



# The Seafarers Log

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

## MarAd Awards Fast Sealift Ship Contracts

■ Ocean Shipholdings ■ Keystone ■ Interocean American Shipping



The SIU will retain all unlicensed jobs aboard eight fast sealift ships and two telemetry vessels following the government awards in mid-February of operating contracts covering the 10 ships. Keystone will operate the fast sealift vessels (also known as SL-7s) *Regulus*, *Pollux*, *Denebola* and *Antares* (pictured above). Interocean American Shipping will operate the *Altair* and *Bellatrix* in addition to continuing operation of the telemetry vessels *Pacific Collector* and *Pacific Tracker*. Ocean Shipholdings, Inc. will operate the *Algol* and *Capella*. The respective agreements are for one year apiece but with options that would extend their terms to five years. Turnover is scheduled for March 1. Page 2.

## SIU-Crewed Vessels Assist In Key Military Exercises

The Seafarers-crewed *USNS 1st LT Jack Lummus* and *USNS 1st LT Harry L. Martin* recently played important roles in an annual military exercise known as Cobra Gold. The SIU-crewed vessels also assisted in a related drill known as Freedom Banner. In photo below, a powered lighterage module is offloaded from the *Lummus* off the coast of Chuk Samet, Thailand. Page 10. (U.S. Navy photo by Ed Baxter)

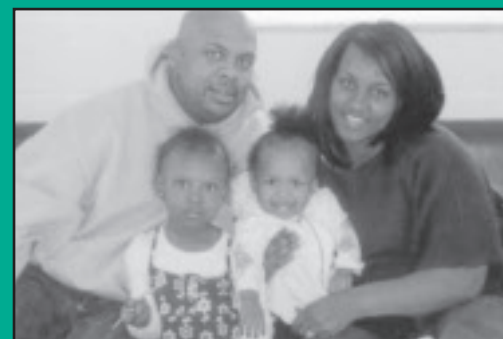


## Maritime Task Force Honors Rep. Miller

U.S. Rep. Candice Miller (R-Mich.) (fourth from right) on Feb. 9 received the Great Lakes Legislator of the Year award from the Great Lakes Maritime Task Force. Rep. Miller, who represents Michigan's 10th District in the House of Representatives, was recognized in Washington, D.C. Pictured at the ceremony are (from left) Rep. Hansen Clarke (D-Mich.), Don Cree of the AMO, Rep. Marcy Kaptur (D-Ohio), Bill Yockey of the ILA, Rep. Miller, Rep. Betty Sutton (D-Ohio), SIU VP Great Lakes Tom Orzechowski and John D. Baker of the ILA. Page 4.

## Celebrating Holidays In the Port of Norfolk

Seafarers, retirees, family members and guests got together at the union hall in Norfolk, Va., for an annual holiday celebration. Among those enjoying the festivities were GUDE Robert Day, his wife, Tish, and their daughters Rahquel and Milan. Page 6.





# President's Report

## Battle to Protect Maritime Industry

Our industry got a shot across the bow in mid-February when the president's proposed budget severely cut a vital program known as cargo preference and basically didn't fund another key initiative called the Title XI Shipbuilding Loan Guarantee Program.

I know that for rank-and-file Seafarers, talks about budgets and appropriations may not seem very interesting, but the important part of this development is that both cargo preference and Title XI mean American maritime jobs, including shipboard employment. They create and sustain related shore-side work, too, and that's not a light consideration in the face of today's staggering unemployment figures.



Michael Sacco

The budget battles are far from finished, and the maritime industry certainly isn't the only one to feel a financial squeeze during these ongoing, difficult economic times. However, not all of the recent news from Washington was as troubling – the budget request includes full funding of the crucial Maritime Security Program (MSP), for instance.

Meanwhile, Seafarers should know that your union constantly promotes the laws and programs that are the very foundations of the U.S. Merchant Marine. They include the MSP, the Jones Act, cargo preference, Title XI and others. In recent months, especially since Election Day, we have joined with representatives from virtually every segment of our industry to remind Congress and the administration that America's national and economic security depend in part on maintaining a viable fleet of American-crewed, militarily useful, privately owned U.S.-flag ships. Within that equation is maintaining a strong shipbuilding capability; that's a lesson our country learned during World War II, and one we can't afford to forget.

In the coming weeks, you may be asked by your port agent to help continue educating our elected representatives about the importance of laws like cargo preference and Title XI. Grassroots political action remains one of our greatest strengths, and I know you will answer the call when it comes.

### Supporting Our Military

Our role as part of the nation's fourth arm of defense often involves direct support of our troops who are fighting to protect our freedom. It also involves other military and government support missions that are less-publicized but quite important, too.

Recently, two such instances took place. In one case, SIU members assisted in a vital, multinational military exercise known as Cobra Gold, along with a related drill. In another, Seafarers helped resupply the research facility at McMurdo Station in Antarctica.

Both of those projects – enthusiastically deemed successful by military officers – are annual endeavors. Both highlight the professionalism, reliability and diverse skills of SIU members. My hat is off to our Seafaring brothers and sisters who helped make it happen.

### Jobs, Jobs, Jobs!

By now you all know that my favorite four-letter word is j-o-b-s. On that front, we got some great news last month when the Maritime Administration announced that operating agreements for eight fast sealift ships and two telemetry vessels had been awarded to SIU-contracted companies.

Whether we're gaining new work or maintaining existing jobs, contract awards like these cannot be taken for granted. Far from it, in fact.

When the government entrusts SIU-contracted companies with their vessels, it absolutely reflects on the outstanding work of our rank-and-file members. This is a tremendous victory for our union and for Keystone, Interocean American Shipping and Ocean Shipholdings, and I congratulate all concerned.



Seafarers-crewed fast sealift ships including the *Pollux* (above) are part of the Ready Reserve Force.

