have to volunteer; no one can order you to handle or fire any guns." He told us to remember that at all times we were subject to the *Articles of War* and the United States Navy Rules and Regulations. He emphasized, "All of you are under the command of the United States Navy." I was surprised to hear that he thought he had to remind us of this obligation. From the day I enlisted, I believed I was under the orders of the United States Navy and the United States Coast Guard. In fact, many of the base personnel, at the Sheepshead Bay Training Station were United States Navy enlisted men. They told me that my training was identical, without exception, to the training at the United States Navy basic training camps.

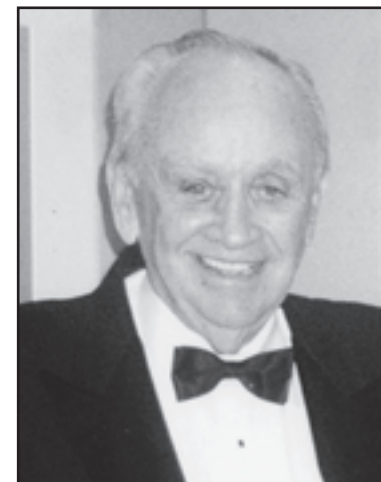
It's possible I wasn't the first one to raise his hand to offer my services but I tried to be, as I dismissed the thoughts of being shot at dawn or walking the gangplank of an enemy raider. I could hardly believe my good fortune – an opportunity to shoot at the enemy. The AGO assigned me to the big 5-inch 38 as the hot shell catcher. It wasn't exactly what I wanted but at least I would be a part of any action taken against the Nazis.

On the return trip from Liverpool, England, I was reassigned to a 20 mm anti-aircraft machine gun. The lone Navy gunner assigned to the gun was from New York and we became close friends. The gunnery officer told the gunner to teach me all he could about the gun, its maintenance and its operation. I loved it. I eventually learned to take the gun apart and put it back together. I was also taken to the ammunition locker (ammo room) and taught how to fill a magazine with the shells in the correct firing order and to put the magazine under the proper tension ready to mount on our gun. At gunnery practice we took turns firing the weapon. The hardest job on the gun was changing the barrel when it became overly heated. It was hot and heavy. However, many times since, I have wished I was a teenager again and able to relive the excitement of answering the call to battle stations as I asked myself, "Was this a practice drill or the real thing?"

I eventually made two crossings of the Atlantic Ocean and four crossings of the Pacific before the end of hostilities on August 15, 1945. While I was in the Pacific, the Navy made the Panama Canal Zone my ship's home port. I didn't visit the mainland United States for well over a year.

I was in the invasion and retaking of Manila and was awarded the Philippine Liberation Medal. I was awarded the Combat Ribbon for action with the enemy and the Atlantic and Pacific War Zone ribbons. A German mine blew a hole in my ship as we were departing Bremerhaven, Germany, before the official end of the war. I spent many sleepless nights at battle stations listening to destroyer escorts chasing U-boats or unidentified aircraft. I remember passing through an uncharted mine field off an island in the South Pacific. A lookout had reported sighting a mine off our port bow and within a few seconds, four more mines were reported. At first, the lead gunners mate was ordered to try to blow them out of the water using a rifle. It didn't work and one of the 20 mm anti-aircraft machine guns was put to use. A destroyer came into sight and took over the job of destroying the

*Continued on Page 20*



The author is pictured in 2006.



This photo from 1944 was taken at the maritime training facility in Sheepshead Bay, N.Y. Ed Woods is pictured in the third row, second from right. Vinny McCarvill, mentioned in the story, is third from right in the same row.



# Union Plus Scholarships

Online application now available!

**Robert Firme**  
*has witnessed ecological degradation in his home state of Hawaii, which has motivated him to become a conservationist and environmental activist.*

Now  
Apply  
Online!



**Robert Firme**

of Ewa Beach, HI, whose father, Roberto Firme, has been an SIU member since 1986, is a 2010 \$4,000 scholarship award winner.

Over 2,100 students in union families have received money for college through the Union Plus Scholarship.

**The new application is now available entirely online!** You can complete the application in stages and save your answers before you submit.

**Who can apply:**

Current and retired participating union members, their spouses and their children.

**What kind of school is eligible:**

The scholarship is open to students who attend or plan to attend a U.S. college, university, community college, or a technical/trade school. Students attending undergraduate or graduate schools are eligible.

**Scholarship amounts:**

Recipients will receive \$500 to \$4,000.

**Deadline to apply:**

Thursday, January 31, 2013

**Scholarship recipients announced:**

Friday, May 31, 2013

**Details and online application available at:**

**UnionPlus.org/Scholarships**

To receive mobile text alerts about education-related deadlines and information, text STUDENT to 22555.



**UnionPlus.org/Scholarships**



# TWICs Issued in 2007 Now Beginning to Expire

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

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

Additionally, as previously reported, the Transportation Security Administration is offering certain TWIC holders the option of replacing their expiring TWICs with a three-year Extended Expiration Date (EED) TWIC. That credential costs \$60 and may be obtained via a single trip to an enrollment center.

Detailed information about the three-year credential was published in recent issues of the *LOG* (including page 4 of the August edition) and is available at [www.seafarers.org](http://www.seafarers.org) in a June 15 post in the "News" section. Information is available directly from the TSA at 1-866-347-8942, Monday through Friday, 8 a.m. to 10 p.m. Eastern, and at [www.tsa.gov/twic](http://www.tsa.gov/twic).

When the agency announced the EED TWIC, the policy bulletin read in part: "Effective August 30, 2012, TWIC holders who are U.S. citizens or U.S. nationals, and whose TWICs will expire on or before December 31, 2014, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires.

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

## Personal

### To Anyone Who Sailed With Samuel Tolcha

Shar Mans would like to hear from anyone who sailed with late NMU member Samuel Tolcha. Brother Tolcha passed away in 2004, at age 85. Shar Mans may be reached via email at [sharm@att.net](mailto:sharm@att.net)

## December & January 2013 Membership Meetings

Piney Point.....	Monday: December 3, January 7
Algonac.....	Friday: December 7, January 11
Baltimore.....	Thursday: December 6, January 10
Guam.....	Thursday: December 22, January 24
Honolulu.....	Friday: December 14, January 18
Houston.....	Monday: December 10, January 14
Jacksonville.....	Thursday: December 6, January 10
Joliet.....	Thursday: December 13, January 17
Mobile.....	Wednesday: December 12, January 16
New Orleans.....	Tuesday: December 11, January 15
New York.....	Tuesday: December 4, January 8
Norfolk.....	Thursday: December 6, January 10
Oakland.....	Thursday: December 13, January 17
Philadelphia.....	Wednesday: December 5, January 9
Port Everglades.....	Thursday: December 13, January 17
San Juan.....	Thursday: December 6, January 10
St. Louis.....	Friday: December 14, January 18
Tacoma.....	Friday: December 21, January 25
Wilmington.....	Monday: December 17, *Tuesday: January 22

