



The

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Seafarers Log

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Maersk Illinois Joins SIU Fleet

Heavy-Lift Ship Means New Jobs for Seafarers

The SIU closed out 2011 by welcoming the heavy-lift ship *Maersk Illinois* (right) into the union-contracted fleet. The Maersk Line, Limited vessel reflagged under the Stars and Stripes Dec. 30 in Mobile, Ala. Pictured aboard the ship (below) are Seafarers (front, from left) AB Ronald Poole, GVA Fortune McCants, Electrician Eugene Davis, QMED Julian Avila, AB Alvin Clark, QMED Peggy Wilson, Chief Steward Larry Ewing, ACU Leroy Jenkins, (back) AB Brian Gauntt, STOS Christopher Allen, STOS Adolfo Figueroa and Bosun Dave Coleman. A second heavy-lift ship, the *Maersk Texas*, is slated to reflag American in March. Page 3.



Ocean Titan Pulls Off Dramatic Sea Rescue

Overcoming extremely rough nighttime weather and other challenges, SIU members aboard the *Ocean Titan* helped save the lives of seven foreign mariners whose vessel quickly sank in the Bay of Biscay on Dec. 9. Seafarers including Bosun Magdy Balat (wearing ball cap and shaking hands with the captain of the sunken vessel) are pictured with the survivors. Page 4



Seafarers Brighten Holidays For U.S. Military Personnel

SIU members in Tacoma, Wash., once again stepped up for the annual Santa's Castle toy drive, which benefits United States military families. Seafarers donated new toys worth more than \$5,000. Loading the goodies at the hall are AB Marvin Kelly (facing camera), AB Gerret Jarman (far left) and many others. Holiday philanthropy also was alive and well aboard the *USNS Dahl*, *Global Sentinel* and at various SIU-contracted companies. Page 6.

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President's Report

Jobs Well Done, at Sea and Ashore

Seafarers don't regularly end up in the news, but there have been a few well-earned exceptions lately, and those stories reflect our members' spirit, generosity and professionalism.

As reported throughout this edition (and in some commercial publications as well), a number of SIU members from the *USNS Dahl*, *Global Sentinel* and the Tacoma area cheerfully pitched in for annual toy donations so they could brighten the holidays for others. Even though this type of activity is nothing new for Seafarers, and although they certainly don't participate with any expectation of publicity, I think our brothers and sisters deserve the recognition. And I'm particularly proud that they once again made it a point to donate to American military families, in addition to other recipients.



Michael Sacco

In contrast to the relative calm of holiday philanthropy, Seafarers on the *Ocean Titan* helped perform a difficult nighttime rescue in very rough weather. Kudos to them and to the officers, from the Seafarers-affiliated AMO, for upholding the finest traditions of the Brotherhood of the Sea as they saved the lives of seven foreign seamen.

It's worth noting that every one of the SIU members aboard the *Ocean Titan* during the rescue has trained at the union-affiliated Paul Hall Center, located in Piney Point, Md. The school remains vital in preparing Seafarers to handle whatever comes their way at sea, whether routine or, like in the recent case of the *Ocean Titan*, extreme.

Again, congratulations to everyone who was involved.

Lessons from Tragic Accident

It's at least somewhat ironic that the fatal grounding of the *Costa Concordia* is shedding light on the decades-old problem of so-called flags of convenience, also known as runaway flags. The irony is that this particular ship wasn't an FOC.

Nevertheless, this tragic accident has opened Congress' eyes to take a broader look into the cruise-ship industry. And suddenly, the general public in the United States is waking up to the fact that most cruise ships operating in this country are indeed sailing under runaway flags, with the notable exception of the SIU-crewed NCL America vessel *Pride of America*, based in Hawaii.

Congressional hearings are scheduled to examine safety in the industry. There may be some cynicism about those hearings – in this industry, tragedy inevitably is followed by federal review and even more regulations, some of which have dubious effects – but I believe this scrutiny is warranted.

If nothing else, it's positive for our industry – and for safety – when CNN and other news outlets properly identify the FOC sham. Maybe this can be a first step toward raising the bar throughout the industry. As I've said many times in the past, a professionally trained mariner is the key to crew AND passenger safety!

Takes a 4-Letter Word to be Heard

In this election year for the White House, it is more important than ever for the SIU to remain politically active – not just at the federal level, but at every point of government. We all know that the maritime industry is heavily regulated, so our livelihoods depend on electing people who will support the U.S. Merchant Marine.

Grassroots action takes many forms, and our capacity to mobilize for pro-maritime candidates remains a vital strength. So too is our financial support of those candidates, and that is where the union's voluntary fund, the Seafarers Political Activity Donation (SPAD), comes into play. I know times are tough, but your support of SPAD is hugely important this year (and beyond). If you already contribute, I thank you for doing so. If you haven't signed up, please consider it. We all know elections cost money, and SPAD helps make sure our voices are heard.



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

SIU, ITF Assist Fisher Crew

Swift action by the SIU and International Transport Workers' Federation (ITF) officials made a difficult situation a little better for an SIU crew who were prevented from going ashore over the holidays. SIU Secretary-Treasurer and ITF Seafarers' Section Chair David Heindel and another ITF-affiliated union played an integral part in trying to fix the situation for Seafarers aboard the *M/V Maj. Bernard F. Fisher*.

Pulling into port at Sao Francisco do Sul, Brazil, the crew was looking forward to relaxing, taking in the sights, and maybe doing some last-minute shopping for their families back home for the holidays. However, Capt. Jeremy Allen was informed that because of a legal issue (unrelated to this specific vessel or crew), the mariners would be forced to stay on the ship for nearly two weeks.

The Brazilian government has a new policy that doesn't allow foreign mariners to come ashore unless they have proper visas. Certain visas are waived if the ship is registered in a country that is a signatory to the Seafarers' Identity Documents Convention that was drafted by the International Labor Organization (ILO C-185). The agreement essentially gives reciprocity to all signatory nations by letting their mariners take shore leave without having to go through a separate, and more time-consuming, visa process. The U.S. has so far refused to sign the treaty, citing security concerns.

Following the 9/11 attacks, the U.S. asked the ILO to revise the then-current convention on seafarer documents (ILO C-108) to facilitate a more secure credential with biometric identifiers so the U.S. could identify mariners entering the country. The ILO, with assistance from world governments, labor organizations and shipowner groups, agreed to fast-track the re-



Crew members are pictured with representatives from the Brazilian maritime workers union, SINDMAR.

vision. Fifteen months later the revised convention was adopted and became known as ILO C-185. The Bush Administration didn't support the new convention because it required ratifying nations to allow seafarers shore access without a visa. However, many argue that this lack of support was unwarranted because the U.S. requires a 96-hour ship arrival notice to vet crew list for potential terrorists anyway.

The fact that the U.S. hasn't ratified ILO C-185 has created numerous problems for the everyday mariner, including the crew of the *Fisher*. Because the crew wasn't allowed off the ship, communication with their families at home during the holidays was very difficult. Additionally, Captain Allen was forced to miss his grandfather's funeral because he couldn't be relieved of command of the vessel. These events caught the attention of the SIU leadership, including Heindel, who quickly took action to make sure that the crew's stay in port was as comfortable as possible.

Heindel made several phone calls to representatives of the Brazilian maritime workers union, Sindicato Nacional dos Oficiais da Marinha Mercante (SINDMAR), and asked for assistance on behalf of the SIU members and others re-

stricted to the ship. In an example both of the international solidarity in the labor movement and the benefits of ITF affiliation, SINDMAR representatives worked quickly and got the crew access to cell phones to call home.

"I'd like to thank our Brazilian colleague for their efforts in making the crew's stay as enjoyable as possible even though they couldn't get shore leave," said Heindel.

The unfortunate circumstance that the crew of the *Fisher* dealt with is just one example of the problems associated with the U.S. government's failure to ratify ILO C-185. And, according to Heindel and other maritime labor officials, it is one that needs to be quickly addressed to prevent these problems for others in the future. The Obama Administration has indicated that ILO C-185 is of high priority for consideration by the U.S., but the initiative has not made much progress to date.

"The U.S. government needs to seriously consider ILO C-185 ratification so these types of situations don't happen again," said Heindel. "American and foreign sailors should be able to enjoy shore leave and not be forced to stay aboard during port calls simply because of politics or short-sightedness. What happened to our members aboard the *Fisher* should be the last example of this restrictive practice."

IMO Sees Progress in Anti-Piracy Campaign

Significant progress in the international community's ongoing crusade against piracy was realized during the past 12 months, according to a recent release by the International Maritime Organization (IMO).

At the end of a year in which the World Maritime Day theme of "Piracy: orchestrating the response" has been central to the work of IMO, the organization reported progress and cautions optimism even while pointing to a still-severe problem.

According to the IMO, recently compiled statistics show that the number of ships and seafarers held captive by Somali pirates declined from a peak of 33 and 733 in February 2011 to 13 and 265, respectively, by the start of December 2011. Similarly, reported attacks declined from a high of 45 monthly in January 2011 to 14 for the month of November 2011; and the proportion of successful attacks was slashed from 20 percent in January 2011 to seven percent in November 2011.

Throughout the past year, most of the IMO's anti-piracy political activities were channeled through the United Nations Security Council. The agency reported "improvements to the accessibility and distribution of IMO guidelines and industry best management practice guidance; steps were taken to ensure that ships' crews are aware of how to access naval protection and implement effectively the preventive, evasive and defensive measures recommended by IMO and the industry. The organization also addressed the issue of carriage of privately contracted armed security personnel aboard ships and developed guidelines on the subject, involving, in this particular instance, flag, port and coastal states."

Additionally, the IMO pointed to greater levels of coordination among navies, improved sharing of information, and the start of construction of an anti-piracy training center in Djibouti as being among the "significant, tangible steps towards building regional capability to counteract pirate activities."

The SIU remains active in this effort both as an individual union and as an affiliate of the International Transport Workers' Federation (ITF). Communication is part of the effort, and in that vein, SIU Secretary-Treasurer David Heindel, who also serves as chair of the ITF's Seafarers' Section, contacted the IMO late

last year.

Heindel in his Nov. 14 correspondence addressed among other issues the grave problem of piracy with particular respect to the massive impact it has on all mariners and their families. In part, Heindel's letter said: "The pirates are becoming more aggressive and, for some nations' seafarers, the payment of a ransom does not guarantee or secure their release. Instead, they continue to be held to try to coerce and intimidate that State to release captured pirates."

"As representatives of seafarers globally, we would urge that you encourage the United Nations Security Council to create the political resolve for governments to take the decisive measures which are necessary to protect the lives of the seafarers and the global economy, which depends on them."

In a Dec. 6 response to Heindel, B. Lynn Pascoe, IMO under-secretary-general for political affairs, said, "The secretary-general shares your concerns. In his report to the Security Council ... the secretary-general specifically highlighted the plight of seafarers being held hostage by pirates in Somalia, and brought to the attention of the Security Council the increased level of violence being used in pirate organizations to expand initiatives that help relieve the suffering of captive mariners and others exposed to the trauma of a pirate attack."

Continuing, Lynn's letter said, "The Security Council, in its resolution ... strongly condemned the continuing practice of hostage-taking by suspected pirates operating off the coast of Somalia, expressed serious concern at the inhuman conditions hostages face in captivity, recognized that adverse impact on the families, called for the immediate release of all hostages, and noted the importance of cooperation between Member States on the issue of hostage-taking and the need for the prosecution of suspected pirates for taking hostages."

IMO Secretary-General Eftimios E. Mitropoulos stated, "Although we should welcome the good news of the falling numbers of ships and seafarers falling in the hands of pirates ... there is still a lot of work to be done. Even one seafarer at the hands of pirates, is one too many...."



AB Ronald Poole (left) and Bosun Dave Coleman are part of the first SIU crew to sail aboard the *Maersk Illinois*.

SIU Welcomes New Jobs Aboard Maersk Illinois

Second Heavy-Lift Vessel, Maersk Texas, Also Slated to Flag In

One of the newest additions to the SIU crewed fleet, the heavy-lift ship *Maersk Illinois*, reflagged under the Stars and Stripes in Mobile, Ala., during the last week of 2011. Both the *Illinois* and sister ship *Maersk Texas*—scheduled to reflag U.S. in mid-March—signal new jobs for Seafarers.

The *Illinois* loaded its first American-flag-impelled cargo right after the reflagging was completed Dec. 30, and then sailed for Ghana.

“This is an excellent development for our union,” stated SIU Vice President Contracts George Tricker. “Additionally, it’s a benefit to national security, in part because these new ships will help maintain a pool of well-trained U.S. mariners

who can crew America’s military support ships.”

SIU-contracted Maersk Line, Limited (MLL) acquired the two ships in September 2011. They will operate under the banner of Maersk-Rickmers U.S. Flag Project Carrier (Maersk-Rickmers), a partnership formed by MLL and Rickmers-Linie (America).

“We are pleased to see this reflagging process completed, allowing us to introduce our modern ship and bring new value to the U.S. flag project cargo market,” said Dave Harriss, director of ship management and chartering at MLL, following the flag-in of the *Illinois*. “We are now looking forward to bringing the *Maersk Texas* into the U.S.-flag fleet as we continue to build the service.”

The *Maersk Illinois* is 485 feet long and can carry 20,000 cubic meters of cargo. It is equipped with two onboard cargo cranes with a combined maximum lift of 480 metric tons. The 19,600 DWT ship “is ideally suited for handling of a wide variety of heavy and bulky cargo such as generators, locomotives, wind and gas turbines, hazardous materials and more,” according to the operating company.

The multi-purpose vessel is expected to make port calls around the globe.

In a separate development, approxi-

mately two weeks before the *Illinois* arrived in Mobile, the Chamber of Shipping of America (CSA) announced that MLL “has been unanimously elected to membership.”

Joseph J. Cox, president of the CSA, said, “We are very pleased to have a quality operator like Maersk Line, Limited join our association. They have been operating various types of ships for a number of years and are well regarded among their colleagues in the industry. All of us in the maritime community take use and stewardship of the oceans very seriously and Maersk Line, Limited’s concerns with safety, protection of the marine environment and efficient operation for their customers dovetail very well with CSA’s mission and vision statements.”

Maersk Line, Limited President and CEO John F. Reinhart stated, “We are honored to be unanimously elected to membership in the Chamber of Shipping of America. CSA is a great organization and is addressing a large number of important issues facing our industry including numerous safety and environmental initiatives. We look forward to being an active and productive member of the association.”

CSA is an association of thirty-six U.S. companies (many of them SIU-contracted

operations) that own, operate or charter vessels in the domestic and international trades of the U.S. or are engaged businesses closely associated with vessels.



Equipped with two cranes, the vessel loads cargo in Mobile.



The newly reflagged ship sailed from Mobile, Ala., in late December.



The new tug *Ocean Wave* is pictured late last year in dry-dock (above) and in the water.



Crowley Maritime Launches First Ocean-Class Tugboat

SIU-contracted Crowley Maritime Corp. late last year announced the launch of the *Ocean Wave* in Lake Charles, La. The vessel, which will carry an SIU crew, is the first of four Ocean-Class tugboats under construction at Bollinger Shipyards in Amelia, La.

According to Crowley, the *Ocean Wave* and *Ocean Wind* are classed as Dynamic Positioning 1 (DP1) tugboats and are twin-screw, steel-hulled tugs each with an overall length of 146 feet, beam of 46 feet, hull depth of 25 feet and design draft of 21 feet. The second two tugs of the class, the *Ocean Sky* and *Ocean Sun*, will be classed as DP2 and will be 10 feet longer.

In announcing the *Ocean Wave*’s launch, Crowley noted that each of the new tugs “will be ideally suited” to work with the company’s new 455-series heavy lift deck barges, which measure 400 feet by 105 feet “and offer increased stability for loads up to 4,200 pounds per square foot. Additionally, the tugs will be outfitted for, and capable of, rig moves, platform and floating production, storage and

offloading (FPSO) unit tows, emergency response and fire fighting. These Ocean-Class vessels will also have the capability to support salvage and rescue towing opportunities.”

The *Ocean Wave* is scheduled for delivery early this year. The remaining tugs are expected to be completed by the end of 2013.

Meanwhile, in early January, Crowley reported its acquisition of 500 new 40-foot containers. Some of the new containers will replace older ones, but overall the additions will grow the company’s tally of more than 45,000 units.