## SIU Retains Jobs Aboard SL-7s, Telemetry Ships

The much-anticipated award of operating agreements covering eight fast sealift ships and two telemetry vessels happened in mid-February, and SIU-contracted companies were selected to operate all 10 ships.

Turnover on the U.S. Maritime Administration's (MarAd) fast sealift ships, also known as SL-7s, is scheduled for March 1. Those vessels are the *Regulus*, *Pollux*, *Denebola*, *Antares*, *Altair*, *Bellatrix*, *Algol* and *Capella*. The telemetry ships – the *Pacific Collector* and *Pacific Tracker* – remain with their old operator, Interocean American Shipping (IAS).

IAS also will operate the *Altair* and *Bellatrix*, while Ocean Shipholdings, Inc. will operate the *Algol* and *Capella*. Keystone Shipping will operate the *Regulus*, *Pollux*, *Denebola* and *Antares*.

The respective contracts are for one year, but they have a series of options that would extend the term to five years.

U.S. Secretary of Transportation Ray LaHood said the awards "will help make sure these important ships are manned with skilled mariners and are ready when our nation calls."

SIU Vice President Contracts George Tricker stated, "We are thrilled by the announcement. Any time you have job security for the next five years, it's a bonus. Our membership values these jobs and is eager to continue manning these vessels to the highest standard."

Company officials were no less enthused.

Capt. Louis Cavaliere (USN-Ret.), Keystone's general manager for government contracts, said his organization "is delighted to inherit the operation of the SL7s, which have a very unique and distinguished history. We are further delighted to be able to work these ships which are so close to our home office in Philadelphia. And finally, we look forward with our labor partners to ensure a smooth transition and a successful operation of these vessels."

Bob Rogers, vice president of human resources at IAS, said his company "is gratified to be able to continue our relationship with MarAd aboard the *Tracker*, *Collector*, *Altair* and *Bellatrix*. Our ability to perform to

the high standards demanded by MarAd has only been made possible through the dedication of the reduced operating status and full operating status SIU crews and AMO officers we have been so fortunate to employ. The crews aboard our current MarAd vessels – *Petersburg* and *Cornhusker*, *Gopher* and *Flickertail State* – plus the personnel we've had on the *Tracker* and *Collector* under General Agency can only be described as excellent. This award is a credit to IAS, AMO and SIU, and we appreciate the teamwork we have been able to achieve."

Jim McGregor, president and chief operating officer at Ocean Shipholdings, stated, "We are really pleased, appreciative and excited that MarAd has awarded us the small-business set aside on the two ships in Alameda, Calif., which are critical mission ships for national defense. We as a ship operator and you as a union are working together for our mutual benefit and for the benefit of the United States Merchant Marine."

The fast sealift ships officially became part of MarAd's Ready Reserve Force (RRF) in October 2008, although custody of the vessels had been transferred from the U.S. Navy's Military Sealift Command a year earlier. They were built as containerships but have been converted and given roll-on/roll-off features, cranes and a series of decks connected by ramps so that vehicles can be driven in and out of storage areas for rapid loading and unloading.

According to MarAd, fast sealift ships "are currently the fastest cargo ships in the world, capable of speeds in excess of 30 knots. The ships are capable of sailing from the U.S. East Coast to Europe in just six days and to the Persian Gulf via the Suez Canal in only 18 days, thus ensuring rapid delivery of military equipment in any crisis. When combined, all eight fast sealift ships are able to transport nearly all the equipment needed to outfit a full mechanized division of the U.S. Army."

The vessels have been utilized during Operations Enduring Freedom and Iraqi Freedom, and they were a major asset during the Persian Gulf War. Some helped play a key early role in helping provide relief after Hurricane Katrina.

## Adm. Allen Reiterates Jones Act Did Not Hinder BP Oil Cleanup

Retired U.S. Coast Guard Adm. Thad Allen, the national incident commander who led the BP cleanup effort, recently told the House Transportation and Infrastructure Committee the Jones Act did not prevent foreign vessels from participating in the Deepwater Horizon oil spill cleanup in the Gulf of Mexico.

"There was a misperception that the Jones Act impeded the use of foreign vessels for Deepwater Horizon response operations," said Adm. Allen on Feb. 11. "In reality, the Jones Act had no impact on response operations. As national incident commander, I provided specific guidance to ensure accelerated process of requests for Jones Act waivers."

Adm. Allen said that there were no Jones Act waiver denials over the course of the recovery effort. "Any decision not to use a foreign flag vessel during the response was based upon an operational decision, not any limitations imposed by the Jones Act."

His testimony reconfirmed what he said during efforts to recover the oil that was leaking into the Gulf. On July 6, 2010, Allen declared that "at no time" had the Jones Act inhibited the cleanup effort.

His remarks before the committee were given just one month after a report from the non-partisan

National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling confirmed the Jones Act did not prevent foreign vessels from assisting with the cleanup.

Additionally, during the hearing, U.S. Rep. Jeff Landry (R-La.) asked Adm. Allen if "the waiver provisions of the Jones Act provide sufficient flexibility during emergencies."

Allen's response was concise: "Yes they do."

The Jones Act is a longstanding U.S. maritime law that protects national and economic security. It requires that goods moving between domestic ports be carried on vessels that are crewed, flagged, built and owned American. However, the Jones Act does not apply to skimming outside of three miles from shore, including near the well 50 miles from coastline, where the vast majority of skimming occurred after the Deepwater Horizon disaster.

According to the Maritime Cabotage Task Force (MCTF), the domestic maritime industry "annually generates 500,000 jobs, contributes \$100 billion in total economic output, adds \$46 billion to the value of U.S. economic output, provides \$29 billion in wages, and contributes \$11 billion in taxes."