\* *Wilmington change created by Matrin Luther King Jr. birthday holiday.*

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

## Dispatchers' Report for Deep Sea

September 16, 2012 - October 15, 2012

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	5	10	1	8	9	1	1	14	14	2
Anchorage	1	3	0	0	3	0	0	3	1	1
Baltimore	6	5	2	1	0	0	1	13	6	3
Fort Lauderdale	13	9	2	16	6	0	5	22	25	5
Guam	1	5	2	0	1	0	0	6	11	2
Honolulu	15	4	1	9	8	0	3	19	4	2
Houston	61	11	3	26	10	1	16	99	23	6
Jacksonville	30	22	1	21	9	0	10	58	51	2
Joliet	5	7	2	3	3	1	1	6	10	4
Mobile	9	3	3	3	2	1	0	15	5	4
New Orleans	8	4	1	8	3	0	0	23	6	2
New York	51	18	1	34	13	0	16	82	33	4
Norfolk	14	14	3	9	14	4	2	34	40	16
Oakland	19	9	3	12	2	1	3	44	13	3
Philadelphia	1	4	0	4	3	0	0	7	8	3
Piney Point	3	4	0	1	2	0	0	4	6	0
Puerto Rico	10	2	1	9	5	0	5	12	8	4
Tacoma	44	18	3	25	12	2	16	65	27	6
St. Louis	3	1	1	1	0	1	0	5	1	2
Wilmington	23	22	4	20	11	1	7	64	42	8
<b>TOTALS</b>	<b>322</b>	<b>175</b>	<b>34</b>	<b>210</b>	<b>116</b>	<b>13</b>	<b>86</b>	<b>595</b>	<b>334</b>	<b>79</b>
<b>Engine Department</b>										
Algonac	2	3	3	2	2	2	0	5	5	1
Anchorage	0	1	0	0	0	0	0	0	3	0
Baltimore	2	5	2	1	3	2	1	7	9	3
Fort Lauderdale	5	3	0	3	3	0	2	18	8	0
Guam	2	0	0	2	0	0	0	1	0	0
Honolulu	3	5	1	3	3	1	0	14	6	0
Houston	19	10	2	14	9	0	8	31	22	4
Jacksonville	17	23	2	19	7	1	8	42	39	4
Joliet	3	0	0	2	0	1	0	3	3	1
Mobile	4	3	0	1	0	0	0	7	4	1
New Orleans	6	3	0	1	1	0	0	9	5	0
New York	16	10	4	14	6	0	3	29	21	4
Norfolk	6	10	1	4	4	1	3	19	23	4
Oakland	9	3	2	4	2	0	1	26	8	5
Philadelphia	3	2	0	1	0	0	1	6	3	1
Piney Point	1	4	0	1	1	0	0	1	4	0
Puerto Rico	2	2	0	0	2	0	1	3	13	1
Tacoma	16	8	1	7	4	1	3	30	15	3
St. Louis	0	1	2	0	1	0	0	2	2	2
Wilmington	16	15	1	7	7	0	5	23	40	10
<b>TOTALS</b>	<b>132</b>	<b>111</b>	<b>21</b>	<b>86</b>	<b>55</b>	<b>9</b>	<b>36</b>	<b>276</b>	<b>233</b>	<b>44</b>
<b>Steward Department</b>										
Algonac	1	5	3	2	0	1	1	4	6	4
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	2	0	2	3	0	1	6	2	0
Fort Lauderdale	5	5	0	8	2	1	5	14	6	0
Guam	1	0	1	1	1	0	0	2	1	1
Honolulu	9	3	0	7	1	0	2	18	6	0
Houston	26	2	1	8	4	1	3	37	11	2
Jacksonville	15	6	1	10	4	0	6	29	13	1
Joliet	1	2	0	1	1	1	1	1	4	0
Mobile	6	4	1	3	1	0	0	7	3	2
New Orleans	8	1	2	2	1	1	1	13	3	3
New York	14	6	0	15	1	0	6	33	9	0
Norfolk	8	12	1	10	10	2	6	14	23	1
Oakland	15	2	3	9	1	0	2	27	6	7
Philadelphia	2	1	1	1	0	0	1	4	2	1
Piney Point	0	0	0	1	0	0	0	2	0	0
Puerto Rico	4	0	0	4	0	0	1	3	0	0
Tacoma	13	4	0	8	4	0	6	31	6	0
St. Louis	1	2	0	1	0	0	0	1	2	0
Wilmington	27	2	1	10	1	0	4	55	6	1
<b>TOTALS</b>	<b>159</b>	<b>59</b>	<b>15</b>	<b>103</b>	<b>35</b>	<b>7</b>	<b>46</b>	<b>301</b>	<b>109</b>	<b>23</b>
<b>Entry Department</b>										
Algonac	1	17	19	3	9	7	1	3	19	28
Anchorage	0	2	0	0	1	0	0	0	1	0
Baltimore	0	2	3	0	1	3	0	1	3	8
Fort Lauderdale	0	7	1	0	5	0	0	0	12	4
Guam	0	1	0	0	0	0	0	0	2	0
Honolulu	2	1	7	2	3	5	0	5	4	11
Houston	5	18	3	1	4	1	1	4	24	12
Jacksonville	2	20	13	2	6	2	1	4	37	21
Joliet	1	0	0	1	0	0	0	0	0	2
Mobile	0	1	0	0	3	0	0	1	6	2
New Orleans	0	4	3	1	1	0	0	0	6	6
New York	4	28	11	2	11	5	1	11	57	23
Norfolk	1	13	17	1	7	5	0	1	34	45
Oakland	2	13	5	1	3	1	2	4	19	15
Philadelphia	0	0	1	0	1	0	0	0	1	2
Piney Point	0	3	3	0	1	1	0	0	9	3
Puerto Rico	2	1	0	0	1	0	0	3	0	0
Tacoma	2	10	3	2	4	2	4	2	15	4
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	3	20	9	6	13	4	3	13	52	32
<b>TOTALS</b>	<b>25</b>	<b>161</b>	<b>98</b>	<b>22</b>	<b>74</b>	<b>36</b>	<b>13</b>	<b>52</b>	<b>302</b>	<b>218</b>
<b>GRAND TOTAL:</b>	<b>638</b>	<b>506</b>	<b>168</b>	<b>421</b>	<b>280</b>	<b>65</b>	<b>181</b>	<b>1,224</b>	<b>978</b>	<b>364</b>



## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

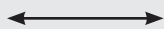
**Tom Orzechowski,**  
Vice President Lakes and Inland Waters

**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 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

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

**Question: What do you typically do for the holidays, and/or what are your plans for the upcoming holiday season?**

**James Copeland**  
AB

I'm always at sea so I'm never home for the holidays. You have a nice holiday meal, but it's still a normal 12-hour day. You wouldn't know it's a holiday unless someone puts up deco-



rations. Sometimes I don't go home until the spring, so that's when I open my gifts.

**Nicole Geideman**  
AB

I'm usually at sea. It's a good time to be on a ship – most people want to be with their families and you get holiday pay. The ship usually does a good job putting out a huge spread during Thanksgiving and Christmas. When you go into a port it's usually a party anyway.



**Daniel Bradberry**  
AB

When you're at sea you're always wish-

ing you were at home. On the ship we generally do a big meal. At home, I really just enjoy being with my family.



**Grant Gutter**  
Engineer

To me, it's just another day. You're at work. We do have a turkey. When I'm at home I usually do Christmas either early or late depending on



when it falls that year.

**Casey Pearson**  
SA

I'm going to spend time with my family, and that's pretty much it. I'll be seeing my niece for the first time – she's over a year old. I'll also see my grandparents and my brother, who's also a Seafarer.