In a news release, Crowley indicated that the new containers, each with a capacity of 2,700 cubic feet, will be used in all liner service operations in Latin America, the Caribbean and Puerto Rico. The containers reportedly “exceed all new and amended ISO standards for freight container door security applications. A combination of security enhancements and upgrades deters and prevents unauthorized access into containers and loaded cargo.”



Crews from the *Ocean Titan* and *Florece* huddled on the deck of the *Titan* for the photo above during the days that followed the dramatic rescue at sea. In the photo at right, *Florece* Captain Sergey (left) thanks *Ocean Titan* Master Capt. Christopher Hill for his actions and those of his crew during the early morning hours of Dec. 9.



Rescue At Sea: Crew of Union-Contracted Ocean Titan Saves Lives of Seven Foreign Mariners

Seven European mariners, a mixture of Russian, Polish and Ukrainian nationalities, today are alive and well thanks to their heroic December 2011 rescue by the crew from the SIU-contracted *Ocean Titan*.

The *Ocean Titan* is operated by Pacific-Gulf Marine for Intermarine, Inc. It is manned in the unlicensed positions by SIU members and in the licensed slots by members of the Seafarers-affiliated American Maritime Officers.

Seafarers aboard the *Ocean Titan* at the time of the rescue included Bosun **Magdy Balat**, ABs **Hilario Rochez**, **James Luttrell** and **Miguel Angel Matos**, QMED Electrician **Michael Kelly**, GUDE **Stephon Thompson**, Steward/Baker **Lawrence Winfield** and ACU **Steven Holmes**.

Crew members aboard the bulk carrier *M/V Florece*, the foreign mariners, had taken to lifeboats when their vessel sank following an at-sea collision with the chemical tanker *M/V Afrodite*. The accident occurred at about 3:30 a.m. Dec. 9 approximately 250 miles southwest of Land's End in the Bay of Biscay, near the United Kingdom.

The British Coast Guard (Falmouth) was alerted to the plight of the crew when the *Florece*'s distress radio beacon was activated as she began to sink. The Falmouth Coast Guard used long-range information tracking to locate the nearest ship to the position given. When they spoke to the master of the *Afrodite*, he informed them that he had been in a collision with the *Florece* and that the other vessel's crew had abandoned their ship to life rafts. The *Afrodite* attempted a rescue via the deployment of its fast rescue craft but had been unsuccessful due to the sea swell. During this same period, the U.S. Coast Guard also had received a distress signal from the *Florece* and reported the situation to the Falmouth agency. The latter outfit then made a request for assistance to any ships in the area. They also discussed the incident with the Spanish coast guard who began preparing to send a helicopter and fixed-wing aircraft.

Meanwhile, *Ocean Titan* Master Capt. Christopher Hill on the same day was awakened from his sleep at around 4 a.m. by his chief mate. After making his way to his vessel's bridge, Hill received information about the situation involving the *Florece* from his chief mate as well as other sources.

The chief mate told Hill that a vessel 15 miles ahead of the *Titan* had sent an undesignated distress message and that only the name of the vessel and her position had shown up with the message. The chief mate had tried several times without success to hail the vessel in distress.

Eventually another vessel, the *Afrodite*, answered on the VHF and announced that the *Florece* had been in a collision. What the *Afrodite* transmission did not say however was that she was the vessel with whom the *Florece* had collided.

Responding to the British Coast Guard's request for assistance from any ship in the area, Hill set the *Titan*'s course for *Florece*'s position. According to reports, in addition to the *Afrodite* two other vessels—the *Maersk Kampala* and the *Hammersmith Bridge*—were also in the vicinity. Neither played significant roles in the pending rescue.

"A glance at the radar told me that there were precious few ships in our area," said Hill as he recalled the particulars which came to bear during of night of the rescue. "And a glance out of the window told me that the weather was every bit as bad as the previous day's forecast had suggested it would be: near gale force winds and 12-to-14-foot seas on a pitch-black and bitterly cold Winter North Atlantic night."

Captain Hill said that, well before the actual rescue, he knew he had on board one of the best crews, top to bottom, that he had ever set sail with. Still, he felt that the *Ocean Titan* was ill-suited for rescuing anyone that night.

"My bow thruster was inoperative and without it, the ship's controllable pitch propeller makes keeping the bow from falling off to starboard no small chore even in flat calm condi-

tions," he said. "The wind that morning was screaming from one direction and a heavy trans-Atlantic swell was making up from another which made any slow-speed approach a little like fighting two ninjas, one on the right and one on the left, at the same time.

"Further, I had a weather deck slap full of cargo with chain lashings," he continued. "That on-deck cargo included a 140 metric ton shore crane with a very, very high center of gravity. That piece alone effectively eliminated rolling violently from my list of things to do that morning."

Despite these potential obstacles, Hill while pushing his vessel towards the *Florece*'s location said he personally called the *Afrodite*'s captain to see if there was anything he could do to help in the rescue. "The *Afrodite* responded by saying 'No, the situation is in hand.'"

"I breathed a sigh of relief, settled into my captain's chair and began to think about a cup of coffee," Hill recalled.

Hill said that at about five miles away from the two vessels (*Afrodite* and *Florece*) and on a course that he thought would keep the *Titan* well clear of the scene, another vessel, the *Hammersmith Bridge*, hailed the *Afrodite* and offered assistance. "The *Afrodite* informed the *Hammersmith Bridge* that the *Florece* was sinking and that her crew had taken to the rafts, but that the *Afrodite* was in the process of rescuing them," Hill said. "This caught me a bit by surprise as I had received information from the *Afrodite* only a minute or two before that the situation was 'in-hand'. No mention of a ship sinking or people in the water had been made."

At about four miles from the *Florece*'s location, things began coming into focus for Hill and his crew aboard the *Titan*. "From my bridge and with the scene of the collision lying broad on my starboard bow ... I could clearly see that the *Florece* was in a bad way," Hill recalled. "She lay broadside to the heavy swell and was heeled such that a goodly portion of her hull could be seen in the lights of the nearby *Afrodite*."

"Her appearance was grotesque," the captain continued. "As I looked at the stricken ship and right before my eyes, the *Florece* sank. She sank neither by the stern nor by the bow. She sank suddenly and bodily while lying flat on her starboard side; there one second and gone the next.

"Her lights, her AIS information and her radar image were all instantly lost. Watching the *Florece* sink was, on the one hand, amazing and on the other, horrifying," Hill said.

Shortly after the *Florece* descended into the deep, Hill said a distress flare was fired in the direction of the *Titan*—no more than a mile or two off his starboard bow. "My lookout immediately reported a life raft in the water," the captain recalled. "I was closer by two miles to the life raft than the *Afrodite*, but was still under the presumption that the *Afrodite* was in the process of performing the rescue." Hill would later learn that the sum total of the *Afrodite*'s rescue was an attempt to launch their rescue boat which failed because of the towering seas

and stiff winds.

Upon seeing the flare, the captain backed the *Titan* engines hard, called all hands and raised the *Afrodite*'s captain on the VHF. "I explained to him that I was much closer to the life raft than his vessel and asked again if he needed assistance," Hill said. "The captain, this time and without hesitation, acceded and asked me to make an attempt at rescue."

"I informed the *Afrodite*'s captain that I would try," Hill continued, "but was not sure given the heavy weather that I could maneuver my vessel close enough to the survivors to rescue them."

Hill steered the *Titan* upwind of the life raft and tried to keep enough weigh on the ship to prevent broaching while at the same time proceeding slowly enough so that he could stop upon reaching the raft. Once Hill had the *Titan* in position, his crew commenced the rescue operation.

"I received a call from the bridge advising me to be on deck ASAP for a rescue within two minutes," recalled Bosun Balat. "I went on deck and headed to a rescue boat, but the captain decided not to use the rescue boat 'cause of the heavy swells."

"So I got about eight heaving lines ready from the bow," Balat continued. "Then we started throwing heaving lines to the first life raft and got four people. We sent them down to the ship's office and headed toward the second raft."

In the end, the crew hauled all seven *Florece* crew members to safety aboard the *Ocean Titan*, three men from the first raft and four from a second. Aside from being very cold and wet, each of the crew members was fine and very happy to be alive. They were given food, water and dry clothing.

"I thought that the guys in the raft had a fighting chance of making it onto my ship," Hill said, "but wasn't sure that it was possible given the weather conditions until I saw the first man step up onto my deck. I remember thinking I'll be damned."

Captain Hill later made arrangements to make a quick port call into Lisbon, a day and a half sailing from the rescue scene, to offload the survivors. *Ocean Titan* crew members, during the voyage which followed the rescue, got to know the survivors well enough to recognize that they were worth the risks that had been taken to save their lives.

"They were good-natured, well-mannered with wives and girlfriends, with mothers and fathers and with children and grandchildren," Hill said. "My crew cheerfully donated shoes and clothes and even passed the hat so that the rescued crewmen would have some walking around money in Lisbon where they would have to wait a few days for their embassies to issue new travel documents."

The seven survivors were put ashore in the Port of Lisbon during the evening of Dec. 10. All were in good health and in good spirits. According to Captain Hill, the *Ocean Titan* was showered with high praise and one blast on a ship's whistle from a Portuguese naval commander blasting on behalf of his navy upon its arrival in Lisbon.

Additionally, owners and managers of the *Florece* (who had flown to Lisbon to greet their crew) along with the Lisbon port agent sent their regards and appreciation via VHF. Launch boat owners delivered a bottle of port wine and the Lisbon Capitania Do Porto delivered a poignant, hand-written and thoughtful letter, which read in part: "...a job very well done in the best tradition of seaman in general and those belonging to the U.S. Merchant Marine in particular."

Bosun Balat said that while rescuing crews whose vessels have sunk is not an everyday occurrence, it can and does happen at sea. "When it does and you accomplish [the feat] of saving a seven-man crew, you feel that you won the Mega Millions Jackpot and you have to share the winnings with those involved in the rescue mission," he said.

"I would like to salute every member of SIU who took part in the rescue mission aboard the *Ocean Titan* that day," he concluded.



The Pacific-Gulf Marine operated, SIU-crewed *Ocean Titan*

Officials Ease TWIC Requirements For Some When Obtaining, Renewing Mariner Credentials

The U.S. Coast Guard in late December announced a new policy that exempts some mariners from the requirement to obtain a Transportation Worker Identification Credential (TWIC) when renewing or obtaining a Coast Guard-issued merchant mariner credential (MMC). According to the agency, TWICs no longer will be required for mariners who aren't actively sailing but are maintaining documents of continuity, nor will they be required for active mariners on vessels that aren't required to have vessel security plans.

Impact on SIU Members Minimal

As reported at the January membership meetings, the new policy likely won't affect many SIU members, because the vast majority of SIU-crewed vessels are required to have a vessel security plan. Also, Seafarers should note that the Coast Guard openly cautions individuals to expect potentially significant delays in the processing of credential applications submitted by non-TWIC holders.

In announcing these changes, the agency said it is acting in accordance with a component of the Coast Guard Authorization Act of 2010 that "permits the Coast Guard to exempt any mariner not requiring unescorted access to a secure area of a vessel from the requirement to hold a valid TWIC as a precondition of receiving a merchant mariner credential."

A day later, the Coast Guard clarified that in order for them to process an MMC application, they must have received the applicant's biographical information from the Transportation Security Administration (TSA), issuer of the TWIC. The upshot is that for a mariner to get his or her MMC application processed, he or she must have completed the TWIC enrollment procedure at least once.

"Additionally," the Coast Guard advised, "in order for the Coast Guard to process a credential application for a mariner who is not in possession of a valid TWIC, the mariner must submit a statement indicating an understanding of the possible delays associated with processing the safety and suitability check and certifying that they do not require a TWIC in accordance with the policy letter."

What About Newcomers?

What about mariners who are applying for an initial MMC or who never possessed a TWIC? In the applicable five-page policy letter, the Coast Guard states that those individuals still must enroll for a TWIC, in person, and must pay all applicable fees. However, they don't have to actually go back and pick up the TWIC in order for the MMC process to continue.

The policy letter is available online, in PDF format at:

www.uscg.mil/nmc/marper/pag/twic_809_policy_letter.pdf

It also may be accessed by connecting to www.uscg.mil/nmc/ and then looking under Mariner's Information Center, and then under Policy and Guidance. Look for document 11-15, titled "Merchant Mariner Credentials for Mariners Not Requiring a Transportation Worker Identification Credential."

Labor Welcomes NLRB Rule Change Modification Protects Workers; Board also Adds Members

The National Labor Relations Board (NLRB), a neutral, government body that among other duties is charged with settling certain types of disputes between companies and labor unions, has made several important announcements since late December. Those developments include the addition of new board members and an important alteration to union election rules that could have a large impact on how unions organize.

On Jan. 4, President Obama announced the appointment of three people to the NLRB who are tasked with deciding cases that are brought before the board. The first, Sharon Block, has served the government in a variety of capacities, most recently as the deputy assistant secretary for congressional affairs at the U.S. Department of Labor. She also served the NLRB as a senior attorney to former chairman Robert Battista from 2003 to 2006.

Another appointee, Terrence F. Flynn, has served NLRB board members as general counsel for a number of years. In addition, Flynn has spent a large part of his career dealing with labor and

employment law issues in the private sector.

The final addition to the board is Richard Griffin, who has spent his career working for organized labor as an attorney. Griffin, whose last job was general counsel for the International Union of Operating Engineers, also is on the board of directors of the AFL-CIO Lawyers Coordinating Committee. The NLRB now is operating at its full five-member staff level for the first time since August 2010.

In other news, the NLRB late last year announced adoption of portions of a new rule that will help cut through bureaucratic measures that are sometimes used by companies to stall and thwart union elections. The rule, which goes into effect on April 30, aims to make union representation elections easier, faster, and fairer.

The rule change "will reduce unnecessary litigation in representation cases and thereby enable the Board to better fulfill its duty to expeditiously resolve questions concerning representation," said the NLRB in a statement.

The new rule should reduce

the number of challenges that are made by management during union elections. For example, companies often use lawsuits to dispute which employees are eligible to become union members or by suing to have lengthy, expensive, and repetitive reviews of the election results. Many pro-worker organizations accuse certain companies of exploiting these lawsuits to give management time to bash the union and intimidate workers into not opting to join. The new rules also aim to end frivolous complaints sent to the NLRB that effectively keep new union members from being fully represented by their chosen unions.

The adoption of the rule is welcomed by organized labor, but officials are quick to point out that this is one small step out of many needed to ensure fairness in union election proceedings.

"It's good news that the NLRB has taken this modest but important step to help ensure that workers who want to vote to form a union at their workplace get a fair opportunity to do so," AFL-CIO President Richard Trumka said.

EPI Sheds Light on 'Right to Work'

A recent commentary from the highly regarded Economic Policy Institute (EPI) exposes anti-worker truths behind so-called right-to-work laws that exist in 22 states and that are being pushed in others, perhaps most prominently including Indiana.

In a mid-January piece, author Gordon Lafer points out, "Like most business initiatives that purport to help the little people, this one starts with cutting workers' wages. RTW is supposed to be a tool for luring manufacturers from one state to another. As the Chamber of Commerce explains, 'unionization increases

labor costs,' and therefore 'makes a given location a less attractive place to invest new capital.' By giving up unions and lowering their wages, workers increase their desirability in the eyes of manufacturers.

"This is the corporate lobbies' idea of economic policy: have people in every state compete for the lowest wages and crappiest benefits," he continues. "Some location will inevitably win out, but in the end, everyone's wages will be lower and the number of jobs in the country will be the exact same as before. If you wonder how income inequality got so

extreme, look no further."

Lafer cites very credible studies that conclude RTW laws lower average income for union workers and unrepresented employees alike, by an average of around \$1,500 a year. (On average, someone who belongs to a union makes 15 percent higher wages than a non-union member in the same industry with the same level of education.) RTW laws also hurt workers' chances of getting health insurance or a pension through their jobs.

It's also a myth that RTW laws

Continued on Page 7

Coast Guard Publishes Policy Regarding Implementation Of 2010 STCW Amendments

The U.S. Coast Guard in early January published a "notice of policy" covering the first stages of implementation of certain amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). Specifically, the agency issued guidance for hours of rest and security-related training, and for documentation of both.