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



# New Service Bodes Well for NY Waterway Crews

## City Announces Expanded East River Ferry Operation

SIU members employed by NY Waterway will operate passenger ferries in an expanded East River service scheduled to launch this spring, the New York City Economic Development Corporation (NYCEDC) and City Council Speaker Christine C. Quinn announced in early February.

The program reportedly comes with \$9 million in guaranteed city funds and a pledge to continue the service for at least three years. The contract for this initiative was awarded to BillyBey Ferry Co., which utilizes Seafarers-contracted NY Waterway to operate 16 ferries, all under the NY Waterway logo. Employing more than 100 SIU members, NY Waterway is the nation's largest private ferry operator and currently transports approximately 30,000 riders each day.

SIU Vice President Atlantic Coast Joseph Soresi said that while it is too soon to know whether the new service will add jobs at NY Waterway, "at minimum it should mean a solid opportunity for steady work for the next three years, and that's in addition to NY Waterway's other routes. This is front-page news in New York and it is certainly good news for our union."

In the official announcement, the NYCEDC and City Council said, "Delivering on Mayor Bloomberg and Speaker Quinn's vision for a sustainable city, the service will provide a new transportation option to residents of emerging Brooklyn and Queens neighborhoods, and

will provide a link to some of the city's most exciting recreation destinations."

The service will operate in both directions and make seven regular stops along the East River, with two additional summer stops. A free, dedicated bus service will be part of the new ferry system. The overall initiative is part of larger project titled Waterfront Vision and Enhancement Strategy, a citywide plan launched by Bloomberg and Quinn.

"Many of New York City's fastest growing neighborhoods, like Williamsburg and Long Island City, have tremendous waterfront access, and we want to capitalize on that by providing a new, sustainable transportation option for residents," said Deputy Mayor for Economic Development Robert K. Steel. "By launching regular ferry service every 20 minutes, with stops in Midtown and Lower Manhattan and summertime stops at Brooklyn Bridge Park and Governors Island, we'll create a transportation alternative while spurring private investment along the waterfront."

"Using the waterway to connect New Yorkers to business districts as well as recreation destinations will encourage economic activity and growth on both sides of the East River," said NYCEDC President Pinsky. "This robust, regular service will be well-integrated with existing transportation options, providing a new sustainable and enjoyable way for commuters and tourists alike to get around the City."



SIU-crewed NY Waterway ferries transport tens of thousands of daily commuters, plus tour groups.

The service will operate year-round from approximately 7 a.m. to 8 p.m. on weekdays and from about 9 a.m. to 7 p.m. on weekends. New ferry landings are under construction at the North Williamsburg and Greenpoint sites to complete the infrastructure needed for starting the service this spring.

"We want to thank New York City for giving us the opportunity to provide East River commuters with the same unparalleled level of safety, reliability and convenience we have established for Hudson River commuters," said BillyBey Ferry Company co-owner and CEO Paul Goodman.

## Latest Piracy Incidents Underscore Need for Effective Countermeasures

### *Human Toll is Most Important, but Economic Impact Also Significant*

The execution of two seafarers on the *Beluga Nomination* by a gang of pirates has ignited outrage from the maritime community, leaving many wondering when more serious efforts to curb piracy will be implemented.

On Jan. 22, following a failed rescue attempt by the Seychelles Coast Guard, two merchant mariners were executed by pirates, seemingly as punishment for the rescue attempt. Another drowned trying to escape. These horrific events are just the latest in an increasing level of violence off the coast of East Africa. News of torture and executions have now become commonplace in pirate attacks, raising the atmosphere of uncertainty in the maritime industry as well as creating a renewed sense of urgency for action.

The SIU, in addition to a plethora of other maritime industry groups, is appalled by these acts of violence and continues to demand that all nations do their part to ensure the safety and security of merchant mariners

from around the world.

Attacks on merchant ships and the people that work aboard them have been increasing in frequency as well as in barbarity. With rising ransom demands, the stakes become notably higher. Acts of violence against innocent seafarers are forcing shipping companies to reevaluate trade routes, which has the potential to have serious economic implications for the world economy.

In addition to the inexcusable loss of life, the crisis off the coast of Africa is resulting in the loss of billions of dollars annually. Besides ransom payments that can be in the millions, the growing threat of piracy creates additional expenses. New costs for security training and the hiring of private security contractors to protect workers and cargo add up to a considerable amount of money. Also, the loss of revenue for companies from shipping delays is a growing problem. The cost of piracy, according to a study by Oceans Beyond Piracy, is estimated to be between \$7 billion to \$12 billion per year.

Mariners who are taken captive will sometimes be held for months while companies and pirates negotiate their release. While not only keeping these men and women from their families at home and putting their lives in danger, it also prevents them from being able to provide for their families.

The trade routes through the Gulf of Aden, some of the most important in the world, have become so dangerous that maritime labor organizations are considering a boycott of the designated high-risk area and shipping companies recently announced they are considering rerouting their ships in protest. The effect of a boycott on these trade routes could have a major

impact on global trade. For shipping companies and their workers, however, this may be the only logical step until more effective efforts are made to curb piracy.

While shipping companies and maritime labor organizations like the SIU have called attention to the peril facing seafarers and have been responsible for orchestrating some major improvements in security for

mariners, the fact remains that there is a lot of work left to be done. In that vein, the International Maritime Organization (IMO), a specialized United Nations agency with 168 member states, has announced its plans to help curb piracy in Somalia. The IMO recently called on the international community to increase cooperation among governments and military forces and to make a more concerted effort to stabilize Somalia.

IMO Secretary-General Efthimios E. Mitropoulos said, "Piracy and kidnapping have blighted the maritime community for too long and it is seafarers who bear the brunt." He added, "We believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere to good effect in the current arena as well, but to do so requires a well orchestrated response."

Proposed efforts include information-sharing between navies and governments, cooperation between UN-led maritime groups, and promotion of and funding for programs that will increase the political and economic stability in Somalia, including programs that will offer viable economic alternatives to piracy.