**Debbie Hutchins**  
SA

I'm planning to spend it here at Piney Point until December 22, then home. I have spent holidays at sea and it's not bad. I enjoy the camaraderie more than the food,



but the food is good, too. Right now I'm taking chief cook (at the school). I'll be flying home to Skowhegan, Maine.

**Michele Laycock**  
Bosun

Spend as much time as I can with family. I haven't seen much of them this year. I'm a heck of an aunt – it's the best job in the world. Give 'em candy and give 'em back!



## Pic-From-The-Past



This photo was published in the December 28, 1951 edition of the LOG. The accompanying text read in part, "Seafarers who fall ill aboard ship have the assurance of expert long-distance medical diagnosis through the facilities of the International Radio-Medical Center in Rome. The center has been functioning for 17 years. It was founded by Professor Guido Guida (right), a retired Italian naval doctor, who runs the whole works including the radio station, which he owns, at his own expense. There are 40 physicians on the center's staff... The center diagnoses illnesses aboard ship and transmits instructions on how to care for the case via an established radio wave band known to all ships."

*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](mailto: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

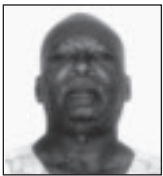
### SHERMAN ANDERSON

Brother Sherman Anderson, 66, signed on with the Seafarers in 1980. He originally sailed aboard the *Oceanic Independence*. Brother Anderson shipped in the steward department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Anderson's most recent trip was on the *Cape Intrepid*. He lives in Federal Way, Wash.



### HORACIO ARNOLD

Brother Horacio Arnold, 65, joined the Seafarers in 1966 while in New York. He initially sailed aboard the *John Tyler*. Brother Arnold was born in the Virgin Islands and sailed in the engine department. His most recent ship was the *Ponce*. He is a resident of Vega Baja, P.R.



### REHUEL ASCANO

Brother Rehuel Ascano, 65, began sailing with the union in 1988. He started in the inland division as a member of the steward department but spent most of his career sailing deep sea. Brother Ascano's first trip was with Moran Towing of Texas. He upgraded on two occasions at the Piney Point school. Brother Ascano's most recent ship was the *Diamond State*. He calls Anthony, N.M., home.



### GERALD CASSIE

Brother Gerald Cassie, 65, donned the SIU colors in 1998 while in the port of Wilmington, Calif. The deck department member's first trip was on the *USNS Bowditch*; his most recent was aboard the *Innovator*. Brother Cassie makes his home in Spokane, Wash.



### MIRIAM CHACON

Sister Miriam Chacon, 67, joined the union in 1995. She was initially employed with Delta Queen Steamboat Company. Sister Chacon worked in the steward department. She attended classes frequently at the maritime training center in Piney Point, Md. Sister Chacon most recently shipped aboard the *USNS Bob Hope*. She resides in Kenner, La.



### JOSEPH LEEKS

Brother Joseph Leeks, 67, became an SIU member in 1998. He primarily sailed on vessels operated by Maersk Line, Limited which included the *USNS Sisler* and *Franklin J. Phillips*. Brother Leeks was born in New Orleans and sailed in the deck department. In 2001 and 2003, he enhanced his skills at the Paul Hall Center. Brother Leeks settled in Pahrump, Nev.



### GINCEZAR RELOJO

Brother Gincezar Relajo, 67, was born in the Philippines. He began sailing with the SIU in 1987.



Brother Relajo first worked on the *USNS Dutton*. He upgraded on two occasions at the Seafarers-affiliated school in Piney Point, Md. Brother Relajo sailed as a member of both the deck and steward departments. His most recent voyage was aboard the *Charger*. Brother Relajo is a resident of Morgan Hill, Calif.

### JOSE VAZQUEZ GOMEZ

Brother Jose Vazquez Gomez, 59, started sailing with the union in 1974. The engine department member was born in Bronx, N.Y. Brother Vazquez Gomez's earliest trip was on a Sea Tankers vessel. He often took advantage of educational opportunities at the Piney Point school. Brother Vazquez Gomez's most recent ship was the *Horizon Discovery*. He lives in Palm Coast, Fla.



### JOHN ZIMMERMAN

Brother John Zimmerman, 65, signed on with the Seafarers in 1978, initially sailing aboard the *Mohawk*. The deck department member enhanced his skills in 2001 at the union-affiliated school in Piney Point, Md. Brother Zimmerman's most recent trip to sea was on the *Trader*. He calls Honolulu home.



## INLAND

### DALE MCKELVIE

Brother Dale McKelvie, 60, donned the SIU colors in 1980 while in Jacksonville, Fla. He originally shipped with Z Tug Management Corporation as a member of the deck department. Brother McKelvie upgraded



in 2001 at the Paul Hall Center. Prior to his retirement, he worked aboard the *Manhattan Island*. Brother McKelvie resides in Temple Terrace, Fla.

### HERMAN MONINGKA

Brother Herman Moningka, 62, became a union member in 1994 while in Wilmington, Calif. A native of Indonesia, Brother Moningka enhanced his seafaring abilities at the maritime training center in Piney Point. The deck department member first sailed on the *Spirit*. Brother Moningka last shipped with Crowley Towing & Transportation of Wilmington. He makes his home in Montclair, Calif.



## GREAT LAKES

### DAVID CAMERON

Brother David Cameron, 65, began sailing with the union in 1968. He was born in Michigan and worked in the engine department. Brother Cameron's first ship was the *Ameri-*



*can Sea Ocean*; his most recent was the *American Republic*. He upgraded on numerous occasions at the Piney Point school. Brother Cameron settled in Holiday, Fla.

### RICHARD PIPER

Brother Richard Piper, 58, is a Michigan native who joined the SIU in 1978, initially working with Inland Lakes Management. Brother Piper was a member of the engine department. His most recent trip was on the *Sam Laud*. Brother Piper calls Alpena, Mich., home.



## NATIONAL MARITIME UNION

### GEORGE DORSEY

Brother George Dorsey, 65, started his NMU career in 1969. He was born in Maryland and shipped in the deck department. Brother Dorsey most recently sailed aboard the *Admiral William Callaghan*. He is a resident of Baltimore.



### RONALD PAGE

Brother Ronald Page, 64, started his SIU career in 2001 as the NMU was merging into the Seafarers. The deck department member primarily worked with Marine Personnel & Provisioning aboard the *St. Louis Express*. In 2001, Brother Page attended classes at the Piney Point school. He continues to reside in his native state, Georgia.

### DARRYL POWELL

Brother Darryl Powell, 65, became an NMU member in 1971. The Maryland native last sailed on the *American Pioneer*. Brother Powell lives in Baltimore.



### WAYNE RODERICK

Brother Wayne Roderick, 55, was born in Massachusetts. He joined the NMU in 1979. Brother Roderick's most recent vessel was the *Keystone Rhode Island*. He resides in New Bedford, Mass.



## This Month In SIU History

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

### 1950

An order giving sweeping control of the nation's seamen, waterfronts and ships to the Coast Guard was issued last week by President Harry S. Truman, under authority embodied in the new security law enacted by Congress last month. The law allows the president to take such action if in his opinion the security of the United States is endangered by subversive activity. Under the new order, the Coast Guard now has the power to search and control the movement of all U.S. ships and is also empowered to deny employment to seamen and officers who have not taken out the new "validated papers." Under this provision, the Coast Guard Commandant is authorized to deny the new papers to persons known to be subversives. He is also allowed to deny papers in cases where he "is satisfied that the character and habits of life of such persons are such as to authorize the belief that the presence of the individual on board would be inimical to the security of the United States."