Overall, the 2010 amendments to the convention (commonly called the Manila amendments) will be phased in during the next five years. For now, the immediate effects on SIU members sailing aboard ships covered by the convention include an increase in mandatory minimum rest hours in any seven-day period, and documentation of security-related training. The new standard for rest is 77 hours, while the old one was 70 hours.

Because the final rule covering these issues hasn't been published, the Coast Guard isn't yet enforcing the provisions. However, the agency strongly urges compliance by U.S.-flag ships, particularly when overseas.

According to the notice, "Although full implementation of the hours of rest and security training requirements necessitate regulatory changes, the Coast Guard is issuing this notice to implement mechanisms to lessen

the port state control impact on United States vessels while operating abroad, and while the Coast Guard publishes the final rule.... Because the final rule implementing the 2010 amendments to the STCW will not be published before the 1 January 2012 entry into force date, there is a need to provide guidance on implementation of the amendments related to these requirements, which will impact U.S. vessels and seafarers beginning on 1 January 2012. This notice applies to all vessels subject to STCW under current regulations."

The notice further points out that the Manila amendments changed "the rest hours requirements as follows: (1) Expanded the application for hours of work and rest periods for mariners to include all personnel with designated safety, prevention of pollution, and security duties onboard any vessel; (2) changed the weekly rest hours requirements from 70 hours to 77 hours; and (3) required the recording of hours of rest.... Vessels operating in foreign ports are encouraged to implement these requirements to avoid any potential port state control detentions. Hours of rest for each crew member can be documented in the vessel logbook."

In part, the section of the notice covering security training requirements reads as follows: "The STCW Convention requires that mariners who commenced service after 1 January 2012 meet the training requirements for vessel personnel with designated security duties and security awareness, as appropriate. In addition, the STCW Convention also provides transitional provisions for mariners who started service prior to 1 January 2012. Recognizing that the implementation date is fast

approaching, and that there may be practical difficulties for all seafarers with security related requirements to obtain necessary certifications and/or the necessary endorsements required in accordance with regulation VI/6 of the 2010 Manila Amendments, the IMO issued Circular STCW.7/Circ.17. The Circular provides advice for port state control officers on transitional arrangements leading up to full implementation of the 2010 Manila Amendments on 1 January 2017. The Circular also recommends that Administrations inform their port state control authorities that, until 1 January 2014, it would be sufficient to accept compliance with section 13 of the International Ship and Port Facility Security (ISPS) Code, even if a seafarer's documentation with regard to the security-related training in regulation VI/6 is not in accordance with the 2010 Manila Amendments....

"Vessels operating in foreign ports should ensure that all personnel, except for the vessel security officer (VSOs), working on board the vessel are in possession of the appropriate course completion certificate or a company letter as proof of meeting the requirements in 33 CFR 104.220 or 104.225, and Section 13 of the ISPS Code. VSOs must hold the appropriate endorsement on their credential."

According to the International Maritime Organization, the Manila amendments, which were adopted at a diplomatic conference in the Philippines in June 2010, "are aimed at ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come."



Members and guests gathered at the hall to load the toys and celebrate the occasion. Among those on hand were (photo above, from left) Santa's Castle Director Linda Evans, Safety Director Ryan Palmer, secretary Brenda Flesner, Port Agent Joe Vincenzo and a Santa's Castle volunteer. In photo at left, AB Gerret Jarman (left) and AB Edgar Parong help load the presents. Seafarer Mario Batiz (photo at right below) is one of more than 100 members who pitched in for this year's toy drive. In the end (photo at left below), SIU members donated thousands of dollars' worth of toys for military families.

Seafarers Step Up for Santa's Castle

Annual Effort in Tacoma Benefits American Military Families

Seafarers in Tacoma, Wash., continued their tradition of service and goodwill late last year with another strong showing at the annual toy drive. SIU members donated new toys worth more than \$5,000 to Santa's Castle, an organization that distributes toys to the children of American servicemen and women who are deployed overseas. The toys included bicycles, skateboards, musical instruments, portable DVD players, and much more.

More than 100 Seafarers, their families, and several special guests were on hand at the hall to present the gifts to Santa's Castle Director Linda Evans, including a representative from Rep. Adam Smith's (D-Wash.) office and Congressional candidate Denny Heck.

"Once again, I have to say what a privilege it is for me to host this event and I'm grateful for the opportunity to say thank you on behalf of Seafarers to our war he-

roes here at Joint Base Lewis McChord for their service," said Port Agent Joe Vincenzo, who also acknowledged the significant contribution of Seafarers from aboard the *Global Sentinel*.

Rank-and-file members based out of the Tacoma hall are known for their devotion to lending a helping hand to their community, and the most recent toy drive couldn't have been successful without their help.

"Some people can give and some people can't, and I'm one of those who can," said Chief Cook **Charles Atkins**. "It's always a blessing to help others. Sometimes, especially during Christmastime, kids need and deserve to be happy."

Atkins, who has donated toys for several years, was finally able to participate in person this year, giving his time and his skills in the kitchen.

"Next year, if I'm home, I would be proud to take time and help out," added Atkins. "Everyone should be happy and feel blessed at Christmastime. I really look forward to putting the time in and helping someone every year."

Both Vincenzo and Atkins say their efforts to show their gratitude to American's warfighters are an essential part of the SIU spirit.

"Giving back is part of who we are," said Vincenzo. "I expect that we will con-

tinue on this course as long as we're all willing and able."

Atkins agreed.

"Being an SIU member gives me the opportunity to help," he said. "It's not easy. It takes a lot of hard work to put something like this together, but it's worth it. It's not just good for me, but it's good for everybody to pitch in."



USNS Dahl Crew Brightens Children's Holidays in Saipan

Being at sea didn't stop the SIU crew members and AMO officers from the *USNS Dahl* from donating toys and cash to residents at a shelter in Saipan.

For their fourth annual toy drive, the mariners provided gifts for more than 70 kids at the House of Hope facility – a shelter for battered women and their children. The *Dahl* personnel also donated \$2,000 as a Christmas present to the adult clients at the shelter.

The vessel is operated by Ocean Ships, Inc., and the company made a substantial donation to the toy drive.

Bosun **William "Jeff" Johnson** said he was happy to take part in the philanthropic effort.

"Why wouldn't anybody want to get involved?" he asked. "It takes a little time and money, but in return, 71 children have a much better Christmas."

He added that seeing the shelter's res-

idents "reminds me how lucky my family and I are, even when I am working during Christmas."

Storekeeper **Bill Fortner** said that although the mariners haven't met any of the families, "just knowing that they are receiving the full benefit of our help makes all the difference.... Personally, I feel that we mariners are very fortunate. What most of us will spend in a single night ashore is more than what the average worker here in Saipan brings home in a week. For the families in the shelter, there is nothing coming in. They are completely dependent on the church" that runs it.

Chief Steward **Kim Strate** said the experience "felt great! It has been so nice to do something for the island."

The gifts were purchased shortly before the holiday, while the crew was in Okinawa.

Maritime Industry Gives Back, Supports Assorted Endeavors

Rank-and-file Seafarers weren't the only ones from the U.S. maritime industry who spend part of the holiday season helping those less fortunate.

Land-based employees of SIU-contracted Totem Ocean Trailer Express (TOTE) recently teamed up to help families in need. Employee contributions helped local "adopted" families both in Tacoma, Wash., and in Alaska to have a much brighter holiday. Workers' generosity allowed TOTE to provide the respective families with gifts, food, movie passes and more. In addition to the fun gifts, family members received coats, shoes and other clothing.

Shore-side workers at SIU-contracted Crowley Maritime Corporation in Miami organized a toy drive and collected 130 presents for the St. Alban's Child Enrichment Center. Also, the company's

Port Everglades Terminal had two toy drives that left lots of smiling faces at Kids in Distress and the Advance Learning Center. And in Alaska, Crowley personnel volunteered to wrap presents for children being sheltered from physical and substance abuse.

On the Great Lakes, the Michigan Maritime Trades Port Council raised nearly \$3,000 for the Carpenters' Christmas for Kids, Care House Christmas for Kids, and the Metro Detroit Community Services' Holiday Basket Giveaway.

Additionally, SIU-contracted American Steamship Company started a new tradition this December by e-mailing its holiday card and using what it would have spent on cards and postage to make a donation to the Food Bank of Western New York.

Non-Partisan Organization Exposes RTW

Continued from Page 5

promote job growth in individual states, Lafer notes. "To a large extent, globalization has rendered RTW impotent. It may be that companies in the 1970s or 1980s moved to RTW states in search of lower wages. But in the globalized economy, companies looking for cheap labor are overwhelmingly looking to China or Mexico, not South Carolina," he writes.

Moreover, Lafer points to Oklahoma's RTW-related downfall as a powerful case study against that law. He says that many of the same arguments in favor of RTW used in Oklahoma a decade ago now are being made by some in Indiana. But, "in the ten years since Oklahoma adopted RTW, the number of manufacturing jobs in the state has fallen by one-third. The number of companies coming into the state – supposed to increase by 'eight to ten times' – has decreased by 30 percent. And Oklahoma's unemployment rate in 2010 was double what it was when RTW was adopted. RTW was not the cause of this job loss – it was simply irrelevant in the face of broader economic forces. Oklahoma has lost tens of thousands of jobs to cheaper labor overseas, prompting the mayor of Oklahoma City to complain in 2006 that 'we're getting hit in the manufacturing sector over and over again.' That year, General Motors closed its Oklahoma City plant – laying off 2,400 employees – as production was shifted to Mexico."

The entire commentary is available at www.epi.org, in an entry dated Jan. 12.

The EPI is a non-profit, non-partisan organization.

SIU Boatmen Ratify Allied Contract

SIU members employed by Allied Transportation Co. recently ratified a new three-year contract that boosts wages and maintains medical benefits. The agreement, approved in late December by a strong majority, also includes an increase in the food allowance aboard Allied vessels.

More than 100 Seafarers work at Norfolk, Va.-based Allied, sailing aboard boats on the East and Gulf coasts. They transport chemical products aboard articulated tug-barge units and other vessels.

SIU Norfolk Port Agent Georg Kenny, who led the union's negotiating team, said both sides deserve credit for reaching a fair contract.

"The negotiations went well, and I think we ended up with something that's good for both the membership and the company," Kenny stated. "The members at Allied do a great job, and at the same time, Allied, in my opinion, is one of the best companies out there. I think all of that is reflected in this new contract."

He added special thanks to company officials Jeff Parker, Wanda Leach and Meredith Law for all the logistical support they provided during negotiations.

Capt. **Steve Lewis** served on the SIU bargaining committee, and he described the experience as worthwhile.

"The whole thing was positive, in my opinion," Lewis said. "You always have give and take, but the way I see it, it's a positive contract. Everybody benefited, and it was very important that we maintained our medical coverage at Core Plus (the top level available under the Seafarers Health and Benefits Plan)."

Lewis has sailed with Allied for nearly 14 years, and this marked the first time he has been involved in contract negotiations.

"I'd be willing to do it again and I'd recommend that others do the same, whether they're elected or they want to sit in as volunteers. It was a good experience," he added.

The previous contract with Allied was set to expire in August 2010, but was extended by a year. It subsequently was extended through the end of 2011 as negotiations continued.



Pictured in front of the Allied tug *Osprey* are (from left) Mate Geoffrey Gavigan, Cadet Ryan Knorr, Chief Engineer Stuart Diggs and Engineer Stephen Banks.

Former SIU, AMO Official Gordon Spencer Dies at 86

Gordon W. Spencer, former SIU port agent and a founder of the Seafarers-affiliated American Maritime Officers (AMO), died Dec. 21 at his home in Virginia Beach, Va., following a brief illness. He was 86.



Gordon Spencer addresses delegates at the SIUNA convention in 1971.

Those who knew him described Spencer as an effective champion of maritime labor, whether working on the waterfront, at the union hall or on Capitol Hill.

SIU President Michael Sacco recalled working with Spencer on several organizing drives.

"Gordon was one of the best organizers we ever had," the SIU president stated. "I knew him when he was our port agent in Norfolk, Va. He was a great union guy all the way around, but his forte was organizing – he could really get his message across."

"He did an outstanding job, too, in lobbying for AMO," Sacco continued. "He was one of the originals, and he'll be sorely missed."

A native of Australia, Spencer sailed in the Norwegian and U.S. merchant fleets during World War II. He subsequently was enlisted by the late SIU President Paul Hall to help form the Brotherhood of Marine Engineers as an SIUNA affiliate in the late 1940s. (The BME eventually became the AMO.)

Spencer successfully organized members in the inland and deep sea fleets, and also helped secure contracts with groundbreaking benefits for boatmen. He eventually became the executive vice president and secretary-treasurer of AMO (then known as District 2 of the MEBA).

He switched hats in the mid-1970s and helped lead the growth of the union's legislative outreach in Washington, D.C.

"Gordon Spencer was in Washington with Paul Hall and (the late AMO/District 2 President) Ray McKay during the battles for the Cargo Preference Act of 1954 and the PL-480 Food for Peace program that same year," AMO National President Tom Bethel said. "He made a compelling case for U.S. merchant ships carrying government cargoes in the interests of national security and diplomatic dividend, and American merchant mariners remain at work today because of the work Gordon Spencer did on these issues 58 years ago."

Bethel also credited Spencer for helping preserve U.S. maritime jobs in the mid-1990s, both by defending the Jones Act and by helping advance legislation that led to the creation of the Maritime Security Program. He described Spencer as "one of the most respected and most well-liked figures on Capitol Hill."

Spencer's survivors include his wife,



Spencer's work on Capitol Hill continues benefitting U.S. mariners today. He is pictured above with U.S. Rep. Walter Jones (left) (R-N.C.).

two daughters and three grandchildren. A memorial service took place Dec. 29 at Virginia Beach United Methodist Church. Memorial contributions may be made to Potter's House Ministry at Virginia Beach United Methodist Church, 212 Nineteenth Street, Virginia Beach, VA 23451. Condolences may be offered to the family at www.hollomon-brown.com.



MAERSK ALABAMA - The Christmas menu aboard the *Maersk Alabama* offered something for practically every taste, including appetizers, turkey, prime rib, broiled lamb kabobs, plus side dishes and desserts galore. Making it all happen were (above at right, from left) SA Saleh Mohmohd, Chief Cook Mutee Zindani and Steward/Baker Tyler Laffitte. In the other two photos, crew members enjoy the meal. Among those pictured (photo at left, from left) are AB Mohamed Mazid, GUDE Alex Rodriguez, QMED James Glover and Electrician Boleslaw Szatkowski.

Seafarers Share Holiday Spirit In Halls, At Sea

Aboard ships and at several SIU halls, members gathered to enjoy fellowship and good food as they welcomed the winter holiday season. Retirees, family members and other guests also took part in the festivities at the halls. Photos from some of the ships and halls appear on this page and on the next one.



PHILADELPHIA - Members, officials and guests flash their best holiday smiles Dec. 16 at the hall in Philadelphia.



WILMINGTON - The Dec. 22 celebration in Wilmington, Calif., drew a large turnout. Attendees included retiree Leonard Viles and Bosun Richard Volkart (photo at right below, from left); Port Agent Jeff Turkus and wife Pristine (photo at left); and Safety Director Abdul Al Omari (left) and Dispatcher Nick Rios (photo immediately below).





BALTIMORE - Guests at the Dec. 8 feast in Baltimore included Metropolitan Baltimore Council AFL-CIO President Ernie Grecco, standing at far left in photo at left.



JACKSONVILLE - Members and guests get together at the Jacksonville hall the week before Thanksgiving. Among those pictured are Seafarers Michael Fincannon (center photo below) and Manuel Daguio (photo at right), plus (photo below, from left) Safety Director Ashley Nelson and members Federico Ocampo and Tirso Sarmiento.



APL THAILAND - Recertified Steward Joel Molinos (photo at bottom right), Chief Cook Ben Lozada and Asst. Cook Mohamed Wasel teamed up to deliver a scrumptious Thanksgiving dinner to their shipmates. Some of the desserts are shown in the photo at left below.





BACKING AVONDALE WORKERS – Late last year, New Orleans-area Seafarers joined fellow trade unionists and other supporters for a demonstration backing workers from Avondale Shipyard. The SIU contingent included Sam Akuffo, Luis Nunez, Austin Howard, Eugene Tuggle, Adolfo Figueroa, Joe Lebeau and James Brown, among others.