While campaigns like this have improved the situation for mariners, implementing and funding such efforts must be prioritized by all nations with an interest in secure trade routes and safe workers, the IMO asserted.

Moreover, UN Secretary-General Ban Ki-moon, in remarks before the IMO, reminded the world of the bottom line: Seafarers deserve to be able to work without fear of violence.

"Let us never forget the detrimental impact of piracy on the innocent seafarers themselves – the men and women who face all manner of hardship in transporting the world's precious cargo," he said. "They are on the frontlines of this battle. Their welfare and safety must also be at the forefront of our concerns."



Efthimios E. Mitropoulos  
IMO Secretary-General



In this file photo taken in the Gulf of Aden, members of a U.S. Coast Guard law enforcement detachment and a visit, board, search and seizure team head back to the guided missile destroyer *USS Farragut* after disabling a suspected pirate skiff in the Indian Ocean. The *Farragut* is deployed as part of a multinational task force established to conduct anti-piracy operations. (U.S. Navy photo by Petty Officer 1st Class Cassandra Thompson)



# 'Undercover Boss' Finds 'Really Great Crew'

SIU members recently were featured on the CBS television show "Undercover Boss" as Norwegian Cruise Lines (NCL) President and CEO Kevin Sheehan went "undercover" as a member of the deck department aboard the union-contracted *Pride of America*.

The union crew made a very positive impression on Sheehan, who took over as head of the company in 2008. For the TV show, Sheehan worked as a deck repairman on the *Pride of America* while the ship was docked in Hawaii. The show aired in January.

Sheehan took part in various maintenance tasks under the guidance of SIU member AB **John Nersten**. Nersten showed Sheehan the ropes and gave him an inside look at life working for NCL, as well as the personal joys and hardships associated with working at sea.

"It's heartwarming to see that we have crew members who are here because they love to be here," Sheehan said while on board the *Pride of America*. "You get a great appreciation for what John and the 27 other people on his team do every single day to protect the ship and keep it in first-class condition. That makes you feel very good and it's a confirmation that we've got a really great crew."

Nersten proved a worthy ambassador for workers aboard the *Pride of America* as well as for SIU members in general. Nersten, from Brooklyn, N.Y., was raised in a seafaring family. His maternal grandfather worked aboard fuel barges on the Hudson River and

his great uncle served as a merchant mariner during World War II.

After retiring from a telecommunications company in 2005, Nersten jumped at the opportunity to follow his dreams and become a seafarer.

"I knew that I wanted to be a merchant mariner," he said. "I was in school for BST (basic safety training) the week after I retired."

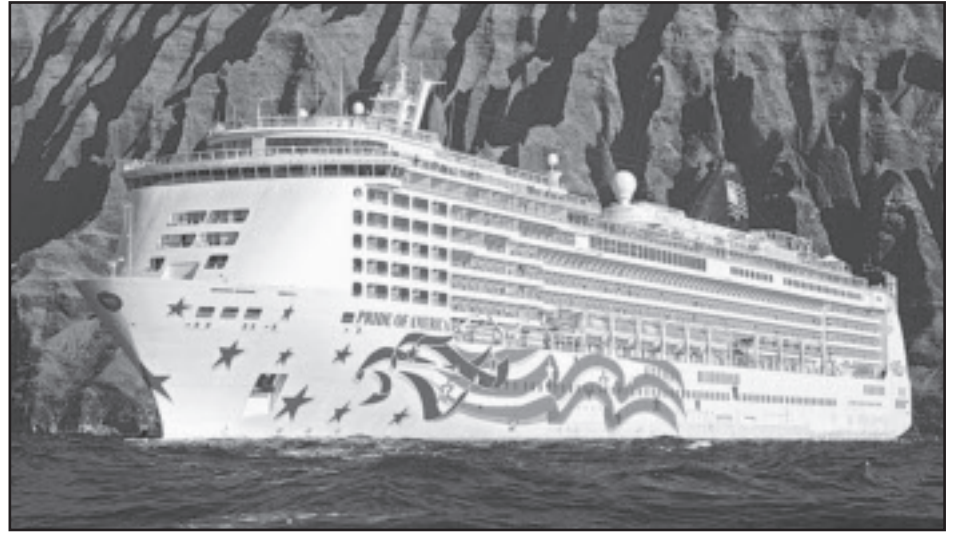
For Nersten, sailing with the SIU has given him wonderful experiences and memories.

"I love that I get to visit new places," said Nersten. "I love the adventure, the unknown."

While Sheehan's efforts on the job didn't make a particularly good impression on Nersten, Nersten and the other workers that Sheehan interacted with seem to have made a positive impact on him.

Following his undercover work, Sheehan made some significant changes to the way the company operated, including adjustments in amenities aboard some of the ships. In addition to these changes geared towards customer satisfaction, Sheehan also made some big strides in an effort to improve quality of life for workers aboard the ships.

Sheehan announced that the company would add \$100,000 to the crew enrichment program. That program is set up to provide entertainment and activities, such as DVDs and parties, as well as other comforts. In addition, Sheehan made a \$10,000 charitable donation in Nersten's name and flew him



The SIU-crewed *Pride of America* is pictured at the Na Pali Coast.

and his family out to New York to visit relatives. Not only that, but Sheehan also sent Nersten, his wife, and his newborn daughter out on a seven-day cruise.

Nersten is continuing to aim high and credits the opportunities awarded to all Seafarers by the SIU to be major components in his success.

"What I like best about the SIU is that they give you an opportunity to advance," Nersten said. "You control your own destiny, but they help with free schooling."

Nersten plans on attending an upgrading

program at the Paul Hall Center in Piney Point, Md., sometime this year, his first time at the SIU-affiliated school.

"I want to become a mate and they have opened the door for me to achieve it," said Nersten.