### 1965

Former Seafarer Donn Pearce, whose first novel, "Cool Hand Luke," recently received critical acclaim from the *New York Times Book Review*, is now on his way to Hollywood to begin work as a scriptwriter. Just a few days after the publication of "Cool Hand Luke," executive movie producer Gordon Carroll was scanning an edition of the *Publisher's Weekly*, saw Pearce's book mentioned and read it. The company plans a production in the near future. "Cool Hand Luke" is the story of a real man, who was the leader among his fellow prisoners. Luke has youth, vitality, a love for hard work, energy, skill and a talent for the banjo — everything the average person would need to become a success in the conventional sense. But he chooses to buck society and social laws and this conviction is the

crux of the novel. Author Pearce joined the SIU in 1955. First shipping out deckside as an OS and then as a member of the steward's department, he later switched over to AB.

### 1970

With the stroke of the presidential pen, the Merchant Marine Act of 1970 became the law of the land. The act, incorporating many of the provisions backed by the Seafarers International Union, had passed both Houses of Congress by substantial majorities before it was sent to President Richard M. Nixon for signature. In particular, the bill will benefit SIU men by means of a provision to construct 300 new ships for the foreign trade in the next 10 years. The new ships will mean more jobs for Seafarers in the years ahead. In addition, the provisions on construction subsidies will include ships of the bulk carrier fleet, which were excluded under the 1936 Merchant Act, which narrowed assistance down to 14 shipping lines. Under the 1970 bill, all shippers in the foreign trade will be eligible for subsidy.

### 1982

An agreement signed by the U.S. Departments of Energy and Transportation earlier this month will put American seamen back to work by rectifying long-term abuses in the Special Petroleum Reserve (SPR) program. After much prodding from the SIU, Transportation Secretary Drew Lewis and outgoing Energy Secretary James Edwards agreed the Energy Department would abide by the terms of the Cargo Preference Act of 1954. This law requires that at least 50 percent of all government-generated cargo be carried on American-flag vessels. The Energy Department has consistently failed to meet those standards when filling the SPR. As a result of this and the general slump in the economy, as many as 28 SIU-contracted tankers now sit idle for lack of cargo. It is expected that a number of these ships will come out of layup to carry SPR oil.



# Final Departures



## DEEP SEA

### MACARIO CAAMPUED

Pensioner Macario Caampued, 90, passed away May 15. Brother Caampued was born in Manila, Philippines. He started sailing with the SIU in 1957 in the port of New York. Brother Caampued initially shipped on the *Steel Direct*. He worked in the steward department. Brother Caampued's last voyage was aboard the *Mariner*. He began collecting his retirement compensation in 1984. Brother Caampued lived in the Philippines, in Pangasinan.



### DEVAUGHN HARRISON

Pensioner Devaugh Harrison, 83, passed away June 1. Brother Harrison first donned the SIU colors in 1947. His earliest trip was on the *City of Alma*. Brother Harrison was born in Alabama. The deck department member most recently worked aboard the *Dodge Island*. Brother Harrison went on pension in 1982. He was a resident of Saraland, Ala.



### VICTOR HERNANDEZ

Pensioner Victor Hernandez, 89, died June 8. Brother Hernandez joined the union in 1970 while in New Orleans. He was first employed on the *Steel Maker*. Brother Hernandez was born in Central America and sailed as a deck department member. Prior to his retirement in 1988, he worked on the *Ambassador*. Brother Hernandez resided in Honduras.



### MIGUEL HIDALGO

Pensioner Miguel Hidalgo, 78, passed away May 27. Brother Hidalgo was born in California. He began his seafaring career in 1978 while in the port of San Francisco. He originally shipped aboard the *Santa Maria* and primarily sailed in the steward department. Brother Hidalgo's final ship was the *Cape Girardeau*. He retired in 2002 and called San Francisco home.

### CHESTER IANNOLI

Pensioner Chester Iannoli, 92, died June 16. Brother Iannoli became a Seafarer in 1947 while in New York. His first vessel was the *Choc-taw*; his last, the *Calmar*. Brother Iannoli, who sailed in the deck department, was born in Woonsocket, R.I. He started receiving his pension in 1975 and con-



tinued to make his home in Rhode Island.

### THOMAS KREIS

Pensioner Thomas Kreis, 70, passed away May 3. Brother Kreis joined the SIU in 1969 in Mobile, Ala. His earliest voyage was aboard the *Windjammer Polly*. Brother Kreis was a steward department member. His final trip was on the *Liberty Sea*. Brother Kreis became a pensioner in 2004. He was born in Alabama but settled in Sarasota, Fla.

### FREDERICK MAYER

Pensioner Frederick Mayer, 79, died April 16. Brother Mayer started sailing with the union in 1960. His first trip to sea was aboard the *Sampan Knot*. Brother Mayer sailed in the deck department. He last worked on the *China Sea*. Brother Mayer went on pension in 2004. He was a resident of Seattle.

### JOSEPH MILLER

Pensioner Joseph Miller, 77, passed away June 13. Brother Miller was a New York native. He first donned the SIU colors in 1961. Brother Miller originally sailed aboard the *Fairland*. The steward department member last shipped on the *OMI Courier*. Brother Miller retired in 1998 and lived in Jacksonville, Fla.

### BOBBY RIDDICK

Pensioner Bobby Riddick, 66, died May 15. Brother Riddick was born in Virginia. He began sailing with the union in 1968 while in the port of New York. Brother Riddick worked in the deck department of both the deep sea and inland divisions. His earliest trip was on the *Producer*. Brother Riddick's final ship was the *Manhattan Island*. He started collecting his pension in 2002. Brother Riddick called Norfolk, Va., home.



### WILFRED SCALES

Brother Wilfred Scales, 54, passed away Feb. 26. He joined the SIU ranks in 1986. Brother Scales was born in Wailuku, Hawaii. The steward department member's first trip to sea was aboard the *USNS Assurance*. Brother Scales last shipped on the *Manoa*. He continued to make his home in Hawaii.

### JACK SINGLETARY

Pensioner Jack Singletary, 74, died June 8. Brother Singletary became a Seafarer in 1967. He initially shipped aboard the *Burbank Victory*. Brother Singletary was born in Klamath, Ore. He sailed in the engine department. Brother Singletary's final ship was the *Cape Trinity*. He went on pension in 1999. Brother Singletary was a resident of Bacliff, Texas.



## FRANK TIMMONS

Pensioner Frank Timmons, 84, passed away June 24. Born in Brooklyn, N.Y., Brother Timmons first donned the SIU colors in 1953. He was a member of the deck department. Brother Timmons sailed aboard vessels operated by CSX Lines including the *Afoundria* and *Freedom*. In 1991, he began receiving his retirement compensation. Brother Timmons settled in Des Moines, Wash.



## INLAND

### JOHN FRANKLIN

Pensioner John Franklin, 86, died May 28. Brother Franklin was a Florida native. He joined the SIU in 1976. Brother Franklin primarily shipped with Allied Transportation Company. The steward department member became a pensioner in 1993. Brother Franklin lived in Norfolk, Va.