NOT AN EVERYDAY SIGHT – Port Agent Tracey Mayhew glanced outside the hall in Anchorage, Alaska, in early January and spotted this visitor. Yes, it's real. No, we didn't bag it.



WITH MEMBERS IN OAKLAND – AB Edward Tanaka (right in photo at left above, with Patrolman Nick Marone II) late last year received his A-seniority book at the union hall in Oakland, Calif. His recent ships include the *Horizon Hawk* and the *Alaskan Explorer*. Also at the Oakland hall in December, CME/QMED Mike Peck (center in photo at right above) was congratulated on his retirement and presented with his first pension check by Asst. VP Nick Celona (right) and Administrative Asst. Diana Marrone.



At Sea and Ashore with the SIU



FUTURE SEAFARER – Houston Port Agent Mike Russo wanted to share this recent photo of his son, Vincent, visiting the union hall. No word yet on whether Vincent will choose the deck, engine or steward department.



PUMPMAN EARNS SAFETY AWARD – Late last year, the department heads of the *Maersk Michigan* unanimously voted to award Pumpman Don Wellentin (above) \$100 from the ship's safety fund and a letter of commendation for his years of dedicated service, according to vessel master Capt. James Walker. "Don was part of the original crew that reflagged the ship to the American flag, under the Maersk Line, Limited banner," Walker noted. "His outstanding technical knowledge and skills along with his devotion to the ship and crew have helped make our operation a success."



AT THE HALL IN JACKSONVILLE – Two members recently celebrated their retirements at the union hall in Jacksonville, Fla., while two others took the union oath. Newly retired Crowley Capt. Michael Lydick (left in photo at right) is pictured with Asst. VP Archie Ware; fellow retiree Steve Mitchell, also formerly a captain with Crowley, stands fourth from left in the large group photo immediately above. Joining him are (from left) Patrolman Brian Guiry, Safety Director Ashley Nelson, Secretary Karen Shuford, VP Gulf Coast Dean Corgey and Asst. VP Ware. In the other photo above, Corgey swears in FOWT Gary Simmons (center, receiving his A-seniority book) and AB Christopher Hickey (full book).

Deadline for 2012 SHBP Scholarship Approaches

The Seafarers Health and Benefits Plan (SHBP) is offering scholarship opportunities to Seafarers and dependents who are interested in furthering their education but need financial assistance.

The SHBP each year offers scholarships to qualified Seafarers and dependents who are hoping to continue their education. Designed to ease the financial challenges associated with college and vocational studies, the 2012 SHBP Scholarship Program will offer eight awards totaling \$132,000.

Three scholarships will be designated for Seafarers and 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 2012 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, write to the following address and request a copy: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.

All requests should include the requesting individual's name, Social Security number (Seafarer sponsor's Social Security number if a dependent), a complete mailing address including zip code and a telephone number. Request-

ers should indicate whether the booklet is for themselves or their dependents. The booklets also are available at Seafarers' hiring halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. 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, 2012.

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 this month. 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.

Maritime & Labor Briefs

ATC Crews Commended

The corporate leadership of the Alaska Tanker Company (ATC) has commended Seafarers aboard their vessels for their steadfast devotion to workplace and environmental safety. In a mass email distributed by the company, ATC pointed out that it has completed a decade with only one lost-time injury (a broken finger). In addition, crews have not spilled even a single drop of crude oil in longer than eight years.

With the help of the well-trained and professional SIU crews, ATC has received the U.S. Coast Guard's Benkert Award for environmental safety performance and community outreach, among other recognition in recent years. According to the email, "No other company in the world that runs only oil tankers has ever received this highest honor."

Superferry Update

The U.S. Navy has set in motion an effort to purchase two high-speed ferries from the U.S. Maritime Administration. Congress has approved up to \$35 million to acquire the ships, which eventually would become Department of Defense sealift vessels.

The high-speed catamarans, which were crewed by Seafarers in the past, formerly were owned by Hawaii Superferry. The *Alakai* and the *Huakai* were built to move people and cars between the Hawaiian Islands. After some early growing pains, the operation itself was successful and well-regarded, but it was derailed two years ago because of legal and political fighting over an environmental impact study. MarAd moved the boats from Hawaii to Norfolk, Va., and bought them at an auction in 2010.

New Website for Honolulu Sailors Home

The Honolulu Sailors Home has announced the launch of its new website, www.honolulusailorshome.com. The Honolulu Sailors Home provides inexpensive lodging for mariners and others who need temporary housing when transferring vessels or who are otherwise displaced from their ships.

The Honolulu Sailors Home Society, a non-profit organization, has been providing a place to stay for merchant mariners since 1857. The home has recently completed major renovations and offers 39 single-occupancy rooms starting at \$22 a day.

Additional Ferry Service a Hit

The new SIU-crewed East River Ferry operation in New York has exceeded expectations through its first six months. According to recent news reports, the new service – owned by Billybey Ferry Company, which utilizes SIU-crewed NY Waterway boats – was projected to serve 409,000 riders per year. But, the ferry line already has transported nearly 500,000.

The East River Ferry shuttles commuters, tourists and others between Brooklyn, Queens and Manhattan. It is also considered to be a potential cause of increased access and revamping of the Brooklyn, Queens, and eastern Manhattan waterfronts. The ferry service is part of a three-year pilot program with a goal of improving passenger trans-

portation on New York's waterways.

Liberty Ship Offers Tours, Cruise

The cruise season on the Chesapeake Bay will feature a rare vessel giving tours of the waters near Baltimore starting this summer. The *S.S. John Brown* is one of the last operational Liberty-class ships from the World War II-era. It serves as a museum and memorial to the merchant mariners, shipbuilders, and Navy soldiers who served aboard Liberty ships during World War II. In addition, the *John Brown* is fully restored and sea-ready, with its rebuilding kept as closely in line with its original state as possible.

On June 16, July 21, and Sept. 8, the *John Brown* will take guests on a six-hour tour of the Chesapeake Bay with tours of the vessel, music from the 1940s, and flybys by World War II-era aircraft. (SIU members aboard the *USNS Fisher* and *USNS Wright* share a dock with the *John W. Brown*.) Tickets for this event cost \$140 and are available by phone at 410-558-0164 or online at www.liberty-ship.com.

American Victory 'History Cruise'

A "Relive History Cruise" is scheduled for March 24 in Tampa, Fla., aboard the newly restored *American Victory* – one of only four fully operational Victory-class World War II ships in the nation.

Open to the public and sponsored by the Florida-based American Victory Ship Museum, the outing will commence at 10 a.m. and culminate at 4 p.m. In addition to the voyage itself, the event will feature reenactments, World War II-era aircraft flyovers and maritime ceremonies. Passengers will be treated to live entertainment, and wide array of food and beverages will be available for purchase.

Tickets, priced at \$110 per person, may be purchased online at www.ticketweb.com; by calling 1-866-468-7630; or in person aboard the *American Victory*. For more information, call the American Victory Ship Museum at (813) 228-8766.

NFL Players: 'Right to Work' is Trick Play

The National Football League Players Association in early January slammed so-called right-to-work legislation being pushed in Indiana, host state for this year's Super Bowl (the game is in Indianapolis).

In a written statement, the NFLPA said, "As NFL players, we know our success on the field comes from working together as a team. We're not just a team of football players – we're also the fans at games and at home, the employees who work the concession stands and the kids who wear the jerseys of our favorite football heroes. NFL players know what it means to fight for workers' rights, better pensions and health and safety in the workplace...."

"Right-to-work is a political ploy designed to destroy basic workers' rights. It's not about jobs or rights, and it's the wrong priority for Indiana.... So-called right-to-work bills divide working families at a time when communities need to stand united. We need unity – not division. We urge legislators in Indiana to oppose right-to-work efforts, and focus instead on job creation."

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

WHAT'S NEW FOR 2011

Following are some of the changes that will take effect in 2011, along with changes that remain in effect from 2010. Please check www.irs.gov before filing your return.

Due date of return - File Form 1040 by April 17, 2012. The due date is April 17, instead of April 15, because of the Emancipation Day holiday in the District of Columbia — even if you do not live in the District of Columbia.

Capital Gains and Losses - In most cases, you must report your capital gains and losses on new Form 8949 and report the totals on Schedule D. If you sold a covered security in 2011, your broker will send you a Form 1099-B that shows your cost basis of that security. Generally a covered security is a security acquired after 2010. The broker also reports this information to the IRS. Refer to the IRS web site at www.irs.gov/form8949 for additional information and other new developments affecting this form and Schedule D.

Exemptions - The personal exemption and the dependency exemption increased to \$3,700 for 2011. For tax year 2011, there is no phase-out of the exemption - you will no longer lose part of your deduction for personal exemptions and itemized deductions, regardless of the amount of your adjusted gross income (AGI).

Divorced or Separated Parents - A custodial parent who revoked their previous release of a claim to a child's exemption must include a copy of the revocation with their return.

Standard Deductions - The standard deduction for married couples filing a joint return increased to \$11,600 for 2011. The standard deduction for single individuals and married couples filing separate returns is now \$5,800 for 2011. The standard deduction for heads of household increased to \$8,500 for 2011.

You can use the 2011 Standard Deduction Worksheet in chapter 20, Publication 17 to figure your standard deduction.

Itemized Deductions - Overall income limits for itemized deductions do not apply in 2011. Before 2010 and until December 31, 2012, taxpayers whose incomes were above certain levels lost part of their itemized deductions. For taxpayers at all income levels, limitations continue to apply to particular itemized deductions, such as medical and dental expenses, certain miscellaneous itemized deductions and casualty and theft losses.

Self-employed health insurance deduction - Effective March 30, 2010, if you were self-employed and paid for health insurance, you may be also able to include in your self-employed health insurance deduction any premiums you paid to cover your child who was under age 27 at the end of 2011, even if the child was not your dependent. However, for 2011 self-employed individuals can no longer deduct the cost of their health insurance premiums when calculating net earnings from self-employment for purposes of self-employment taxes.

Making Work Pay Credit - The Making Work Pay Credit has expired. You cannot claim it on your 2011 return and Schedule M is no longer in use.

Earned Income Credit (EIC) - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax. The maximum amount of income you can earn and credit available increased for 2011:

- Credit of \$5,751 if you have three or more qualifying children and you earn less than \$43,998 (\$49,078 if married filing jointly)
- Credit of \$5,112 if you have two qualifying children and you earn less than \$40,964 (\$46,044 if married filing jointly),
- Credit of \$3,094 if you have one qualifying child and you earn less than \$36,052 (\$41,132 if married filing jointly), or
- Credit of \$464 if you do not have a qualifying child and you earn less than \$13,660 (\$18,740 if married filing jointly).

The maximum amount of investment income you can have and still get the credit has increased in 2011 to \$3,150.

You can no longer receive an advance Earned income credit on your paycheck.

Social Security and Medicare Taxes - The maximum amount of wages subject to the Social Security tax for 2011 is \$106,800. There is no limit on the amount of wages subject to the Medicare tax.

Self-Employment Tax Rate and Deduction - For 2011, the Old Age, Survivors, and Disability Insurance portion of the SE tax is reduced by 2 percent from 12.4 percent to 10.4 percent. The Medicare portion of the SE tax remains 2.9 percent. As a result, the SE tax rate is reduced from 15.3 percent to 13.3 percent. For 2011, the SE tax deduction is revised to reflect an employer's equivalent portion of tax. Previously, the deduction was equal to one-half of self-employment tax.

Qualified Dividend and Capital Gains Tax Rate - The 0 percent and 15 percent maximum tax rates on qualified dividends and net capital gains remain in effect from last year.

Adoption credit - The Affordable Care Act raises the maximum adoption credit to \$13,360 per child, up from \$13,170 in 2010. It also makes the credit refundable, meaning that eligible taxpayers can get it even if they owe no tax for that year. In general, the credit is based on the reasonable and necessary expenses related to a legal adoption, including adoption fees, court costs, attorney's fees and travel expenses. Income limits and other special rules apply. In addition to filling out Form 8839, Qualified Adoption Expenses, eligible taxpayers must include with their 2011 tax returns one or more adoption-related documents.

Child Tax Credit - The Tax Relief Act of 2010 extends for two additional years (2011 and 2012) the enhanced child tax credit of \$1,000 maximum credit per child. This \$1,000 credit is scheduled to expire at the end of 2012. Unless there's further legislation, the child tax credit will revert to its previous maximum of \$500 per child starting in the year 2013.

For 2011 tax year the child tax credit starts to be reduced when income reaches the following levels:

- \$55,000 for married couples filing separately,
- \$75,000 for single, head of household, and qualifying widow(er) filers, and

- \$110,000 for married couples filing jointly.

In the phase-out range, the child tax credit is reduced by \$50 for each \$1,000 of income above these threshold amounts.

The American Opportunity Tax Credit - For tax year 2011, the maximum credit amount can be up to \$2,500 and up to \$1,000 of that credit amount may be refundable. The credit applies to the first 4 years of post-secondary education in a degree or certificate program.

The credit is calculated by taking 100 percent of the first \$2,000 of qualified tuition and related educational expenses and 25 percent of the next \$2,000 of such expenses. The credit is gradually reduced if your Modified AGI is:

- \$80,000 to \$90,000 for Single, Head of Household, and Qualifying Widow(er)
- \$160,000 to \$180,000 for Married Filing Joint

The American Opportunity Tax Credit is extended under the 2010 Tax Relief Act through the end of 2012.

Lifetime Learning Credit - For tax year 2011, the maximum credit amount per tax return can be up to \$2,000. The credit is calculated by taking 20 percent of the educational expenses on the first \$10,000 of qualified educational expenses. The credit is gradually reduced if you Modified AGI exceeds \$51,000 (\$102,000 if married filing joint return) and is completely eliminated if you Modified AGI exceeds \$61,000 (\$122,000 if married filing joint return). The credit cannot be claimed if your filing status is "married filing separately".

Tuition and Fees Deductions - This deduction was extended under the 2010 Tax Relief Act. For tax year 2011, you may be able to deduct up to \$4,000 for taxpayers with AGI of \$65,000 or less (\$130,000 for joint filers) and \$2,000 for taxpayers with AGI above \$65,000 but less than or equal to \$80,000 (\$130,000 and \$160,000, respectively, for joint filers) for qualified educational expenses paid for yourself, spouse or dependent even if you do not itemize deductions on Schedule A. Taxpayers who choose to claim the tuition and fees deduction must fill out and attach Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19.

Expanded Definition of Qualified Expenses for Qualified

Tuition Programs - Qualified higher education expenses generally include tuition, fees, room and board, and related expenses such as books and supplies. The expenses must be for educational in a degree, certificate, or similar program, at an eligible educational institution. An eligible educational institution includes most colleges, universities, and certain vocational schools.

Educator Expenses - The deduction for eligible elementary and secondary school teachers of up to \$250 per year (\$500 if you and your spouse were both eligible educators) for expenses paid or incurred for books, certain supplies, computer and other equipment, and, supplementary materials used in the classroom has been extended for 2011 under the 2010 Tax Relief Act. This is the last year for the credit as it expires on December 31, 2011.

State & Local Sales and Use Tax Deduction - The election to deduct state and local general sales and use taxes instead of state and local income taxes as an itemized deduction has been extended under the 2010 Tax Relief Act. Prior to the passage of the 2010 Tax Relief Act, the deduction for state and local general sales and use taxes was not available for tax years after 2009. Under the new tax act, this deduction is now extended to tax years 2010 and 2011.

Individual Retirement Accounts:

■ **Education IRAs (Coverdell Education Savings Account)** - Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses.

■ **Traditional IRAs** - The contribution limit to a traditional IRA in 2011 is \$5,000 (increased to \$6,000 for taxpayers age 50 or older at the end of 2011). Modified Adjusted Gross Income (AGI) phase-out range got 2011 is \$56,000-\$66,000 for single, head of household, \$90,000-\$110,000 for married couples filing jointly or qualifying widow(er), and less than \$10,000 for married individuals filing separate returns when a taxpayer is covered by an employer's retirement plan at any time during the year.

■ **Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$5,000. If a taxpayer reaches age 50 before 2011, the most that can be contributed will be \$6,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$107,000 and \$122,000, for joint filers and qualifying widow(er) with an AGI between \$169,000 and \$179,000, and married filing separate filers with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

■ **Roth IRAs** - If you converted part or all of an IRA to a Roth IRA in 2010 and did not elect to report the taxable amount on your 2010 return you generally must report half of it on your 2011 return and the rest on your 2012 return.