The *Pride of America* is one of the highest customer-rated ships in the Norwegian Cruise Line fleet, in addition to being one of the most profitable. The vessel is staffed by more than 800 members of the SIU and its affiliated Seafarers Entertainment and Allied Trades union (SEATU).

## Rep. Miller Named Great Lakes Legislator of the Year

An unwavering commitment to ending the dredging crisis on the Great Lakes has earned U.S. Rep. Candice Miller (R-Mich.) an award as 2011 Great Lakes Legislator of the Year from the largest labor/management coalition representing workers and industries dependent on shipping on America's fourth sea coast. Rep. Miller, who represents Michigan's 10th District in the House of Representatives, formally received the award from Great Lakes Maritime Task Force (GLMTF) in Washington, D.C. on Feb. 9. SIU Vice President Great Lakes Tom Orzechowski presented the award.

"Congresswoman Miller has twice co-sponsored legislation that requires the government to take the tax dollars it collects for dredging and spend the full amount on keeping our nation's waterways open to commerce," said John D. Baker, president of the task force, to which the SIU is affiliated. "The Harbor Maintenance Trust Fund has a surplus of \$5.65 billion because the government only spends about \$750 million a year on dredging deep-draft ports and waterways. As a result, vessels working the Great Lakes often forfeit as much as 10 percent of their carrying capacity each trip."

Baker, who is also president emeritus of the International Longshoremen's Association's Great Lakes District Council, stressed that Rep. Miller's co-sponsoring of H.R. 104 is good for both her district and Michigan. "When a ship delivers a full load of low-sulfur coal to the Belle River power plant, the cargo can total 70,000 tons or more, and the electricity produced there powers many industries. Unfortunately, because of the dredging crisis, the top cargo in 2010 was 66,000 tons. H.R. 104 will provide the funds the U.S. Army Corps of Engineers needs to restore the Great Lakes Navigation System to functional dimensions," he said.

The dredging issue is but one of Rep. Miller's ties to the Great Lakes. She sits on two of the key maritime committees – Homeland Security and Transportation and Infrastructure – and is chairwoman of Homeland Security's subcommittee on Border and Maritime Security. Border security is especially important to the Congresswoman as her district includes the Blue Water Bridge which spans the St. Clair River and is the second-busiest northern border crossing.

Her maritime roots run deep. Her family owned a marina and she is an accom-

plished sailor. Her district in the "Thumb" area includes considerable shoreline, as well as numerous bays, lakes and rivers, not to mention a several docks that receive coal and limestone from U.S. and Canadian-flag lakers.

Rep. Miller's support for adequate U.S. Coast Guard icebreaking resources was another factor in her selection as Great Lakes Legislator of the Year. "The Detroit and St. Clair rivers are major arteries in the system, but without sufficient icebreaking resources, can become clogged with wind-blown ice," said Gene Caldwell, first vice president of the GLMTF. "Congresswoman Miller knows those cargos that move in ice can mean the difference between a steel mill or power plant maintaining employment during the winter closure."

Caldwell, who is also vice president and



U.S. Rep. Candice Miller (R-Mich.)

general manager of Bay Shipbuilding Company, noted that although many U.S.-flag Great Lakes freighters have ice-strengthened bows, even the most powerful vessels can become beset in ice. "U.S.-flag lakers would not be able to move 15 million tons of cargo or more during the ice season without adequate U.S. and Canadian Coast Guard icebreakers," Caldwell pointed out.

Rep. Miller also backs construction of a second Poe-sized Lock at Sault Ste. Marie, Mich. "The Soo Locks are the sin-

gle point of failure that could bring waterborne commerce on the fourth sea coast to a virtual standstill," said Don Cree, second vice president of the GLMTF.

"A closure of the Poe Lock would idle 70 percent of U.S.-flag carrying capacity," added Cree, who also serves as Great Lakes special assistant to the national president of the Seafarers-affiliated American Maritime Officers. "Congresswoman Miller finds this risk intolerable and has pledged her support for efforts to twin the Poe Lock."

The task force's award also recognizes Rep. Miller's support for a U.S. maritime policy that creates and sustains jobs and promotes national security. "For nearly 200 years America has required that domestic waterborne commerce be conducted in vessels that are U.S.-owned, U.S.-built, and U.S.-crewed," said James H.I. Weakley, third vice president of the GLMTF. "The U.S.-flag Great Lakes fleet employs more than 1,600 men and women and annually provides \$125 million in wages and benefits. The Great Lakes shipyards that build and maintain these vessels have more than 1,200 employees. America is more secure because domestic waterborne commerce is still an American industry."

Previous recipients from the Michigan delegation are Senators Carl Levin (D), Debbie A. Stabenow (D) and Spencer Abraham (R), and Representatives Dave Camp (R), Vernon Ehlers (R), Bart Stupak (D), and Dave Bonior (D).

Founded in 1992, the Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. With 82 members, it is the largest coalition to ever speak for the Great Lakes shipping community and draws its membership from both labor and management representing U.S.-flag vessel operators, shipboard and longshore unions, port authorities, cargo shippers, terminal operators, shipyards and other Great Lakes interests.

The GLMTF's goals include restoring adequate funding for dredging of Great Lakes deep-draft ports and waterways; construction of a second Poe-sized lock at Sault Ste. Marie, Mich.; supporting the Jones Act and other U.S. maritime cabotage laws and regulations; maximizing the Lakes overseas trade; and opposing exports of and/or increased diversions of Great Lakes water.

### NOTICE

#### Steward Department Members Now Must Have U.S. Coast Guard Screening For Food Handler Endorsement

*Editor's note: The following notice from SIU Medical Director Dr. Kenneth B. Miller was sent to all SIU halls on Feb. 8. A related memo was sent to each of the union's contracted clinics. The instructions are aimed at port personnel rather than rank-and-file SIU members, but the information is relevant to Seafarers.*

All seafarers working in the steward department are required to have the food handler endorsement, "Steward Department (F.H.)," on their merchant mariner credentials (MMC). In the past, this was an automatic endorsement by the U.S. Coast Guard.