### STANLEY GUIDRY

Pensioner Stanley Guidry, 87, passed away May 16. Brother Guidry was born in Louisiana. He retired in 1987 and called Breaux Bridge, La., home.

### EDWARD KOKOSZKA

Pensioner Edward Kokoszka, 86, died June 18. Brother Kokoszka became a union member in 1956 while in Baltimore. He sailed with Moran Towing of Maryland for the duration of his career. Brother Kokoszka went on pension in 1987. He continued to reside in his native state, Maryland.

### DAVID LEDEAUX

Brother David Ledeaux, 68, passed away June 8. He started sailing with the SIU in 2004. Brother Ledeaux was born in Jefferson, Texas. He mainly worked aboard vessels operated by G&H Towing. Brother Ledeaux was a resident of Galveston, Texas.

### JOCELYN LEE

Pensioner Jocelyn Lee, 89, died April 17. Brother Lee was a native of New York. He joined the union in 1943. Brother Lee was last employed with G&H Towing as a member of the engine department. He started collecting his pension in 1987 and made his home in Houston.

### JOSEPH MUSCATO

Pensioner Joseph Muscato, 91, passed away April 29. Brother Muscato began his seafaring career in 1977. He sailed in both the inland and deep sea divisions. Brother Muscato's first ship was

the *Montpelier Victory*. Before his retirement in 1988, he worked with Crowley Towing & Transportation of Jacksonville. Brother Muscato was born in New York but called Jacksonville, Fla., home.

### SALVATORE NOTARILE

Pensioner Salvatore Notarile, 83, died May 28. Brother Notarile first donned the SIU colors in 1983. He was employed with New York Cross Harbor Railroad. The deck department member was born in Brooklyn, N.Y. Brother Notarile went on pension in 1990. He lived in Middletown Township, N.J.

### JOHN PIRES

Pensioner John Pires, 86, passed away May 10. Brother Pires was born in Brava, Cape Verde Island. The steward department member retired in 1968. Brother Pires settled in New Bedford, Mass.

### GORDON THOMAS

Pensioner Gordon Thomas, 88, died May 13. Brother Thomas became an SIU member in 1971. He primarily shipped with Z Tug Management Corporation. Brother Thomas worked in the deck department. He was a Florida native but made his home in Walnut Creek, Calif. Brother Thomas started collecting his pension in 1985.

### JAMES WILLEY

Pensioner James Willey, 72, passed away June 15. Brother Willey joined the SIU ranks in 1969. He initially sailed with Virginia Pilot Corporation as a member of the steward department. Brother Willey was born in Hood River, Ore. He most recently shipped on the *Overseas Joyce*. Brother Willey became a pensioner in 2005. He continued to reside in his native state.



## GREAT LAKES

### RICHARD BELLANT

Pensioner Richard Bellant, 66, died May 13. Brother Bellant, a Michigan native, began sailing with the union in 1970. His first ship was the *Nicolet*; his last, the *Indiana Harbor*. Brother Bellant sailed in the steward department. He went on pension in 2010 and settled in Lakeland, Fla.

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

### LESTER ARMSTEAD

Pensioner Lester Armstead, 97, died Feb. 26. The Brooklyn-born mariner went on pension in 1969. He made his home in Clearwater, Fla.

## ROBERT LAMB

Pensioner Robert Lamb, 85, passed away Feb. 18. Brother Lamb was born in Norfolk, Va. He became a pensioner in 1967 and called Orlando, Fla., home.

### EPIFANIO MANDRY-ARREGUI

Pensioner Epifanio Mandry-Arregui, 87, died Feb. 9. Brother Mandry-Arregui was a native of Puerto Rico. He began receiving his pension in 1984. Brother Mandry-Arregui resided in Juana Diaz, P.R.

### PORFIRIO ORDONEZ

Pensioner Porfirio Ordonez, 79, passed away April 18. Brother Ordonez was born in Honduras. He retired in 1989 and continued to live in Honduras.

### RENFRO PITTMAN

Pensioner Renfro Pittman, 84, died Feb. 18. Brother Pittman was an Earle, Ark., Native. He started collecting his pension in 1967 and settled in Metairie, La.

### GENE VAN KLINKEN

Pensioner Gene Van Klinken, 77, passed away March 6. Brother Van Klinken was born in Washington State. He went on pension in 1990. Brother Van Klinken was a resident of San Francisco.

### EDWARD WILLIAMS

Pensioner Edward Williams, 83, died Feb. 25. Born in Panama, Brother Williams became a pensioner in 1995. He lived in Orlando, Fla.

Name	Age	DOD
Alston, Richard	87	March 26
Brown, Edward	83	Jan. 28
Calix, Fernando	90	March 12
Connors, Robert	82	March 6
Correia, Henry	87	Feb. 10
Ingram, Willie	87	Jan. 30
Inigo, Luis	84	Feb. 21
Jones, Verlin	85	Feb. 22
Moss, Fred	87	Feb. 29
Nettles, Ralph	93	March 27
Pappadoulis, George	82	Feb. 28
Perez, Cesar	74	April 8
Perucci, Jeano	96	Feb. 16
Phillips, Alfred	85	Feb. 22





# 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.

**BURNS HARBOR** (American Steamship), August 27 – Chairman **Ben J. Skuban**, Secretary **Dariusz T. Czepczynski**, Educational Director **Richard Fredrick**, Deck Delegate **Larry Skowronek**. Chairman reminded crew of dates available to vote in union election and passed out 401K packages. He talked about the difference between Money Purchase Pension Plan and 401K investments. He encouraged mariners to have documents up-to-date before registering for work at the union hall. Educational director encouraged members to upgrade their skills at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Recommendation was made to increase optical benefits and check in to getting faster internet.

**HORIZON TACOMA** (Horizon Lines), August 5 – Chairman **Darryl G. Smith**, Secretary **Almarca Martinez Arriola**, Educational Director **Jonathan A. Stratton**, Deck Delegate **Dennis Gaffney**, Engine Delegate **Dennis Riley**. Chairman announced payoff on August 6 and reminded departing crew members to clean their respective rooms. He also reported the *Horizon Tacoma* was number one in safety for the month of June. Secretary thanked crew for helping keep ship clean. Educational director reminded mariners to go to Paul Hall Center in Piney Point for upgrading, and also to check expiration dates and renew documents on time. Treasurer reported \$1,844 in ship's fund. No beefs or disputed OT reported. Request was made to purchase new toaster and microwave for crew lounge. Suggestion was made to reduce time required in order to file for vacation pay. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

**INTREPID** (Maersk Line, Limited), August 19 – Chairman **Rufino J. Giray**, Secretary **Ronald J. Fluker**, Educational Director **Eeric L. White**, Deck Delegate **Charles E. Turner**, Engine Delegate **Ronald Celious**, Steward Delegate **Eduardo S. Munizaga**. Chairman thanked crew members for safe voyage and announced upcoming payoff. Secretary thanked everyone for keeping public areas neat and good cooperation all around. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Questions were raised pertaining to STCW requirements.

**JEAN ANNE** (Interocean American Shipping), August



"Captain Cook" (Daniel Severino) handles the grill as DEU Andrew Bell looks on.