■ **Special Charitable Contributions for Certain IRA Owners** - This provision, now available through the end of 2011, offers older owners of individual retirement accounts (IRAs) a different way to give to charity. An IRA owner age 70½ or over can directly transfer, tax-free, up to \$100,000 per year to eligible charities. Known as a qualified charitable distribution (QCD), this option is available for distributions from IRAs, regardless of whether the owners itemize their deductions. Distributions from employer-sponsored retirement plans, including SIMPLE IRAs and simplified employee pension

Continued on Page 14

TAX TIPS

HOW TO PREPARE

A TAX RETURN

Step 1. Get all records together.
■ Income Records. These include any Forms W-2, W-2G and 1099.

■ Itemized deductions and tax credits.

■ Medical and dental payment records.

■ Real estate and personal property tax receipts.

■ Interest payment records for items such as a home mortgage or home equity loan.

■ Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 titled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099-R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master cards. To pay by credit card, call the toll-free number 1-888-872-9829 or 1-888-729-1040 or visit web sites www.officialpayments.com/fed or www.pay1040.com. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars: Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

Fast Refund: Taxpayers are able to request direct deposit of their tax refunds by filling out lines 74b, 74c and 74d on their Form 1040. Line 74b is for the bank's routing number. Line 74c indicates the type of account, and line 74d is the taxpayer's account number at the bank. When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. Beginning in 2009, individuals that prepare his or her own return can access most commonly used Federal tax forms from the IRS website and

directly electronically. For more information, visit www.irs.gov.

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FOR MARINERS

ctly submit the forms electronicly. Free electronic filing is no lon-subject to any income limitations. more information, visit the IRS site at: www.irs.gov.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: deduction for each exemption—the individual, his or her spouse dependents is \$3,700 per person. hild cannot claim an exemption his or her return or qualify for a her education credit if the child's ents claim a dependency exemp-1 for their child.

Standard Deduction: The stand-deduction, or dollar amount reduces the amount that is taxed, reased for married couples filing utly in 2011 to \$11,600. The stand-deduction for single individuals married couples filing separate rns is now \$5,800. The standard uction for heads of household reased to \$8,500 for 2011 (see box this page).

Personal Interest Deductions: 2011, personal interest cannot be ucted. Personal interest includes rest on car loans, credit cards, per-al loans and tax deficiencies.

Interest on Secured Loans
uctible: In most cases you can uct all your home mortgage inter-depending on the date of your rtgage, the amount of the mortgage how the proceeds were used. Inst-paid on investments is also 100 cent deductible but limited to the ount of investment income earned h year. Any excess can be carried ard to the next year.

Union Dues Deduction: Union s, including working dues, are de-tible only if they exceed 2 percent djusted gross income. If they do, y the portion over the 2 percent is uctible. The self-employed may uct union dues as a business ex-se.

Club Dues Deduction: No de-tion is permitted for club dues; vever, dues paid to professional or ublic service organizations are de-tible for business reasons.

Deductions Subject to 2 Percent Adjusted Gross Income: These lude investment advisory fees, tee's administrative fees, legal enses that are paid to produce tax-e income, unreimbursed employee enses, safe deposit box rental and preparation fees.

Deducting Work-Related Ex-ises: Expenses associated with a man's work may be considered deductible. However, no ex-ise can be deducted for which a man has been reimbursed by the ployer. Travel to the union hall egister or travel to the union's igned medical facility to take required physical and drug tests examples of expenses which are rk-related but not reimbursed by company. Members of the galley w may deduct the costs of knives other equipment they person- / own but use when on a ship forming their work duties. The chase of work-related clothing other gear, as long as it is truly work and not paid for by the em-

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st people. If a taxpayer is 65 or ductions (\$1,150 for a married l person). Note that the personal

Standard Deduction	
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.....	\$11,600
.....	\$ 8,500

ployer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 17 of this year, the IRS is accepting a standard mileage rate. The rate for January 1 through June 30, 2011 is 51 cents. The standard mileage rate increases to 55.5 cents per mile for July 1 through December 31, 2011. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including insurance, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. The IRS recommends keeping a log book or diary listing all expenses related to travel, for both the standard mileage rate and actual cost method, to ensure accurate records. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling:

You can use a special standard meal allowance if you work in the transportation industry. You are in the transportation industry if your work:

- Directly involves moving people or goods by airplane, barge, bus, ship, train, or truck, and
- Regularly requires you to travel away from home and, during any single trip, usually involves travel to areas eligible for different standard meal allowance rates.

If this applies to you, you can claim a standard meal allowance of \$59 a day (\$65 for travel outside the continental United States) from January 1 through December 31, 2011.

Using special rates for transportation workers eliminates the need for you to determine the standard meal allowance for every area where you stop for sleep or rest. If you choose to use the special rate for any trip, you must use the special rate for (and not use the regular standard meals allowance rates) for all trips you take that year.

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may get a SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive a SSN.

Additional (Refundable) Child Tax Credit – This credit is for certain individuals who get less than the full amount of the child tax credit. The additional child tax credit may give you a refund even if you do not owe any tax.

Student Loan Interest: Taxpayers may be able to deduct up to \$2,500 of interest paid for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

OTHER TAX INFORMATION

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order. If you file your return electronically you may be able to make your payment electronically.

WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 2011, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Canceled debts.
- State income tax refunds.
- Rents.
- Repayments.
- Royalties.
- Unemployment benefits
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.

WHICH INCOME

NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, and medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

FILING AN EXTENSION

Taxpayers can get an automatic 6-month extension if, no later than April 17, 2012, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

WHERE IS MY REFUND?

If taxpayers have not received a refund check within 28 days from the original IRS mailing date, information can be accessed through the web site at www.irs.gov. To get the refund status, taxpayers will need to provide the information from their tax returns. You should know your Social Security Number (or IRS Individual Taxpayer Identification Number), Filing Status (Single, Married Filing Joint Return, Married Filing Separate Return, Head of Household, or Qualifying Widow(er)) and the Refund amount. It is important to enter the refund amount exactly as it is shown on your return.

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships. Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but

OVERSEAS AT TAX TIME

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; and Tokyo, Japan.

nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live. Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank. Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state. Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state. In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state. If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

WHERE TO GET INFORMATION

General Information: 1-800-829-1040 may be called for general information between 7:00 am and 10:00 pm your local time.

Publications: Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

Walk-In Help: IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help: The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered. The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the number "9" will repeat the topic and

the number "2" will cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund. This telephone service is available 24 hours a day, 7 days a week.

Personal Computer: Access the IRS's internet web site at www.irs.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, check the status of your refund, send the IRS comments or requests for help via e-mail; and sign up to receive local and national tax news by e-mail. Send IRS

Written Questions: Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

Snapshots from The Union-Crewed USNS Soderman

Recertified Bosun James Orlanda sent these recent photos of fellow mariners aboard the *USNS Soderman*. Taken in South Korea, the images show Seafarers prepping for and participating in various safety drills aboard the LMSR, as well as celebrating a shipboard safety award. The vessel is operated by Ocean Ships, Inc.



2011 Tax Season Ushers in Assorted Noteworthy Changes

Continued from Page 12

(SEP) plans, are not eligible to be treated as a qualified charitable distribution.

To qualify, the funds must be contributed directly by the IRA trustee to an eligible charity. Amounts so transferred are not taxable and no deduction is available for the transfer.

Not all charities are eligible. For example, donor-advised funds and supporting organizations are not eligible recipients. Remember to check eligibility of the charity before requesting a QCD.

All QCDs from an IRA to eligible charities are counted in determining whether the owner has met the IRA's required minimum distribution. Where individuals have made nondeductible contributions to their traditional IRAs, a special rule treats QCD amounts as coming first from taxable funds, instead of proportionately from taxable and nontaxable funds, as would be the case with regular distributions.

Foreign Financial Assets - If you had foreign financial assets in 2011, you may have to file new Form 8938 with your return.

Repayment of First-time homebuyer credit - If you have to repay the credit, you may be able to do so without attaching Form 5405.

Mortgage Insurance Premiums - Mortgage insurance premiums for qualified mortgage insurance on debt to acquire, construct, or improve a first or second residence can potentially be treated as deductible qualified residence interest. Before the 2010 Tax Relief Act, this break was only available for premiums paid through 2010. The Act extends the break to cover premiums paid through 2011. If your AGI exceeds \$100,000 (\$50,000 if married filing separate) your deduction may be reduced or eliminated.

Nonbusiness Energy Property Credit - This credit is available for property placed in service in 2011, but with new limitations. The credit now has a lifetime limit of \$500, of which only \$200 may be used for windows.

Nonbusiness energy property credit allowance of credit - This credit still consists of qualified energy efficiency improvements and residential energy property costs, but it is figured differently. Sub-

ject to the lifetime limits, only 10 percent of qualified energy efficiency improvements are allowed. Subject to the lifetime limits, the residential energy property cost are limited to \$300 for energy-efficient building property, \$150 for any qualified natural gas, propane, or oil furnace or hot water boiler, and \$50 for any advanced main air circulating fan.

Residential Energy Efficient Property Credit - This credit remains unchanged from 2009 and equals 30 percent of what a homeowner spends on qualifying property such as solar electric systems, solar hot water heaters, geothermal heat pumps, wind turbines, and fuel cell property. Generally, labor costs are included when calculating this credit. Also, no cap exists on the amount of credit available except in the case of fuel cell property, which is \$500 for each one half kilowatt of capacity.

Eligible homeowners can claim both of these credits when they file their 2011 federal income tax return.

Standard mileage rates - The IRS raised the standard mileage rates for the last six months of 2011 to 55.5 cents per mile for business miles driven and 23.5 cents per mile for medical or moving expenses—both a 4.5 cent per mile increase over the rates in effect for the first six months of the year. The rate for providing services for a charity is set by statute and equals 14 cents per mile.

Deduction for corrosive drywall - You may be able to claim a casualty loss deduction for amounts you paid to repair damage to your home and household appliances that resulted from corrosive drywall. The deduction is limited if you have a pending claim for reimbursement (or intend to pursue reimbursement) through property insurance, litigation, or other means.

Personal Casualty & Theft Loss - This loss remains unchanged from 2010. The loss is limited to the excess of the loss over \$100. The 10 percent of AGI limit still applies.

Foreign Earned Income Exclusion - For tax year 2011, the maximum foreign earned income exclusion amount is \$92,900. This amount is up \$1,400 from tax year 2010.

The Alternative Minimum Tax

(AMT) Exemption - AMT exemptions have been temporarily increased for the years 2010 and 2011 (but not for 2012). Exemption amounts help prevent some middle income earners from being subject to the AMT, and helps keep any AMT adjustments less than they otherwise might have been.

For tax year 2011, the alternative minimum tax exemption increases to the following levels:

- \$74,450 for a married couple filing a joint return and qualifying widows and widowers, up from \$72,450 in 2010.

- \$37,225 for a married person filing separately, up from \$36,225.

- \$48,450 for singles and heads of household, up from \$47,450.

The act further helps individual taxpayers facing potential AMT by allowing individuals to offset their regular and AMT liability with nonrefundable personal tax credits for the year.

Uniform Definition of a Qualifying Child - To be claimed as a qualifying child, the person must meet four criteria:

- **Relationship** - the person must be your child, step child, adopted child, foster child, brother or sister, or a descendant of one of these (for example, a grandchild or nephew).

- **Residence** - for more than half the year, the person must have the same residence as you do.

- **Age** - the person must be under age 19 at the end of the year, or under age 24 and be a full-time student for at least five months out of the year, or any age and totally and permanently disabled.

- **Support** - the person did not provide more than half of his or her own support during the year.

Consumer Alert - The IRS warns taxpayers to be on the alert for e-mails and phone calls they may receive which claim to come from the IRS or other federal agency and which mention their tax refund or economic stimulus payment.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The

e-mails and calls usually state that the IRS needs the information to process a refund or stimulus payment or deposit it into the taxpayer's bank account. The e-mails often contain links or attachments to what appears to be the IRS Website or an IRS "refund application form." However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

The IRS does not send taxpayers e-mails about their tax accounts. Also, the IRS does not request detailed personal information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts. If you receive an unsolicited email claiming to be from the IRS, forward the message to: phishing@irs.gov. You may also report misuse of the IRS name, logo, forms or other IRS property to the Treasury Inspector General for Tax Administration toll-free at 1-800-366-4484 or TTY/TDD 1-800-877-8339. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338). Visit IRS.gov and enter "identity theft" in the search box to learn more about identity theft and how to reduce your risk.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter. If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, etc., contact the IRS Identity Protection Specialized Unit at 1-800-908-4490 or submit Form 14039. For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance. Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the National Taxpayer Advocate helpline toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

SHBP Boosts Some Benefits, Notifies Plan Participants Of Adjustments via Mail

The Seafarers Health and Benefits Plan (SHBP) in early January wrote to participants concerning increases and other adjustments to various benefits. The letter to participants also contained a reminder about the SHBP's policy regarding overpayment of claims.

Increase of annual limits

Seafarers Plans Administrator Maggie Bowen noted in the individually mailed letter that, in accordance with the Affordable Care Act, effective Jan. 1, 2012, the Plan has increased its annual limits for cardiac rehabilitation and pediatric preventive dental care to \$1.25 million apiece. Pediatric preventive dental care includes all preventive dental services provided to participants under age 19, but does not include orthodontia, the administrator pointed out.

Additionally, as of March 1 of this year, the SHBP will change the respective allowances for the purchase or rental of durable medical equipment that is required by eligible employees. (Durable medical equipment, according to the letter, includes prosthetic devices, medical appliances, and similar items.) Currently, the Plan pays 70 percent of the reasonable and customary charges for such equipment regardless of whether or not the gear comes from an in-network provider.

As of March 1, the Plan will pay 80 percent of the charges allowed by the network if an eligible employee rents or purchases the item or items from an in-network provider. For out-of-network purchases and rentals, the covered percentage will be 65 percent of reasonable and customary charges. This change brings the benefit in line with most others offered through the SHBP.

Overpaid Claims Policy

Finally, the letter reminds participants of the Plan's policy on overpaid claims. In the event the Plan pays too much to a health care provider (more than that to which they're entitled under Plan rules), the SHBP will solicit a refund of the overpayment. If the provider refuses, the Plan has the right to deduct the overpaid amount from future payments to the same provider for other services received by the same eligible participant.

As indicated in the letter, individuals with questions about these benefits and policies may contact the Plan at 1-800-252-4674.