In order for the U.S. Coast Guard to provide the food handler endorsement on an initial (e.g. Ordinary Seaman, Wiper, Steward Department) or renewed MMC, a medical provider must provide a statement attesting that the applicant is "free of communicable diseases." Only those seafarers who request to have the "Steward Department (F.H.)" endorsement and who provide the required statement will receive the "Steward Department (F.H.)" endorsement on their MMCs.

Effective 2/14/11, the following will be available at all SHBP contracted clinics.

For seafarers renewing their MMC with an entry rating requiring the steward department (F.H.) endorsement, a revised Merchant Mariner Credential Medical Evaluation Report 719K will be completed which includes a statement on page 9 attesting to the seafarer being free of communicable diseases.

For seafarers with an entry rating who failed to obtain a food handler endorsement on their MMC and require one, please issue an (A601) USCG STEWARD DEPT. FOOD HANDLER CERTIFICATION clinic receipt to obtain a food handler medical clearance to submit to the USCG. The fee for this receipt is \$10.00.

In addition, all U.S. Coast Guard examinations performed by the SHBP contracted clinics will utilize the Merchant Mariner Credential Medical Evaluation Report 719K only and not the 719K-E.



# Federation President: Build Up Middle Class

AFL-CIO President Richard Trumka recently called for the country to bolster its middle class and to make appropriate choices for the overall good of the nation.

The federation leader, a longtime ally of the SIU, addressed the National Press Club in Washington, D.C., on Jan. 19. He touched on many challenges facing the U.S. and specifically pointed out the increasing, unwarranted attacks on working people from politicians and business leaders alike. He also emphasized that any discussion about America's future "begins and ends concretely with the question of jobs."

"The conventional wisdom in Washington and in statehouses around the nation is that we cannot afford to be the country we want to be. That could not be more wrong," Trumka said. "We can and should be building up the American middle class, not tearing it down. We should act like the wealthy, compassionate, imaginative country we are, not try to turn ourselves into a third-rate, impoverished 'has-been.' The labor movement hasn't given up on America and we don't expect our leaders to either."

The bulk of the speech centered on the idea of choice. The United States is at a crucial juncture where the nation as a whole must overcome current hardships or risk irreparable harm, Trumka said.

"We are a nation that still has choices," Trumka declared. "We don't need to settle for stagnation and ever-spiraling inequality. We don't need to hunker down, dial back our expectations and surrender our

children's hope for a great education, our parents' right to a comfortable retirement, our own health and economic security, our nation's aspiration to make things again or our human right to advance our situation by forming a union if we want one. All these things are within the reach of this great country."

The adversity for the country, and particularly its working people, has been extensive throughout the last decade, he said. However, Trumka believes that problems shouldn't be solved by putting them on the backs of workers. Other countries serve as models for a way to get things back on track without hurting employees, he stated.

"We have just been through one lost decade, when America's standard of living fell, when our wealth shrank, when millions lost their homes, when young people could not find work," said Trumka. "America cannot afford another lost decade. China is not having a lost decade. Germany is not having a lost decade. Because those countries have acted decisively on jobs and public investment, their economies are prosperous. Germany, with its strong unions, robust public sector, good wages and strong social protection, has an unemployment rate half ours."

"What should be crystal clear right now is that the United States is falling behind in the global economy and not because we lack the skills, the resources, the innovative drive or the entrepreneurial spirit to succeed," he continued. "No, we are falling behind because we are govern-

ing from fear, not from confidence. And we have let our transnational business titans convince our politicians that our national strength lies in their profits, not our jobs."

Additionally, instead of making positive strides, some politicians are pursuing dangerous and counterproductive measures, according to Trumka.

"Too many of our politicians are doing the opposite of what works: destroying our public institutions, crushing working people's rights and living standards, and failing to invest in education," Trumka stated. "We know this model, and we know where it leads: catastrophe. This misguided and shortsighted approach is not just a Washington problem. In state capital after state capital, politicians elected to take on the jobs crisis are instead attacking the very idea of the American middle class, the idea that in America, economic security—health care, a real pension, a wage that can pay for college—is not something for a privileged few, but rather what all of us can earn in exchange for a hard day's work."

Trumka made it clear that, in spite of these mounting challenges to the dignity of working people, America's working families are still at the forefront for making the American dream a reality, now and in the future.

"In a globalized, high-tech world, when it often seems that change is the one constant in our lives, the real American dream is that if we work hard and do our part for each other, each of us can enjoy



AFL-CIO President Richard Trumka

the economic security that allows us to live our lives with dignity and have hope for our future and for our children's future," Trumka said. "This dream must be a reality in our time, and in our children's and grandchildren's time."

He added that Americans clearly want to work—especially with one in three U.S. households having someone unemployed in the past year—but "the biggest and wealthiest American companies are sitting on trillions of dollars in assets—not investing, not creating jobs, not taking risks."

## Sec. Solis Sees Union Advantage BLS Issues Annual Report on Membership

U.S. Secretary of Labor Hilda L. Solis recently pointed out some of the benefits of union representation.

In a Jan. 21 statement issued following the release of the Bureau of Labor Statistics' annual report on union membership, Solis pointed out, "The data shows the median usual weekly earnings of full-time wage and salary union members were \$917 per week, compared to \$717 for workers not represented by unions. For Latinos, the wage disparity is even greater with union members earning an average of \$771 compared to \$512 for workers not represented by unions, a difference of 33.6 percent."

"When coupled with existing data showing that union members have access to better health care, retirement and leave benefits, today's numbers make it clear that union jobs are not only good jobs, they are central to restoring our middle class."