From left: Recertified Steward Chris Amigable, Captain Daniel Severino, AB Andrew Donaldson, OMU Sotero Berame, AB Asker Shaibi, Bosun Michael Hester, DEU Faissal Alamri, AB Mohsen Said

## Celebrating Labor Day Aboard *Midnight Sun*

"The captain did it again!" So reports Chief Cook Sal Ahmed, who definitely wasn't complaining about the efforts of *Midnight Sun* vessel master Capt. Daniel Severino. The captain gave the galley gang a break on Labor Day, taking over food prep for a shipboard holiday cookout. "We nicknamed him Captain Cook," Ahmed noted in a letter to the LOG. "He did a great job, as always – he has a love of cooking. We had a great time and we appreciated his help." The luncheon menu featured a wide range of international cuisine along with traditional North American dishes. Ahmed added that life is good aboard the TOTE-operated *Midnight Sun*. "We really enjoy being crew members aboard this vessel and being close to the home port of Tacoma (Wash.)," he wrote. "Our great thanks go to the senior officials of the SIU for offering us a great opportunity as merchant mariners."



Chief Cook Sal Ahmed keeps a watchful eye on menu items for the *Midnight Sun's* holiday cookout.

26 – Chairman **Daniel J. Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Martin M. Hamilton**, Deck Delegate **Billy Cooley**, Steward Delegate **Ingra Maddox**. Chairman discussed EED TWIC and tour of duty requirements. He urged crew to keep documents current and renew early so they won't lose the eligibility to sail. Secretary reported good morale. Members would like a union representative to visit more often. Treasurer thanked steward department for providing diverse meals. No beefs or disputed OT reported. Request was made for union physicals to be taken at clinics near place of residence for those members that live long distances from union halls. (Editor's note: See related story on page 5.)

**JOHN BOLAND** (American Steamship), August 12 – Chairman **Jaber M. Jaber**, Secretary **Mohamed Algalham**, Educational Director **Ibrahim Yahya**. Bosun talked about new contract and advised Seafarers to take advantage of Piney Point school. He also urged everyone to keep documents current, don't fall behind on dues, and contribute to Maritime Defense League (MDL). No beefs or disputed OT reported, but deck delegate raised questions about

jurisdiction. New radio and tools were requested.

**MIDNIGHT SUN** (Interocean American Shipping), August 19 – Chairman **Michael R. Hester**, Secretary **Christopher B. Amigable**, Educational Director **Charles L. Wharton**. Chairman reported good voyage and good crew. Educational director suggested all mariners upgrade at Paul Hall Center, and he let them know new washing machine has been installed. No beefs or disputed OT reported. Bosun read president's report from most recent *Seafarers LOG* and went over highlights. Vote of thanks to the steward department for a job well done. Next ports: Anchorage, Alaska and Tacoma, Wash.

**ST. CLAIR** (American Steamship), August 26 – Chairman **Mohamed H. Mohamed**, Secretary **Juan R. Palacios**, Educational Director **Donald R. Jaegle**, Deck Delegate **Doyle Ling**. Chairman thanked all crew members for being professional and following safe work procedures. He reported that Apprentice **Randy Harrel** did an excellent job in all departments, especially the engine area. Educational director updated crew on new EED TWIC and BST training renewal. He also reviewed ASC 2012 onboard conveyor safety

training program and vessel tours. Mariners were urged to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Special thanks to galley gang for a job well done.

**KEN BOOTH SR.** (American Steamship), September 16 – Chairman **John D. Cedeno Jr.**, Secretary **Steven Eberspacher**, Educational Director **Tousif Ahmed**. Chairman reviewed policies covering smoking and electronics, respectively, also explained shipping rules for time on vessels according to A, B and C seniority. He encouraged members to donate to SPAD and MDL. Secretary asked crew to clean out linen tray in dryer, put condiments back after use and cover furniture before sitting with dirty clothes on. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point and urged everyone to keep all paperwork and shipping documents up-to-date: clinic card, medical forms, TWIC, passport, etc. No beefs or disputed OT reported. Chairman encouraged deck gang to utilize fall-protection gear when rinsing cargo holds. Conveyor man asked crew to report any leaks of hydraulic oil when passing through machinery areas. Steward reminded members

to leave fresh linen in rooms for reliefs and to keep shoes off chairs. Next ports: Duluth, Minn., Gary, Ind. and Two Harbors, Minn.

**LIBERTY PROMISE** (Liberty Maritime), September 2 – Chairman **Marco A. Galliano**, Secretary **Robert Davis**, Deck Delegate **Osnane Ariola**, Engine Delegate **Teodoro Norales**, Steward Delegate **Rose Ward**. Chairman requested information about new contract and rest period for watchstanders on day of arrival. Secretary urged crew members to check white board (communication board) for updates. No beefs or disputed OT reported. Steward department was thanked for doing a great job. Next ports: Beaumont, Texas, Houston, Jacksonville, Fla., and Charleston, S.C.

**MAERSK KENTUCKY** (Maersk Line, Limited), September 2 – Chairman **William M. Richards**, Secretary **John L. Foster**, Educational Director **Troy Ancar**. Chairman encouraged members to upgrade at Paul Hall Center and contribute to SPAD. Treasurer stated \$2,100 in ship's fund. No beefs or disputed OT reported. Crew members would like a new computer and microwave for crew dayroom. All hands expressed appreciation to steward department.



# Retired Mariner Reflects on World War II Experiences

Continued from Page 13

deadly devices. Shortly after, we could hear explosions in the distance.

I spent my first Christmas away from home in Tamara Bay, a watering station near Hollandia, New Guinea. My ship was the only vessel in the little port that lonely Christmas Eve. It was one of the few times I was homesick during my wartime travels. I went ashore with Vinnie and we cut a green branch off a tropical tree. We hung it in the mess hall and decorated it with pieces of colored paper. That night, some of us sang Christmas carols.

We were close to the equator. It was hot and humid. It didn't feel like Christmas to me, a teenager from the northern latitudes of New York City. The next day we sailed northwest to the island of Morotai and I saw my first Japanese plane. We were at battle stations and heard that a Japanese reconnaissance plane flew over the island each day. It was not explained why it was allowed to do this without any interception.

My last foreign port of call in World War II was Buckner Bay, Okinawa. I discovered my two older brothers, Marine enlisted men, were on the island and I tried to make contact with them. Unfortunately, due to a pending typhoon, my ship had to leave port to ride out the storm at sea. When I returned three days later, the fleet post office and the port facilities had been destroyed and I was not able to locate the boys. The three of us eventually met again at home in New York City at Christmastime 1945. We all went over to the Holy Trinity Catholic Church on West 82nd Street with our Mom and gave thanks for our safe return home.

One can only imagine my disappointment when I learned I would not share in the "GI Bill of Rights." I sincerely believed I was part of the United States military forces and would enjoy the benefits given to all veterans at the end of the war. I didn't receive recognition as a WWII veteran until January 1988 — 43 years later! There were no retroactive benefits.

The war did not officially end until December 1946. By then I had switched to the engine department and worked up to fireman/water tender and oiler. I wanted to go back to school but couldn't afford it. I was

envious of my teenaged friends who entered the military after the end of hostilities, August 15, 1945 and never left the States. They were entitled to all of the benefits of the GI Bill of Rights.