March & April Membership Meetings

Piney Point.....	Monday: March 5, April 2
Algonac.....	Friday: March 9, April 6
Baltimore.....	Thursday: March 8, April 5
Guam.....	Thursday: March 22, April 19
Honolulu.....	Friday: March 16, April 13
Houston.....	Monday: March 12, April 9
Jacksonville.....	Thursday: March 8, April 5
Joliet.....	Thursday: March 15, April 12
Mobile.....	Wednesday: March 14, April 11
New Orleans.....	Tuesday: March 13, April 10
New York.....	Tuesday: March 6, April 3
Norfolk.....	Thursday: March 8, April 5
Oakland.....	Thursday: March 15, April 12
Philadelphia.....	Wednesday: March 7, April 4
Port Everglades.....	Thursday: March 15, April 12
San Juan.....	Thursday: March 8, April 5
St. Louis.....	Friday: March 16, April 13
Tacoma.....	Friday: March 23, April 20
Wilmington.....	Monday: March 19, April 16

ATTENTION: SEAFARERS

Contribute to SPAD (Seafarers Political Action Donation)

Dispatchers' Report for Deep Sea

December 16, 2011 - January 15, 2012

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	16	6	1	0	3	0	0	31	12	3
Anchorage	1	2	1	0	0	0	1	2	3	1
Baltimore	2	7	1	5	4	1	0	9	12	0
Fort Lauderdale	14	14	1	13	9	0	10	26	16	8
Guam	5	7	0	2	3	0	0	9	6	0
Honolulu	10	3	1	3	1	0	0	26	10	1
Houston	49	10	5	30	9	2	9	93	28	9
Jacksonville	28	28	5	21	12	1	11	57	47	7
Joliet	1	6	0	1	4	1	1	5	7	0
Mobile	12	2	0	8	2	0	1	22	7	1
New Orleans	17	2	0	13	4	1	8	18	4	3
New York	51	18	2	25	17	0	20	79	29	8
Norfolk	16	13	6	12	18	1	2	24	34	10
Oakland	31	11	0	14	4	1	8	56	18	2
Philadelphia	8	3	0	3	2	1	2	11	4	0
Piney Point	1	1	0	0	1	0	0	1	1	0
Puerto Rico	11	11	2	5	4	1	1	16	16	3
Tacoma	32	15	1	25	12	1	20	63	28	7
St. Louis	3	5	0	3	2	0	0	3	4	0
Wilmington	29	17	4	23	13	3	13	61	35	10
TOTALS	337	181	30	206	124	14	107	612	321	73
Engine Department										
Algonac	5	1	2	3	0	0	0	6	4	3
Anchorage	0	1	1	0	1	0	0	0	0	1
Baltimore	7	2	0	4	2	0	0	9	6	0
Fort Lauderdale	10	7	0	5	5	0	1	14	11	2
Guam	2	0	0	0	1	0	0	3	0	0
Honolulu	11	4	1	7	3	0	3	20	6	1
Houston	17	11	1	8	6	0	3	28	21	2
Jacksonville	17	20	0	14	11	0	2	45	41	0
Joliet	1	0	0	1	2	0	0	1	1	0
Mobile	9	2	0	4	1	0	0	14	3	1
New Orleans	4	3	0	2	1	1	0	7	4	1
New York	13	7	0	8	6	1	6	26	12	5
Norfolk	12	26	0	9	13	0	4	27	30	1
Oakland	7	16	0	6	4	0	3	22	24	1
Philadelphia	1	2	0	1	1	0	1	2	7	0
Piney Point	2	2	0	0	0	0	0	2	2	0
Puerto Rico	3	5	0	1	4	0	0	6	14	0
Tacoma	16	10	0	10	7	0	9	23	18	1
St. Louis	1	3	0	2	0	0	0	3	4	0
Wilmington	4	14	2	7	11	3	9	19	29	7
TOTALS	142	136	7	92	79	5	41	277	237	26
Steward Department										
Algonac	2	3	0	0	1	0	1	3	3	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	5	0	0	2	1	0	1	7	2	0
Fort Lauderdale	6	3	0	12	2	0	4	11	7	0
Guam	3	3	0	2	2	0	0	4	1	0
Honolulu	8	1	0	3	1	0	1	16	5	0
Houston	17	8	0	10	5	0	4	32	10	0
Jacksonville	14	7	1	16	4	0	5	29	8	1
Joliet	0	2	0	0	0	0	0	1	3	0
Mobile	6	3	0	3	3	0	1	8	2	0
New Orleans	5	1	0	2	3	1	2	11	1	1
New York	17	1	0	20	1	0	9	25	7	0
Norfolk	13	10	4	3	12	2	5	23	15	2
Oakland	21	3	1	15	2	1	9	29	5	2
Philadelphia	6	1	0	2	1	0	1	6	0	0
Piney Point	1	2	0	3	1	0	2	3	2	0
Puerto Rico	4	1	0	0	1	0	1	7	1	0
Seattle	17	6	1	9	1	0	4	29	10	1
St. Louis	1	1	0	0	1	0	0	2	1	0
Wilmington	25	2	1	18	2	0	6	47	2	1
TOTALS	171	58	8	120	44	4	56	293	86	8
Entry Department										
Algonac	4	13	4	0	1	2	0	5	20	7
Anchorage	0	2	0	0	1	0	0	0	3	3
Baltimore	1	3	1	1	3	1	1	0	4	3
Fort Lauderdale	1	9	1	1	7	0	1	0	14	4
Guam	0	4	0	0	0	0	0	0	6	1
Honolulu	1	6	10	2	5	6	3	6	14	7
Houston	3	10	3	3	6	0	1	5	31	9
Jacksonville	3	22	13	3	8	5	1	4	38	26
Joliet	0	2	1	0	0	1	0	1	2	1
Mobile	0	5	2	2	3	2	0	0	7	1
New Orleans	2	0	2	1	1	3	0	2	5	3
New York	4	20	9	4	12	10	1	13	50	29
Norfolk	0	14	15	0	11	5	0	1	42	41
Oakland	5	13	4	3	7	1	0	6	31	12
Philadelphia	0	1	3	0	0	1	0	0	2	2
Piney Point	0	4	26	0	5	29	0	0	5	7
Puerto Rico	1	0	0	0	1	1	1	2	1	2
Tacoma	6	8	6	3	4	1	3	8	24	12
St. Louis	0	3	0	0	1	0	0	0	2	0
Wilmington	3	13	7	3	13	4	2	8	41	22
TOTALS	34	152	107	26	89	72	14	61	342	192
GRAND TOTALS:	684	527	152	444	336	95	218	1,243	986	299

Seafarers International Union Directory

Michael Sacco, *President*
Augustin Tellez, *Executive Vice President*
David Heindel, *Secretary-Treasurer*
George Tricker, *Vice President Contracts*
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, *Vice President Gulf Coast*
Nicholas J. Marrone, *Vice President West Coast*
Joseph T. Soresi, *Vice President Atlantic Coast*
Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question, asked of SIU members at the union-affiliated Paul Hall Center in Piney Point, Md., is: What's your New Year's resolution?

Joselito Vincente OS

My resolution is to get a house this year. I'm looking to get some more hours on the job, work more days, and save up money so I can finally buy a house.



Armando Vincente SA

This year's resolution is the same, in a way. I've still got bills to pay so I'm looking for more work. You could also say that my resolution is



politically active this year. My New Year's resolution is to volunteer for candidates I like and get more involved in the political process. This year is especially important to know about what's going on. If you don't get involved, you don't have any control over what's going on with the country and your future.

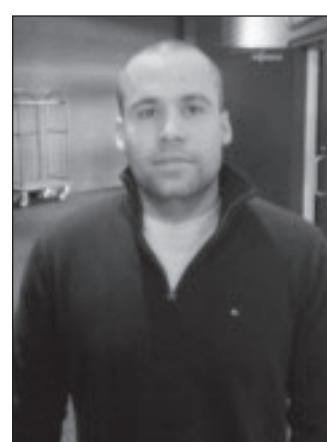
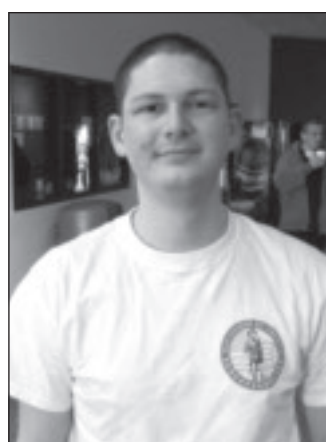
Ryan Vandergriff AB

I don't really have a New Year's resolution, but I am really looking forward to getting my A-book this year. Getting my book is going to lead to better pay and more work on better ships. I'm looking for-

to upgrade at the school and make more money.

Ken Sumner QMED

I want to be more po-



ward to moving on with my career.

Darryl McCoy SA

My New Year's resolution is to have a successful and beautiful year, both financially and mentally. I'm looking forward to being a chief cook this year; that's why I'm here at the school. I think becoming a chief cook will help with both of my goals.



Pic-From-The-Past



This photo from the archives shows members in the chow line at the New York hall during the general strike of 1946 – believed to have been the first general strike in maritime history. The union's efforts were successful, as the U.S. Wage Stabilization Board, on orders from President Truman, approved SIU agreements with various companies.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

Welcome Ashore

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



DEEP SEA

PETER CIDDIO

Brother Peter Ciddio, 71, signed on with the union in 1997 while in San Francisco. In 2002, the steward department member attended classes at the Seafarers-affiliated school in Piney Point. Brother Ciddio's first voyage was aboard the *USNS Silas Bent*; his last was on the *Ocean Charger*. He settled in San Francisco.



RAFAEL CLEMENTE

Brother Rafael Clemente, 65, donned the SIU colors in 1968. His earliest trip was on the *Burbank Victory*. Brother Clemente was born in Puerto Rico and was a frequent upgrader at the Paul Hall Center. His most recent trip was aboard the *Golden State*. Brother Clemente, who sailed in the deck department, lives in Chesapeake, Va.



SISTO DEANDA

Brother Sisto Deanda, 65, started sailing with the union in 1980 in Wilmington, Calif. He upgraded in 2001 at the Piney Point school. Brother Deanda shipped in the steward department. He initially worked on the *Delta Caribe*. Brother Deanda's final trip was aboard the *Liberty Glory*. He calls Abilene, Texas, home.



BUENAVEN GUTIERREZ

Brother Buenaven Gutierrez, 70, was born in the Philippines. He joined the union in 1972 while in the port of San Francisco. Brother Gutierrez originally sailed on the *Santa Mercedes*. The steward department member's final trip was aboard the *Mahi-Mahi*. Brother Gutierrez resides in California.



MICHAEL KADDERLY

Brother Michael Kadderly, 55, signed on with the Seafarers in 1979. He first worked with El Paso Southern Tanker Company. In 1981 and 1990, Brother Kadderly took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. His final voyage was on the *Green Ridge*. Brother Kadderly was born in Portland, Ore., and sailed in the deck department. He continues to make his home in Oregon.

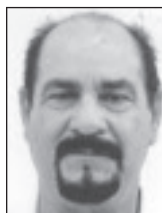


STANLEY KRAWCYNSKI

Brother Stanley Krawcynski, 84, became an SIU member in 1952. His earliest voyage was aboard an Ore Navigation Corporation vessel. Brother Krawcynski last sailed on the *Carolina*. He was a member of the deck department. Brother Krawcynski calls Orange City, Fla., home.

ABRAHAM MEDINA

Brother Abraham Medina, 68, began sailing with the union in 1988. He attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Medina, who sailed in the steward and deck departments, most recently shipped aboard the *Sunshine State*. He was born in Puerto Rico and now is a resident of Fedhaven, Fla.



BURLIN PINION

Brother Burlin Pinion, 65, donned the SIU colors in 1964. His earliest trip was on the *Overseas Joyce*. Brother Pinion often attended classes at the Paul Hall Center. His most recent trip was aboard the *Blue Ridge*. Brother Pinion sailed in the deck department and lives in Springfield, La.

ALI SHAIBI

Brother Ali Shaibi, 56, was born in Yemen. He joined the SIU ranks in 1981. Brother Shaibi initially sailed aboard CSX Lines vessels. He upgraded in 1997 at the union-affiliated school in Piney Point, Md. Brother Shaibi's final ship was the *North Star*. He sailed in all three shipboard departments and makes his home in Rochester, N.Y.

CAROLYN THIFALT

Sister Carolyn Thifault, 69, started sailing with the SIU in 1990. She first sailed on the *USNS Wright*. In 1993, Sister Thifault attended classes at the Piney Point school to enhance her seafaring abilities. She shipped in the steward department. Sister Thifault last sailed aboard the *Shughart*. She resides in Dandridge, Tenn.



AYHAN UNLUSU

Brother Ayhan Unlusu, 67, signed on with the union in 1995 while in the port of Fort Lauderdale, Fla. His first trip was on the *Independence*; his last was aboard the *Maersk Georgia*. Brother Unlusu was born in Turkey and sailed in the deck department. He is a resident of Jacksonville, Fla.



INLAND

EDWARD BARTHOLMEY



his native state of Texas.

EDWARD BROOKS

Brother Edward Brooks, 55, became a Seafarer in 1982 while in Piney Point, Md. His first vessel was operated by Z Point Shipping. Brother Brooks was born in Queens, N.Y. His most recent trip was with Crowley Towing and Transportation of Wilmington. Brother Brooks calls Chula Vista, Calif., home.



DANIEL HAYES

Brother Daniel Hayes, 62, joined the SIU ranks in 1995. He was primarily employed with Penn Mari-

time Inc. Brother Hayes makes his home in Fort Myers, Fla.

RAYMOND MADDOCK

Brother Raymond Maddock, 55, began sailing with the union in 1985 while in the port of Norfolk, Va.



The deck department member upgraded in 2001 at the maritime training center in Piney Point, Md. Brother Maddock's earliest trip was on the *USNS Stalwart*. He most recently shipped aboard the *Liberty Island*. Brother Maddock settled in Zuni, Va.

NATIONAL MARITIME UNION

CLARK DANIELS

Brother Clark Daniels, 65, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. He worked in the engine department. Brother Daniel's final voyage was aboard the *Green Lake*. He resides in Baxter, Ky.



ROBERT ROGERS

Brother Robert Rogers, 65, joined

the SIU ranks in 2001 as the NMU was merging into the SIU. He was born in Los Angeles. In 2001, Brother Rogers attended classes at the Paul Hall Center. He now lives in Fresno, Calif.



RANDOLPH SANDERS

Brother Randolph Sanders, 55, became an SIU member in 2001 during the SIU/NMU merger. The steward department member mainly sailed with Keystone Shipping on vessels such as the *Chelsea* and the *Delaware Trader*. Brother Sanders upgraded his skills in 2001 at the Piney Point school. He calls Boston home.



This Month In SIU History

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

1944

In the midst of World War II, a war in which the merchant marine suffers greater proportional casualties than any of the military services, the Maritime War Emergency Board has proposed a cut in pay for merchant seamen. Although the average wage for a seafarer is only \$1,677.14 a year including bonus and overtime pay – which breaks down to \$32.25 per week – the Board is trying to cut the pay of the men who risk their lives in submarine and bombing attacks for 24 hours a day. On receipt of a letter from the Board secretary announcing the government's intentions, the officials and members of the SIU voted to present their protests to all levels of government.



1954

The several-month-old campaign led by the SIU, and participated in by other maritime unions, to keep the United States Public Health Service hospitals open appeared to be successful after the Eisenhower Administration recently submitted a budget request for \$33 million to operate the hospitals for the coming year. As a result, it appeared that the hospitals would be able to continue operations as in the past with little, if any, cutback in services. The final fate of the hospitals, of course, rests in the hands of Congress, which has to decide whether or not to approve the budget request. Keeping the Public Health Service hospitals open

has been a continuing problem and it appears that it will continue to be.

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in support of the League by all Seafarers. The new organization is a voluntary body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are guaranteed their fundamental American rights to counsel and other assistance. Robert A. Matthews, SIU vice president in charge of contracts and contract enforcement, has been selected as chairman of the League and offices have been established at One Hanson Place in Brooklyn, N.Y.

1986

SIU members in New Bedford, Mass. continued their strike against the Seafood Producers Association (SPA) this month. The SPA bargaining team made its "final offer" that would drastically slash the share of the catch which currently goes to the fishing crews and leave the fishermen with virtually no rights. About the only thing that is certain in the seven-week-old New Bedford fishermen's strike is that the SIU will be there "until hell freezes over," said SIU President Frank Drozak.

Final Departures



DEEP SEA

CHARLES ALLEN

Pensioner Charles Allen, 81, passed away August 15. Brother Allen became a union member in 1962. He originally was employed with Coyle Lines Inc. The deck department member was born in Memphis, Tenn. Brother Allen last sailed on the *Rover*. In 1995, he retired and settled in Slidell, La.



FRANK BAKUN

Pensioner Frank Bakun, 66, died September 10. Brother Bakun was born in New York. He signed on with the SIU in 1969. Brother Bakun, a member of the engine department, first sailed on the *Steel Architect*. He last shipped aboard the *Horizon Producer*. Brother Bakun went on pension in 2011 and lived in Jacksonville, Fla.



JOHN BRIGGS

Pensioner John Briggs, 73, passed away July 23. Brother Briggs began shipping with the SIU in 1970 from the port of Norfolk, Va. His earliest trip to sea was aboard a Rye Marine Corp. vessel. Brother Briggs was a native of Virginia. Prior to his retirement in 2003, he sailed on the *USNS Prevail*. Brother Briggs, a member of the steward department, made his home in Fayetteville, N.C.

ROBERT BROWN

Pensioner Robert Brown, 68, died August 15. Brother Brown was born in Denver. He started sailing with the union in 1990 from Seattle. Brother Brown, who sailed in the deck department, was first employed aboard the *USNS Silas Bent*. His last voyage was on the *Horizon Anchorage*. Brother Brown became a pensioner in 2009. He was a resident of Port Angeles, Wash.