She added, "As workers across the country continue to face lower wages and difficulty finding work due to the recent recession, these numbers demonstrate the pressing need to provide workers with a voice in the workplace and protect their right to organize and bargain collectively."

Not surprisingly in light of the national unemployment rate, the BLS report indicated that in 2010, the unionization rate of employed wage and salary workers was 11.9 percent, down from 12.3 percent in 2009. Among private-sector employees, the rate dropped to 6.9 percent from 7.2 percent in 2009.

According to the report, in 2010, 7.6 million public sector employees belonged to a union, compared with 7.1 million union workers in the private sector. Among states, New York had the highest union membership rate (24.2 percent) and North Carolina had the lowest rate (3.2 percent).

The agency also reported that "within the public sector, local government workers had the highest union membership



U.S. Secretary of Labor Hilda L. Solis

rate, 42.3 percent. This group includes workers in heavily unionized occupations, such as teachers, police officers, and fire fighters. Private-sector industries with high unionization rates included transportation and utilities (21.8 percent), telecommunications (15.8 percent), and construction (13.1 percent)."

The report continued, "Among occupational groups, education, training, and library occupations (37.1 percent) and protective service occupations (34.1 percent) had the highest unionization rates in 2010. Sales and related occupations (3.2 percent) and farming, fishing, and forestry occupations (3.4 percent) had the lowest unionization rates."

Additionally, the union membership rate was higher for men (12.6 percent) than for women (11.1 percent) in 2010. The gap between their rates has narrowed considerably since 1983, when the rate for men was about 10 percentage points higher than the rate for women.

## U.S. Maritime Labor, Vessel Operators Urge Funding for Shipbuilding Program

The SIU in late January joined with other maritime unions, American-flag vessel operators and other industry representatives in urging funding for the U.S. Maritime Administration's shipbuilding loan guarantee program, known as Title XI.

In a letter to U.S. Rep. C.W. Bill Young (R-Fla.) and U.S. Rep. Norm Dicks (D-Wash.), the unions, companies and others pointed out the "program warrants continued support even as Congress understandably reviews all accounts carefully. This is not a large, top down government program but a small program based on private sector initiative and applications. The program guarantees commercial loans for privately financed commercial ship construction and shipyard modernization—all in the United States. Demand for program guarantees has consistently exceeded available resources."

Rep. Young is chairman of the House Appropriations Committee's Subcommittee on Defense; Rep. Dicks is the Subcommittee's ranking member.

Signing the letter were representatives from the SIU, American Maritime Officers; International Organization of Masters, Mates & Pilots; Marine Engineers' Beneficial Association; Aker Philadelphia Shipyard; American Maritime Congress; American Maritime Officers Service; American Shipping Group; Central Gulf Lines, Inc.; Crowley Maritime Corporation; Horizon Lines, Inc.; Maritime Institute for Research and Industrial Development; Shipbuilders Council of America; Transportation Institute; and Waterman Steamship Corp.

"Funding and implementation of the Title XI program will help grow the U.S. economy and create and maintain American jobs in the domes-

tic shipbuilding and related service and supply industries, as well as aboard United States-flag commercial vessels," the letter stated. "It will help maintain the nation's defense shipbuilding base and an active U.S.-flag merchant marine, which is essential to U.S. defense sealift requirements. The program has created and maintained tens of thousands of well-paying seagoing and shoreside jobs, and helped to ensure that an adequate pool of vessels and mariners and a shipyard industrial base, including associated supply industries, is available to meet U.S. economic, homeland and national sealift needs."

"The program also provides a strong return for the government, as each Title XI dollar leverages 15-20 dollars of private investment. Moreover, the resulting overall economic activity has been estimated to be several times the shipyard output."

Finally, the letter indicated that sporadic funding for Title XI "makes it difficult to develop even short-term plans, much less multi-year strategies, and inhibits critical economic activity in the maritime sector. On the other hand, a consistently funded program will help grow the maritime industry and the economy as shipowners and shipyards invest in their enterprises."

According to the AFL-CIO Maritime Trades Department, since funding for the program was revived under the Defense Reconversion Act of 1993, "it has helped stabilize America's vitally important domestic shipbuilding industry. Thousands of jobs have been saved or created; millions of dollars have been generated at the state, local and federal levels. Hundreds of vessels have been built. A viable pool of skilled civilian mariners has been maintained. America's strategic capability has been enhanced."





OMU Jeff Bull, Junior Engineer Willie Lupton and Jeff's son (facing away from camera)



GUDE William Jackson, AB Clyde Sundberg, AB James Turnbull



Chief Storekeeper Arica Shaw and guests Kishea and John

## Seafarers Celebrate Holidays in Norfolk

Approximately 80 Seafarers, retirees, family members and guests recently converged for the annual holiday celebration at the SIU hall in Norfolk, Va. The Dec. 21 gathering also featured recog-

nition for longtime maintenance man Herman "Chubby" Hall, who retired after 25 years on the job.

Port Agent Georg Kenny submitted the photos on this page.

*More photos on Page 7*



Mrs. Sharon Brown, QEE Wendell Brown, SIU VP Gov't Services Kermett Mangram



SA Teresa Coley, Chief Cook William Belcher, AB Mike Warren, Retired BREC Bobby Riddick



Retiree Irvin Crutchlow



AB Mike Sykes



Oiler Howard Vick



SIU Gov't Services Representative Maurice Cokes, newly retired maintenance man Herman "Chubby" Hall, Hall's daughter Leona and niece Catherine



FOWT Jonathan Tucker, SA Gladys Sutton



Daughter Jane Farrell and Chief Cook Suree Farrell



Mrs. Jill Lindsay, BREC Robert "Blackie" Lindsay



Guest Chandra Spruil, Oiler Tyesha Boyd



## More Holiday Celebration Photos from Port of Norfolk, Va.



AB Clay Walker, Chief Cook Dawn Johnson, Oiler Brandy Baker Days, GUDE Demetrius Madison



NMU retirees Melvin McCray, Mack Young and Melvin Hite, GUDE Juan Steward

## Union Plus Auto Insurance Puts Union Members In Driver's Seat

*Editor's note: This article was written and distributed by Union Plus.*

Every parent worries when their teenager gets behind the wheel. Many say they can't sleep until they hear their teenager's car in the driveway and know their child is safe and sound.