Near the end of WWII on August 22, 1946, I had been issued a Certificate of Continuous Service. It stated that based on my wartime service to my country I was exempt from the Selective Service System and could not be drafted. Later, in 1950, shortly after I had returned from working for the Army in Korea, I was summoned to my local draft board and told the exemption only applied to the Selective Service Act of 1940. This was 1950, it was a new draft law, and I should ready myself for induction. I took the physical again and was declared fit for duty. There was no mention of a spine problem. Since I was married and expecting my first child, I applied for and received an exemption based on my family obligations.

President Roosevelt had declared that he wanted us, the WWII U.S. Merchant Marine veterans, to be included in the GI Bill of Rights program. Unfortunately, his untimely death did not allow him to follow through with his good intentions.

In 1949, I had written to Franklin Delano Roosevelt, Jr. who by then was my congressman. He said bills had been introduced in Congress to give benefits to WWII merchant seamen veterans. Nothing came of this either.

I have often wondered how different my life would have been if I'd had the advantage of the education benefits of the GI Bill. I did my share in the fight against America's enemies. I realize I didn't do anything heroic, but I did put my life in jeopardy for the sake of my country. I believe the United States government owes a lot to the kids who put their lives on the line in WWII. Without any doubt, the merchant seamen of the war years deserve the same recognition as other WWII Veterans.

It is now 67 years since the end of WWII; I cannot believe or understand why our elected officials are still ignoring our country's obligations to a bunch of kids who were there when our country needed them the most. By percentage, the merchant marine casualties in World War II were greater than any other branch of military service.

Time is of the essence. We are dying at

the rate of over a thousand a day. Soon there won't be any of us here to say, "Thank you for remembering us."

Ed Woods  
Atlanta, Georgia  
August 2012



Some of Woods' wartime medals and documentation are shown here. WWII mariners didn't receive veterans' status until 1988, and they aren't included in the GI Bill of Rights.

## Know Your Rights

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

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

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

proper address for this is:

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

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

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

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

to carry out this responsibility.

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

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

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

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

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

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

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



# Paul Hall Center Upgrading Course Information

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

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

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

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

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

### Deck Department

ECDIS	December 8	December 14
GMDSS	November 24	December 7
Lifeboatman/Water Survival	November 11 December 8	November 23 December 21
Radar Renewal (One day)	November 6	November 6

### Engine Department

Basic Auxiliary Plant Operations (BAPO)	November 10	December 7
Welding	November 24	December 14

### Steward Department

#### Chief Cook

These modules start every other week. The next class will begin Monday, November 5.

#### Galley Operations/Advanced Galley Operations

These modules start every Monday. The next classes will start Monday, November 5.

### Safety Courses

Advanced Firefighting	December 1	December 7
Basic Firefighting/STCW	December 1	December 7
Government Vessels	November 24	November 30
Medical Care Provider	December 8	December 14
Tank PIC Barge	December 8	December 14

### 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 seatime 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 seatime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.**

## Hands On Steward Department Training



Chief Cook Johnny Sawyer puts the finishing touches on a pot of chicken soup during a steward department upgrading class. Practical training is an important part of many of the classes upgraders and unlicensed apprentices take at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

## NMC Website Provides Useful Mariner Resources

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

more. 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 website.

## Important Notice for Students At SIU-Affiliated Paul Hall Center

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

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.

11/12



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class #764** – The following Phase I unlicensed apprentices (above, in alphabetical order) graduated from this course Sept. 28: Jarvis Atkins, Robert Bell Jr., Nancy Bestwick, Christopher Brindley, James DeMarco, Sean Foote, Joshua Freeland, Jasmine Garrett, Jacob Gaskill, Sonika Jack, Raymond Martinez, Benjamin Rodrigues, Russell Durham, Mario Standberry, Christopher VanHoose and John Zotti. Class Instructor Ben Cusic is at the far left.



**Machinist** – Ten upgraders completed their requirements in this course Sept. 7. Graduating (above, in alphabetical order) were: Ashley Carmichael, Jerome Doods, Marcus Gramby, Thomas Hawks, Braden Horne, Eric Martin, Melvin Ratcliff, Reylan Tendido, David Turley and Joshua Zelinsky. Steve Haver, their instructor, is at the far left.



**Water Survival** – Five upgraders finished their requirements in this course Sept. 28. Graduating (above, in alphabetical order) were: Bryan Benak, Kevin Lewis, Michael Murner, Mana Muhsen and Leanne Smith.



**Specially Trained Ordinary Seaman** – Six Seafarers graduated from this course Sept. 28. Completing their requirements (above, in alphabetical order) were: Maximo Aguiran, Mutea Alnuzely, Dominador Diaz, Younis Kaid, Florante Labtingao and Arturo Reyes. Their instructor, Tom Truitt, is third from the left.



**Pumpman** – Ten upgraders completed their requirements in this course Sept. 21. Graduating (above, in alphabetical order) were: Ashley Carmichael, Juan Castillo, Archie Eldridge Jr., Bryan Fletcher, Thomas Hawks, Braden Horne, Melvin Ratcliff Jr., Reylan Tendido, David Turley and Joshua Zelinsky. Class Instructor Jim Shaffer is at the far left.



**Medical Care Provider** – The following Seafarers (above, in alphabetical order) completed this course Sept. 28: Michael Batten, Jason Brown, Patrick Devlin, Michael Harris Jr., Tyrone Hernandez, Enrique Medri, Timothy Russell and Felix Somorostro. Mike Roberts, their instructor, is at the far right.

**FOWT** – The following individuals (photo at right, in alphabetical order) completed this course Sept. 14: Majed Alsharif, Brett Arcouette, Mashanda Carr, Ryan Crowell, Rodney Davis, Bobbie Gibbs, Joseph Haines, Febian Jefferson, Lucion Liles, Trevor Manion, Enrique Medri, William Mercer, Mana Muhsen, Michael Papaioannou, Michael Robinson and Fadhel Saleh. Class Instructor Tim Achorn is at the far left. (Note: Not all are pictured.)





# Paul Hall Center Classes



**Tankship Familiarization** – Two classes of unlicensed apprentices completed this course Sept. 7. Graduating (photo at left, in alphabetical order) were: Jeffrey Angeles, Nathaniel Balos, Oscar Cordero, Matthew Dugan, John Garrett, Jose Gonzalez, Johnathan Harrell, Stephen Heinz, Jamar Henderson, Bill Hunt, Jeremy Jendrusiak, Christopher Johnson, Todd Lander, Ryan Lindsoe, Robert Lloyd, Gina Lucas, Joshua Moton, Frank Sambula, Corey Sanders, Matthew Schmitz, Benjamin Smith, Freddie Taylor, Matthew Thomas, Jose Vega and Pedro Vega. Their instructor, Brad Wheeler, is at the far right wearing a plaid shirt.

## 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.*



**Basic & Advanced Firefighting** – Twelve individuals completed this course Sept. 28. Those graduating (above, in alphabetical order) were: Joseph Benavente Jr., Xerxes Cunanan, Jason Davis, Archie Eldridge, Braden Horne, Tess Kannuck, David Johnson, Keith Marion, Timothy McKibbin, Rodney Payne, Robert Puckett and Reylan Tendido. Class Instructors Wayne Johnson and Joe Zienda are at the far left and far right, respectively.