NORBERTO CACPAL

Brother Norberto CACPAL, 51, passed away July 25. Brother CACPAL first donned the SIU colors in 2002 while in the port of Wilmington, Calif. His earliest trip was aboard the *Patriot*. Brother CACPAL, a member of the steward department, was born in Olongapo, Philippines. He most recently shipped on the *Alaskan Navigator*. Brother CACPAL called Riverside,

Calif., home.

LEVY CALZADO

Brother Levy Calzado, 37, died September 13. He became a Seafarer in 1998 while in Piney Point, Md. Brother Calzado initially sailed on the *Global Mariner*. The Baltimore-born mariner was a member of the engine department. Brother Calzado's final trip was aboard the *USNS Fisher*. He continued to reside in Baltimore.

CLARENCE CROWDER

Pensioner Clarence Crowder, 87, passed away September 11. Brother Crowder began shipping with the union in 1951. He was a North Carolina native and worked in the engine department. During his seafaring career, Brother Crowder sailed with ISCO Inc. and OSG Ship Management. He went on pension in 1985 and lived in Zebulon, N.C.



THELMA GIANOPULOS

Sister Thelma Gianopulos, 85, died June 9. Sister Gianopulos joined the union in 1968 in San Francisco. During her seafaring career she sailed aboard ships including the *Santa Maria* and the *President McKinley*. Sister Gianopulos was born in North Carolina and sailed in the steward department. She settled in Modesto, Calif.

VICTOR GONZALEZ

Pensioner Victor Gonzalez, 86, passed away August 22. Brother Gonzalez first donned the SIU colors in 1977. He initially shipped aboard the *Middleton*. Brother Gonzalez, who sailed in the steward department, was born in Puerto Rico. He last worked on the *Carolina*. Brother Gonzalez continued to make his home in Puerto Rico.



EDWIN HARRIS

Pensioner Edwin Harris, 83, died July 23. Brother Harris signed on with the union in 1951. He first shipped on the *Steel Ranger*. Brother Harris worked in the engine department. His final voyage was aboard the *Ponce*. Brother Harris became a pensioner in 1992 and lived in St. Petersburg, Fla.



SHEPPARD HARRIS

Brother Sheppard Harris, 87,

passed away July 30. Brother Harris started his seafaring career in 1958 while in the port of San Francisco. He sailed aboard vessels operated by Matson Navigation Company such as the *Maunawili* and *Manulani*. Brother Harris, a native of Louisiana, was a member of the steward department. Brother Harris settled in San Francisco.

DONALD HICKS

Pensioner Donald Hicks, 84, died September 24. Brother Hicks joined the union in 1952. The deck department member initially shipped with Sprogue Steamship Company. Brother Hicks' final trip was aboard the *Elizabeth*. He went on pension in 1985. Brother Hicks was born in Massachusetts and called Brooklyn, N.Y., home.



SILVIO IGLESIAS

Pensioner Silvio Iglesias, 73, passed away August 5. Brother Iglesias began sailing with the Seafarers in 1973 while in the port of Houston. He was born in Havana, Cuba. Brother Iglesias initially shipped with Intercontinental Carriers. His final ship was the *Horizon Challenger*. Brother Iglesias, who sailed in the engine department, became a pensioner in 2004. He lived in Houston.



ELKIN KENT

Pensioner Elkin Kent, 73, died August 17. Brother Kent was born in Florida. He signed on with the SIU in 1962 while in New Orleans. Brother Kent, a member of the engine department, originally worked with Bloomfield Steamship Company. He last sailed aboard the *Humacao*. Brother Kent started collecting his pension in 1997. He was a resident of Picayune, Miss.



PETER LOIK

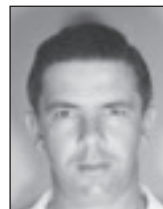
Pensioner Peter Loik, 84, passed away August 31. Brother Loik first donned the SIU colors in 1951 while in the port of Baltimore. His first voyage was with Z Maritime Operations. Brother Loik was a member of the deck depart-



ment. His final ship was the *USNS Wright*. Brother Loik was born in Canada but called Boynton Beach, Fla., home. He went on pension in 1993.

VINCENT MACKELIS

Pensioner Vincent Mackelis, 90, died August 22. Brother Mackelis became an SIU member in 1942 in Mobile, Ala. He initially shipped aboard the *Steel Executive*. Brother Mackelis was born in Elizabeth, N.J., and worked in the engine department. He last sailed on the *Gallaway*. Brother Mackelis retired in 1981 and continued to reside in his native state.



JOSEPH MAGYAR

Pensioner Joseph Magyar, 90, passed away August 19. Brother Magyar began sailing with the Seafarers in 1952. His earliest trip to sea was aboard the *Sea Georgia*. Brother Magyar was born in Pocahontas, Fla. His final voyage was on the *USNS Pollux*. Brother Magyar went on pension in 1986. The engine department member made his home in Granite City, Ill.



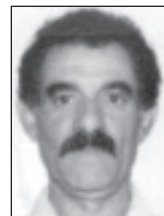
JOHN MIRANDA

Pensioner John Miranda, 61, died August 8. Brother Miranda first donned the SIU colors in 1971. His initial voyage took place aboard the *Falcon Lady*. Brother Miranda, who sailed in the engine department, last sailed on the *Prince William Sound*. Brother Miranda started receiving his retirement compensation in 2007 and lived in Bush, La.



HUSSAIN NASSER

Pensioner Hussain Nasser, 72, passed away September 5. Brother Nasser signed on with the SIU in 1979. He was born in Yemen. Brother Nasser, a member of the steward department, originally worked aboard the *Exchange*. He last shipped on the *Shining Star*. Brother Nasser went on pension in 2004 and called Dearborn, Mich., home.



PAUL PETERSON

Brother Paul Peterson, 56, died

August 19. Brother Peterson became an SIU member in 1987. His earliest trip was aboard the *USNS Assertive*. Brother Peterson last shipped on the *Horizon Enterprise*. He sailed in the engine department. Brother Peterson made his home in Pahoa, Hawaii.

ALEXANDER REYER

Pensioner Alexander Reyer, 60, passed away June 10. Brother Reyer was born in Baltimore. He started shipping with the union in 1978 while in the port of San Francisco. Brother Reyer first worked aboard the *Santa Magdalena*. Prior to his retirement in 2001, he sailed on the *LNG Taurus*. Brother Reyer was a member of the steward department and a resident of San Francisco.



LORENZO RINALDI

Pensioner Lorenzo Rinaldi, 94, died August 23. Brother Rinaldi began shipping with the union in 1951. He worked in the steward department. Brother Rinaldi sailed with Louisiana Sulphur Carrier and CSX Lines. He retired in 1979 and lived in Pasadena, Md.



GENARO RIVERA

Pensioner Genaro Rivera, 78, passed away July 13. Brother Rivera joined the SIU in 1962. He worked with CSX Lines as a member of the steward department. Brother Rivera's final trip was aboard the *Challenger*. He went on pension in 2002 and called Woodbridge, Va., home.



SOLOMON SHIELDS

Pensioner Solomon Shields, 74, died June 14. Brother Shields signed on with the SIU in 1987 while in the port of San Francisco. He worked in the deck department. Brother Shields initially sailed on the *USNS Indomitable*. Before retiring in 2003, he sailed aboard the *Liberty Wave*. Brother Shields resided in Bernice, La.

WILLIAM TANNO

Brother William Tanno, 79, passed away July 15. Brother Tanno became a Seafarer in 1978 while in the port of Honolulu. He originally sailed with States Steamship Company. Brother Tanno was a member of the steward department. He most recently shipped aboard the *Cape Isabel*. Brother Tanno made his home in California.

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Digest of Shipboard Union Meetings

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

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

HORIZON ENTERPRISE (Horizon Lines), December 29 – Chairman **Mark S. Lance**, Secretary **Scott Opsahl**, Educational Director **Jeff Hawkins**, Deck Delegate **Abdulla Omar**, Engine Delegate **Albert Dulig**, Steward Delegate **Joseph Gallo**. Chairman discussed upcoming schedule and also advised crew to submit recommendations to contract department for upcoming negotiations. He thanked mariners for safe voyage and for helping keep house clean. Secretary reminded everyone that decks have just been waxed. Educational director urged members to upgrade for better job security, and also to renew seafaring documents ahead of time. In particular, he cautioned that mariners may not be able to ship if their credentials are set to expire before the end of the next/current voyage. No beefs or disputed OT reported. Crew received communication from contracts department clarifying B-book reliefs. Crew asked about Horizon ships that were taken out of service. Also expressed concern about food budget, and gave vote of thanks to steward department. Next ports: Oakland, Calif., Honolulu, Hawaii, and Tacoma, Wash.

HORIZON RELIANCE (Horizon Lines), December 18 – Chairman **Kissinfor Taylor**, Secretary **Howard Lewis**, Educational Director **David Watkins**, Deck Delegate **Wilfredo Caidoy**, Engine Delegate **Agustino Tutor**, Steward Delegate **Teresito Reyes**. Chairman announced upcoming payoff at sea. Secretary reminded crew to help keep lounge clean and keep laundry room supplied. Educational director reminded members to upgrade their skills at union-affiliated Paul Hall Center in Piney Point, Md. He also urged crew not to wait until the last minute to renew documents. Treasurer reported \$1,702 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Los Angeles.

INDIANA HARBOR (American Steamship Company), December 2 – Chairman **Scott Krajniak**, Secretary **Maccine Bell**, Educational Director **Daryl Overby**, Deck Delegate **Issam Hani**. Chairman reminded members to check document expiration dates. He praised steward department for great job during Thanksgiving. He discussed the damaging effects of so-called right-to-work laws on union members. He encouraged Seafarers to donate to SPAD and the Maritime Defense League (MDL). Secretary noted SIU forms are available in rec room and also on the union's website. Educational director encouraged mariners to upgrade as soon as

NOAA Ship Handles VERTREP



The Seafarers-crewed *USNS Rainier* (right, part of the NOAA fleet) engages in a vertical replenishment in the Arabian Sea early last month. Picking up stores from the *Rainier's* flight deck, destined for the aircraft carrier *USS John C. Stennis* (left), is a Knight Hawk helicopter. (U.S. Navy photo by Mass Communication Specialist 3rd Class Kenneth Abbate)

possible and explained the benefits of doing so. Deck delegate stressed to fellow crew members the importance of being aware of ice on deck and on the docks. Steward delegate reminded crew members getting off ship to register at the hall within 72 hours. Next port: Milwaukee.

LIBERTY SUN (Liberty Maritime), December 4 – Chairman **Charles Foley**, Secretary **Louins Johnson**, Educational Director **William Summers**, Deck Delegate **Deisrael Williams**, Engine Delegate **Cliff Alexis**, Steward Delegate **Wilmer Alvarez**. Chairman thanked crew for smooth, safe voyage. He reminded everyone about the importance of safety at all times. He also announced upcoming payoff and thanked steward department for job well done. Secretary reported sanitary inspections went great and expressed his gratitude for fellow crew members helping keep ship clean. He reminded everybody that the plastic salad bowls are not microwaveable. No beefs or disputed OT reported. Chairman read president's report from *Seafarers LOG*. Recommendation was made to increase pension amounts and lower sea-time requirements. Crew thanked steward department and especially Recertified Steward Louins Johnson for great desserts and menus. Next port: Corpus Christi, Texas.

MAERSK CAROLINA (Maersk Line, Limited), December 12 – Chairman **Brian Fountain**, Secretary **Dulip Sookhram**, Educational Director **Kevin Cooper**. Chairman reported another safe trip with no lost-time injuries, bringing the vessel's total to 2,618 days. Payoff scheduled for December 20 at noon. Chairman reminded crew to keep garbage room locked in port, and also added special thanks to everyone for doing their jobs professionally and in a timely manner. Secretary encouraged members to read *Seafarers LOG* and also contribute to SPAD "because when you do, you help yourself as well as your union brothers and sisters." Educational director reminded members to get their time in and take advantage of upgrading opportunities in Piney Point. No beefs or disputed OT reported. Steward delegate thanked other departments for helping keep house clean. Crew thanked galley gang for all the great meals, especially Thanksgiving. They also discussed suggestions for next contract and a number of related issues including relief procedures, pension and medical benefits and more.

MAERSK GEORGIA (Maersk Line, Limited), December 24 – Chairman **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Educational Director **John Conn**, Steward Delegate **Bertram Hickman**. Chairman read

president's report from *Seafarers LOG*. Secretary reminded crew getting off to make sure rooms are clean and supplied with clean linen. Educational director encouraged members to upgrade at union-affiliated school in Piney Point. No beefs or disputed OT reported. Crew discussed STCW requirements and shipboard safety drills. Deck and engine departments received votes of thanks for jobs well done. Crew recommended increasing pension benefits.

MAERSK KENTUCKY (Maersk Line, Limited), December 31 – Chairman **Brian Corbett**, Secretary **Wayne Wilson**, Educational Director **Alfredo Cuevas**, Deck Delegate **S. Rivas**, Engine Delegate **Mohamed Humadi**, Steward Delegate **Ali Alzokari**. Crew discussed a number of issues related to relief shipping. They asked for an increase in vacation days and also talked about ways to possibly improve registration. Chairman announced payoff and thanked everyone for pulling their weight and going the extra mile. He discussed challenges associated with quick turnarounds in port and again commended everyone for a successful trip. He noted the importance of solidarity among the maritime unions. Repair request was submitted to captain in timely manner and also will be given to patrolman at payoff. Educational direc-

tor reminded crew to keep all documents and certifications up-to-date, and start early on renewals. He also urged members to upgrade, which can lead to higher wages. Treasurer talked about ship's fund. No beefs or disputed OT reported. Crew said they are awaiting replies to several communications sent to union and manpower office. Chairman encouraged members to read president's report in each *Seafarers LOG*. Crew thanked steward department "for putting up with us on this lousy run." Steward made suggestions for next contract.

USNS FRED STOCKHAM (Maersk Line, Limited), December 31 – Chairman **Andrew Barrows**, Secretary **Lorraine Keelen**, Electrician **Christopher Eason**, Deck Delegate **Arthur Quinney**, Engine Delegate **Steven Hoskins**, Steward Delegate **Tony Johnson**. Chairman announced payoff and encouraged members to stay current on their dues. He reminded crew that there is "absolutely no dumping" in the Caribbean zone. Educational director encouraged everyone to upgrade at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Crew read president's report from *Seafarers LOG*. Crew discussed slop chest and wished everyone a Happy New Year. Next port: Jacksonville, Fla.

Final Departures



Continued from Page 18

BOBBY TROSCLAIR

Pensioner Bobby Trosclair, 76, died July 21. Brother Trosclair began sailing with the SIU in 1953. He was born in Alabama. Brother Trosclair initially sailed with Waterman Steamship Corporation. His final ship was the *Thomas Nelson*. Brother Trosclair, who sailed in the deck department, became a pensioner in 2006. He was a resident of Gulfport, Miss.

MANFRED VON LEUSCHNER

Pensioner Manfred Von Leuschner, 76, passed away June 27. Brother Von Leuschner was born in Canada. He started his SIU career in 1964. Brother Von Leuschner was a member of the deck department. He was first employed aboard the *Steel Fabricator*. Brother Von Leuschner's final trip was on the *Pride of Texas*. He began collecting his pension in 1992. Brother Von Leuschner settled in New York.



THOMAS WYBO

Brother Thomas Wybo, 53, died August 5. Brother Wybo signed on with the SIU in 1987. He worked in the steward department. Brother Wybo sailed with Crowley Liner Services aboard vessels such as the *Senator* and *Cape Inscription*. He lived in Tacoma, Wash.

INLAND

VICTOR DANIELS

Pensioner Victor Daniels, 73, passed away August 11. Brother Daniels joined the union in 1956. His initial trip was on the *Cathrine*. Brother Daniels, who sailed in the deck department, last sailed with OSG Ship Management. He started receiving his retirement compensation in 1999. Brother Daniels called Wanchese, N.C., home.



LARRY FLOWERS

Pensioner Larry Flowers, 68, died July 13. Brother Flowers became an SIU member in 1977. He mainly sailed aboard vessels operated by CG Willis Inc. Brother Flowers was a North Carolina native. He went on pension in 2008 and resided in Hobucken, N.C.

WILLIAM GILLIKIN

Pensioner William Gillikin, 75,

passed away September 1. Brother Gillikin began sailing with the SIU in 1962. He mainly sailed with C.G. Willis Inc. and Interstate Oil Transportation Company. He retired in 1997 and settled in Harkers Island, N.C.