**Basic & Advanced Firefighting** – The following upgraders (above, in alphabetical order) finished this course Sept. 21: Bryan Brady, Jason Brown, Ryan Crowell, Patrick Devlin, Michael Harris Jr., Tyrone Hernandez, Gregory Howard, Enrique Medri, Victor Sapp, Felix Somorostro, Marvin Tucker and Djaun Wright. Class Instructor Mark Cates is at the far right.



**BST** – Twenty individuals finished their training requirements in this course Sept. 21. Graduating (above, in alphabetical order) were: Abdulla Alwaseem, Kyren Ancrum, Michael Batten, Franklin Beck, Reuben Brown, Carlos Cacho, Andrew Eastman, David Grieg, Andrew Higbee, Nasir Isa, McKinley Jones Jr., Julie Major, Mustafa Malik, Benjamin Matthews, Julius Obilania, James Oling, Adiawor Otumfo, Carlos Parrilla, Aaron Sills and Henry Tucker. (Note: Not all are pictured.)



**Steward Department Classes** – Five upgraders recently completed their requirements in various steward department classes. Those graduating and their respective classes (above, in alphabetical order) were: Jatniel Aguilera, chief cook; David Johnson, advanced galley; Emmanuel Matias, certified chief cook; Ely Tayag, galley operations; and Evelyn Tayag, chief steward. (Note: Not all are pictured.)



**BST (Hawaii)** – Fifteen individuals completed their requirements in this course Aug. 11 at the Seafarers Training Facility in Barbers Point, Hawaii. Graduating (above, in no particular order) were: Cassandra Kerney-Rogers, Thomas Alan Allsage, Ricardo Rogriguez, Jade Tubera, Barron Gaines Jr., Steven Stahl, Phonical Washington, Jay Cosca, Constantino Bertoso Jr., Ronnie Salosa, Joel Guevara, Maria Lew, Silvia Bresson, Alana Duncanson and Shawn Mabe.

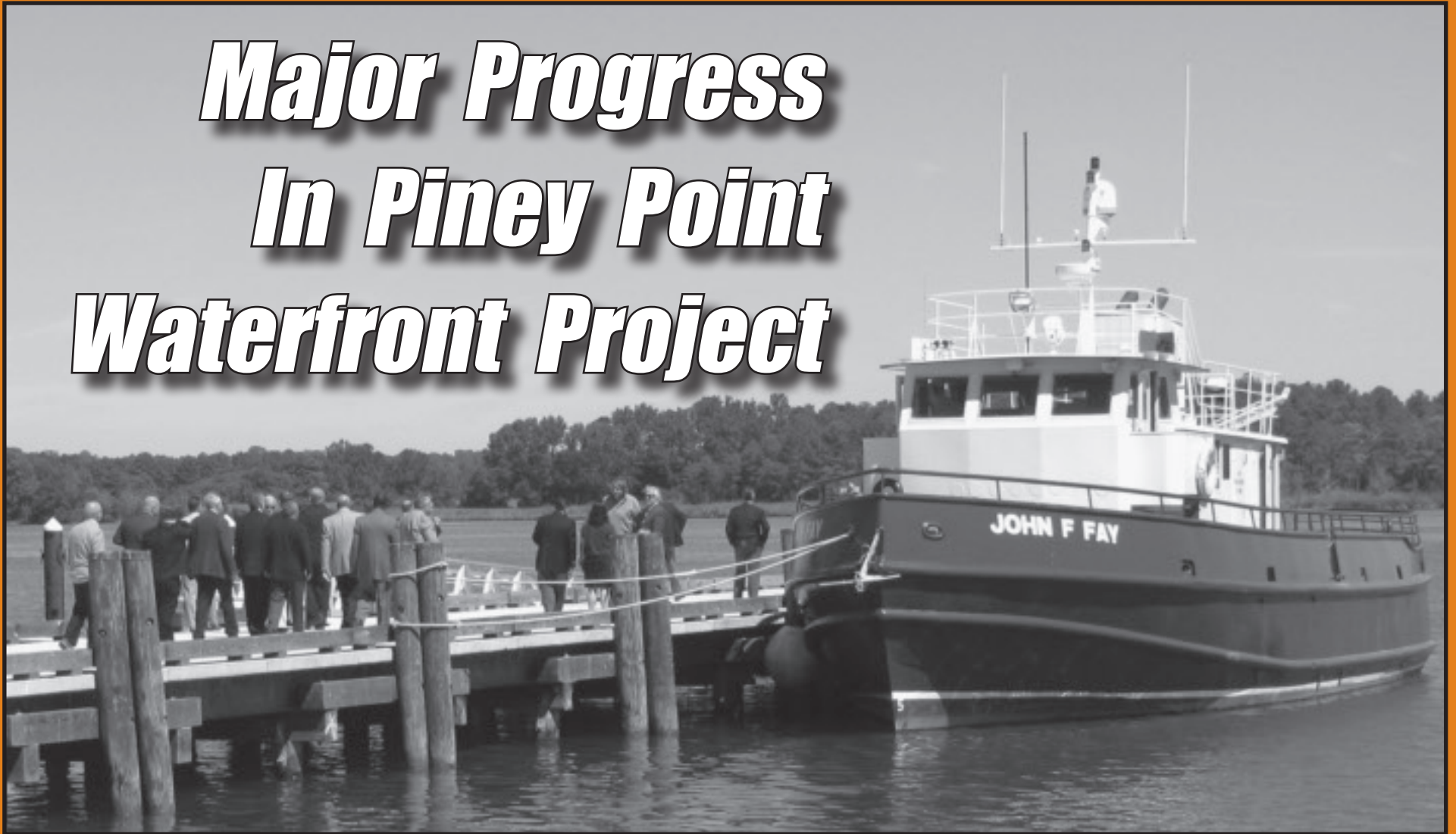


**BST (Hawaii)** - The following individuals (above, in no particular order) graduated from this course Sept. 8 at the Barbers Point, Hawaii-based Seafarers Training Facility: Clifford D Souza, Bradley Daniels, Mary Dermid, Lindsey Dorman, Sheena Earl, Peter Franada, Mallory GrandPre, Melinda Hartman, Nicole Hawkins, Nikkolas Hawkins, Edward Jenkins, Erin Jenkins, Sarah Karp, Stepahnie Lisa, Kyle Nieft, Ralph Sacayle, Samuel Spare and Michael Stingo.





## Major Progress In Piney Point Waterfront Project



Several phases of the union-affiliated Paul Hall Center for Maritime Training and Education's multi-stage waterfront restoration project are complete; however, a few segments still must be finalized.

A ceremonial ribbon cutting ceremony signaling the completion of these phases and the reopening of the waterfront restoration area was held Sept. 11 at the Piney Point, Md.-based campus. The event was attended by union officials, trustees, convention delegates and guests who attended the Seafarers International Union of North America's 26th Quinquennial Convention.

In addition to a new concrete pier and floating marina with 12 double slips (photo immediately below), the waterfront now features a new pier site for the *MV John F. Fay* training vessel (photo above), a single point davit with fast rescue capability (bottom photo below) and a new life boat davit with new lifeboats (photo at right).

Besides these four features which significantly enhance maritime training at the center, more than 1,500 feet of old piers have been replaced on the waterfront as has old seawall and in excess of 1,000 feet of old bulkheads. Also gone via demolition are the old railway, marina, Hagglund Crane and marine museum.

A much anticipated waterfront park, whose amenities are still being considered, is expected to be completed next year.