DANIEL HAASE

Pensioner Daniel Haase, 81, died July 29. Brother Haase first donned the SIU colors 1962. He initially worked with Moran Towing of Virginia. Brother Haase was last employed with McAllister Towing of Virginia. He became a pensioner in 1992. Brother Haase was a resident of Virginia Beach, Va.

WILLIAM HOEY

Pensioner William Hoey, 79, passed away August 2. Brother Hoey was born in Philadelphia. He started his SIU career in 1996. Brother Hoey worked primarily with Crowley for the duration of his career. He retired in 2001 and made his home in Wilmington, Del.

BREWSTER KNOTT

Brother Brewster Knott, 70, died August 5. He began sailing with the union in 1973 while in the port of New Orleans. Brother Knott was born in Louisiana. He worked aboard vessels operated by Dixie Carriers. Brother Knott lived Opelousas, La.

RANDELL PERRINE

Brother Randell Perrine, 63, passed away April 20. He became an SIU member in 1999. Brother Perrine primarily shipped in the steward department of vessels operated by Allied Transportation Company. He called Virginia Beach, Va., home.

STEPHEN PLASH

Pensioner Stephen Plash, 53, died August 29. Brother Plash first donned the SIU colors in 1976. He spent most of his career aboard G&H Towing Company vessels. Brother Plash became a pensioner in 1999 and resided in Santa Fe, Texas.



BRUCE SNYDER

Pensioner Bruce Snyder, 68, passed away August 29. Brother Snyder was born in Montana. He started sailing with the union in 1977.



Brother Snyder initially worked with IBC Company. The deck department member last shipped with OSG Ship Management. He started receiving his pension in 2005. Brother Snyder was a resident of Brandon, Miss.

GREAT LAKES

DOYLE HUFF

Brother Doyle Huff, 85, died August 13. Brother Huff signed on with the SIU in 1979, originally sailing with Michigan Interstate Railway. The engine department member's final trip was on the Charles E. Wilson. He called Frankfort, Mich., home.

WILLIAM SPARKS

Pensioner William Sparks, 83, passed away September 26. Brother Sparks became an SIU member in 1967. His earliest trip was with Chicago Duluth & Georgian Bay. Brother Sparks was born in Kirby, Ark. He shipped in the deck department. Prior to his retirement in 1993, Brother Sparks worked aboard the Buffalo. He settled in Michigan.



National Maritime Union

JOSE ALVAREZ

Pensioner Jose Alvarez, 70, passed away August 25. Brother Alvarez was a native of Honduras. He went on pension in 2005. Brother Alvarez made his home in Houston.



JOHN AVGERIS

Pensioner John Avgeris, 87, died August 19. Brother Avgeris was born in Cleveland, Ohio. He went on pension in 1986. Brother Avgeris settled in Crown Point, Ind.

LLOYD BEARD

Pensioner Lloyd Beard, 86, passed away August 13. Brother Beard, a native of Missouri, became a pensioner in 1992. He called Covington, La., home.

NICHOLAS BENITEZ

Pensioner Nicholas Benitez, 91, died June 30. The Puerto Rico-born mariner became a pensioner in 1970. Brother Benitez was a resident of Columbia, Md.

D. CANADY

Pensioner D. Canady, 90, passed away August 5. Brother Canady

was born in Edison, Ga. He started collecting his retirement compensation in 1968. Brother Canady lived in Meridian, Ga.

CASIMIRO CANALES

Pensioner Casimiro Canales, 91, died July 24. Brother Canales, a native of Carolina, P.R., went on pension in 1981. He called Philadelphia home.

RAFAEL CARMONA

Pensioner Rafael Carmona, 87, passed away August 3. Brother Carmona was a native of Puerto Rico. He retired in 1971. Brother Carmona made his home in Venice, Fla.

WILLIAM (BILL) CRAMER

Pensioner William Cramer, 85, died August 10. Brother Cramer was born in Blanchester, Ohio. He went on pension in 1967 and resided in New Jersey.



FRANK DU CLOUX

Pensioner Frank Du Cloux, 87, passed away August 1. Brother Du Cloux, a native of Alabama, became a pensioner in 1974. He called Mobile home.

JOSEPH FARRELL

Pensioner Joseph Farrell, 87, died July 22. Brother Farrell was born in Chicago. He started collecting his pension in 1989. Brother Farrell settled in Buffalo, Wyoming.

ARLINDO FELIX

Pensioner Arlindo Felix, 96, passed away July 14. Born in Brazil, he became a pensioner in 1977. Brother Felix was a resident of Brooklyn, N.Y.

LINWOOD GAGE

Pensioner Linwood Gage, 85, died July 24. Brother Gage was born in Portland, Maine. He began receiving his pension in 1991. Brother Gage called Dover, N.H., home.

BILLY GARNER

Pensioner Billy Garner, 83, passed away August 20. Brother Garner was an Oklahoma native. He started collecting his retirement compensation in 1972. Brother Garner lived in Lufkin, Texas.

JULIEN JOSEPH

Pensioner Julien Joseph, 95, died August 6. Brother Joseph, a native of Trinidad, went on pension in 1970. He made his home in St. Albans, N.Y.

MARIO LAMBOY

Pensioner Mario Lamboy, 89, passed away August 19. Brother

Lamboy was born in Puerto Rico. He retired in 1968 and called Tamarac, Fla., home.

LENWARD McCLENDON

Pensioner Lenward McClendon, 83, died August 13. Born in Florida, he began receiving his pension in 1968. Brother McClendon settled in Eight Mile, Ala.

RICHARD MURPHY

Pensioner Richard Murphy, 85, passed away June 13. Brother Murphy, a native of Massachusetts, went on pension in 1965. He continued to reside in Massachusetts.

ALBERT POREE

Pensioner Albert Poree, 93, died June 23. Brother Poree was a New Orleans native. He started collecting his retirement compensation in 1981. Brother Poree was a resident of Harvey, La.

WOODROW RENEAU

Pensioner Woodrow Reneau, 92, passed away August 9. Born in Belize, Brother Reneau became a pensioner in 1985. He lived in South Holland, Ill.

SALVADOR RIVAS

Pensioner Salvador Rivas, 80, died July 1. Brother Rivas was born in New York. He went on pension in 1987. Brother Rivas settled in Brooklyn, N.Y.

LEO ROBERTS

Pensioner Leo Roberts, 89, passed away July 24. Brother Roberts, a native of North Carolina, went on pension in 1993. He was a resident of Dartmouth, Mass.

WILBERT SIMPSON

Pensioner Wilbert Simpson, 87, died July 3. The Texas-born mariner became a pensioner in 1970. Brother Simpson made his home in Mayesville, S.C.

CLINT TABOR

Pensioner Clint Tabor, 82, passed away July 28. Brother Tabor was born in Virginia. He began receiving his pension in 1990 and continued to call Virginia home.



Name	Age	DOD
Araujo, Abel	87	July 3
Bennett, Ernesto	89	July 13
Davis, James	85	July 30
Ford, John	85	August 19
Francois, Rudolph	76	July 17
Garzon, Luis	89	August 19
Henriksen, Conrad	77	June 19
Maloney, Annie	91	July 13
Miller, Adrian	92	August 2
Otero, Eduardo	91	August 29
Rosado, Americo	89	July 23

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Lifeboat	March 3	March 16
	March 31	April 13
	April 28	May 11
	May 26	June 8
	June 23	July 6
Able Seaman	March 17	April 13
	May 12	June 8
STOS	March 31	April 13
Fast Rescue Boat	May 5	May 11
	June 23	June 29
Radar	March 10	March 23
	May 19	June 1
ARPA	March 24	March 30
	June 2	June 8
Radar Renewal	February 21	February 21
	June 25	June 25
Tank PIC Barge	March 10	March 16
Engine Department		
BAPO	March 31	April 27
	May 26	June 22
FOWT	March 3	March 30
	April 28	May 25
	June 23	July 20
Junior Engineer	May 12	July 6
Marine Electrician	May 5	June 29
Marine Refrigeration	March 10	April 20
Machinist	February 11	March 2
Pumpman	March 24	April 6
Welding	March 3	March 23
	March 31	April 20

UPGRADING APPLICATION

Name_____

Address_____

Telephone (Home)_____(Cell)_____

Date of Birth_____

Deep Sea Member☐Lakes Member☐Inland Waters Member☐

If the following information is not filled out completely, your application will not be processed.

Social Security #_____Book #_____

Seniority_____Department_____

Home Port_____

E-mail_____

Endorsement(s) or License(s) now held_____

Are you a graduate of the SHLSS/PHC trainee program?☐Yes☐No

If yes, class #_____

Have you attended any SHLSS/PHC upgrading courses?☐Yes☐No

If yes, course(s) taken_____

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

Title of Course	Start Date	Date of Completion
Welding	April 28 June 2	May 18 June 22
Safety Upgrading Courses		
Advanced Firefighting	February 25 March 3 May 5 June 2	March 2 March 9 May 11 June 8
Basic Firefighting/STCW	March 3 April 7 May 12 June 23	March 9 March 13 May 18 June 29
Medical Care Provider	February 11 March 3 March 10 May 12 June 9	February 17 March 9 March 16 May 18 June 15
Government Vessels	February 25 April 21 June 16	March 2 April 27 June 22
Steward Department		
Serve Safe	April 14 July 7 September 29	April 20 July 13 October 5
Chief Steward	April 14 July 7 October 13	May 25 August 17 November 23
Chief Cook	These modules start every other week. The next class begins February 4.	
Galley Operations/Advanced Galley Operations	These modules start every Monday. The next class will begin February 6.	

Reminder for Paul Hall Center Students

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

NOTICE: National Maritime Center Web Site Provides Valuable Mariner Resources

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

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

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.

Paul Hall Center Classes



Welding – Six upgraders completed their requirements in this course Dec. 16. Graduating (above, in alphabetical order) were: Ricky Arroyo, Michael Knight, Glenn Qutorio, Jose Rivas, Abdunaser Saeed and Todd Williams. Class Instructor Buzzy Andrews is second from left in the back row.



ECDIS – The following individuals (above, in alphabetical order) graduated from this course Dec. 16: Stacey McNeely, Kevin Moore and Charles Noell. Brad Wheeler, their instructor, is at left. (Note: Not all are pictured.)



Government Vessels - Five Seafarers completed the enhancement of their skills in this course Dec. 16. Those graduating (above, in alphabetical order) were: Shawn Canon, Tucker Demetrius, Meawad Kamel, Kevin Lewis and Emilio Ordaniel. Their instructor, Mark Cates, is standing at the far right.



GMDSS – Four upgraders finished their requirements in this course Dec. 9. Graduating (above, in alphabetical order) were: Thomas Blair, Eric Kiehlberg, Martha Owens and Richard Weaver. Class Instructor Brad Wheeler is at the far right.



BAPO – The following individuals (photo at left, in alphabetical order) completed this course Dec. 9: John Albritton, Kyle Bennett, Collins Brooks, Cleavern Brown, Vincent Burton, Autumn Cole, Marc Costley, Ryan Crowell, Bobbie Gibbs, Dexter Hastings, Dustin Hutchins, Chitthana-nda Jayaratne, Slethvana Jules, William Mercer, Santos Olivera, Gary Newbegin Jr., Robert Noble, Michael Papaioannou, Michael Robinson and Thomas Rodwick. Their instructor, Jay Henderson, is at the far right.

Medical Care Provider – Nine upgraders successfully completed their requirements in this course Dec. 2. Graduating (photo at right, in alphabetical order) were: Eugene Davis Jr., Christopher Devonish, Arthur Ladd, Roy Madrio, Kevin Moore, Robert Taylor, Jesse Turner, Kareim Wright and Christopher Zaucha. Mike Roberts, their instructor, is at the far left.



Paul Hall Center Classes



Galley Operations – Five members of the steward department completed this course Dec. 23. Graduating (above, in alphabetical order) were: Andrew Andrini, Gary Cruz, Juan Guanill, Justo Reyes and Pamela Wilson. Their instructor, Ed White, is fourth from the left in back row.



BST – The following individuals (photo at left, in alphabetical order) finished their requirements in this course Dec. 9: Shawn Canon, Michael Durago, Michael Lau, John Nerster, Jamie Norworthy, Emilio Ordaniel, Jario Rochez, Kevin Stehlik, Clifton Sweep, Norma West and Glenn Williams. Class Instructors Joe Zienda and Wayne Johnson are at the far left and far right, respectively.



BSI – (Hawaii) The following individuals (above, in alphabetical order) completed this course Nov. 12 at the Seafarers Training Facility in Barbers Point, Hawaii: Shane Bradley, Jayna Bried-Sixkiller, Michael Childress, Kenneth Class, Rosemarie Escalera, Dustin Frohnauer, John Gannon, Abdelhak Habib, Angela Kennedy, Nakia Keys, Joshua Laydon, Lea MacLean, Ashley McLoughlin, Tina Moore, Michi Nakanishi, Kimberly Nash and Barrett Hasselwood.



BST – (Hawaii) Fifteen individuals completed their requirements in this course Nov. 19 at the Seafarers' Barbers Point, Hawaii-based training facility. Graduating (above, in alphabetical order) were: Patrick Bruno, Olena Gordillo, Wesley Hall, Christina Lombardo, Ryifee Long, David Lyle, Jana Mendoza, Long Nguyen, Melissa Osterhoff, Alan Perez, Martin Petelinz, Andrew Powell, James Roberts, Christine Sall, and Sean Toves.



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The *Impeccable* is operated by Maersk Line, Limited for MSC.

USNS Impeccable Ends Final Mission of 2011 on High Note

The *USNS Impeccable's* last mission for 2011 went smoothly despite periodically rough seas, reported MDR **Brandon Maeda**. The longtime Seafarer also submitted the photos accompanying this brief.

Operated by Maersk Line, Limited for the U.S. Military Sealift Command, the *Impeccable* is part of the agency's special mission ships program. Designated T-AGOS 23, the *Impeccable* is 281

feet long, 96 feet wide and can sail at 12 knots.

According to MSC, the *Impeccable* and its four sister ships in one component of the program "directly support the Navy by using both passive and active low frequency sonar arrays to detect and track undersea threats." Those vessels include the *USNS Able*, *USNS Effective*, *USNS Loyal* and *USNS Victorious* in addition to the *Impeccable*.



Bosun Robert Taylor



OS Matt Botterbusch



AB Antolin Avorque



AB Pete Fulcher



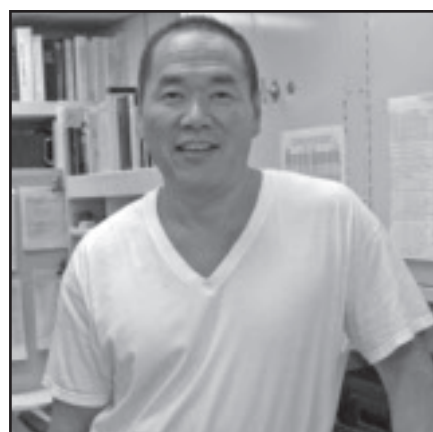
AB Walter Lichota



OS Mark Brownell



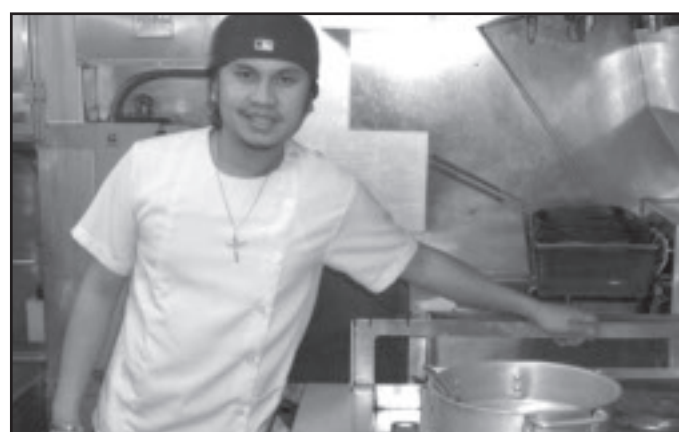
Oiler Omar Espinosa



MDR Brandon Maeda



Chief Steward John Neal, Oiler Jeremy Birchfield, SA Ahmed Omar



Chief Cook Mario Siclot