Once offered in public schools at an affordable price, beginner's driver education courses now routinely cost several hundred dollars. Thanks to the Drivers Training Grants, union members who have Union Plus Auto Insurance are eligible to receive grants of up to \$250 for driver's education courses.

### Family Saves Hundreds without Sacrificing Safety

By switching to Union Plus Auto Insurance, union member Carmel Sinopoli says her family saved \$440 on their auto insurance premium, while bolstering their coverage. Carmel also received a \$250 grant to put towards her daughter's drivers education course.

"As a parent, I didn't want to scrimp on driver's education. You tend to have your stomach in your throat when your child starts to drive, so you really want to make sure they are well prepared to go out on the roads. The courses can be expensive, but it's nice to know that Union Plus is helping union families pick up the costs," says Carmel.

In addition to beginner's driver education, Union Plus Driver Training Grants are also available for Defensive Driving and "55 Alive" courses. Defensive driving classes can make driver's eligible for up to a 10 percent savings on auto insurance premiums, while participation in "55 Alive" instruction can result in savings of up to 20 percent for auto insurance premiums. "55 Alive," developed by the National Safety Council and the American Association of Retired Persons (AARP), is designed to further educate drivers who are 55 years of age and older.

Union Plus Auto Insurance, specifically designed with union families in mind, offers savings without sacrificing quality coverage; premium deferment during prolonged strikes or lockouts (of up to two months); free, online auto insurance quotes; and 24 hour roadside assistance.

For more information on Union Plus Auto Insurance and Drivers Training Grants, please visit [UnionPlus.org/AutoInsurance](http://UnionPlus.org/AutoInsurance) or call 1-800-294-9496.


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Respecting our proud tradition.  
Rewarding union workers.






**SAVE on AT&T Wireless Service.**  
Take 15%\* off the regular monthly rate of any individual or family wireless calling plan. AT&T is the only national unionized wireless service provider.




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**Union Plus salutes America's union workers.**  
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\* This offer is available only to qualified union members and retired union members. Union identification is required. Credit approval and new two-year service agreement required. Additional lines for family plans, unlimited plans and Unity Plans or plans combining land line and wireless are not eligible. Other conditions and restrictions apply.



# The Ed Woods Story – A Teenager in World War II

*Editor's note: This is the fifth installment in a series written by Edward T. Woods, a U.S. Merchant Marine veteran of World War II. Parts of the story also have been published in editions of the American Merchant Marine Veterans North Atlantic Chapter Newsletter.*

*The previous Seafarers LOG entries were printed in the September, October and November 2010 issues and in the February 2011 edition. Among other activities, they described Woods' time as a seaman recruit in Sheepshead Bay, N.Y., at age 16, as well as his first voyage, aboard the S/S Horseshoe in 1944.*

*The installment from last month ended in early 1945, with Woods and his fellow mariners aboard the tanker S/S Brandy Station departing Manila Bay and returning to Subic Bay.*

*Woods, 83, sailed in the engine and steward departments.*

While we were at anchor in Subic Bay, small native boats called bum boats would attempt to approach our ship hoping to sell us souvenirs and bootleg liquor. A line would be dropped down to the boat and the native would attach a basket to it containing his or her wares. We had been warned about native-made whiskey and heard it could cause blindness, etc. Nevertheless, there were those who tried it. They would mix it with lemonade powder and add water. It was real rotgut and a man had to be desperate for alcohol to drink it.

The armed deck watch was ordered to keep all bum boats away from our ship and to shoot if necessary. The port authorities reported that some bum boats were in the employ of the Japanese and would attempt to attach explosives devices to the hulls of ally ships. There were crew members who claimed this was a ploy to keep us from trading with the natives. The majority of the crew,

however, heeded the warning in fear of having the ship blown up.

The first night following the warning, I heard a sailor on deck-watch calling out to a bum boat warning it to keep away. I took notice and saw that the boat kept coming closer. The watch then shouted that he would shoot if they came any nearer. I could see that the young sailor on watch did not want to shoot anybody unnecessarily but he would need to follow orders. It was obvious the natives in the boat did not understand his command and continued to approach our vessel as they had done for many years to any ship at anchor in the bay. I remembered that some older Filipinos understood Spanish and I shouted out the few Spanish words I knew at the time, telling them to stay away. Fortunately, for everyone, the natives grasped the meaning of my words and rowed off.

Later, we were again ordered to Manila. We anchored in an assigned area and immediately our leading Navy petty officer obtained permission to go ashore in our motor launch to see if there was any mail for our ship. About ten of us were allowed to accompany him.

The first thing we noticed as we landed was a huge amount of Japanese government-issued Philippine fiat peso paper money in various denominations strewn about. A bomb or a shell had hit a bank and had scattered the money throughout the city. I collected a few handfuls for souvenirs and later included it in my letters to home and to my brothers. I still have some in my coin and paper money collection.

When I next heard from my brother Dennis, who was somewhere with the Marines in the Pacific area, he thanked me for the Japanese government-issued Philippine fiat peso and said he enjoyed showing them to his buddies and bragged about his kid brother being closer to

action with the enemy than he was. This was before he was posted to Okinawa and fought in the last major battle of World War II. Our crew was later awarded the Philippine Liberation Ribbon for our extended stay in the Islands and our contribution to its liberation. After the war, I was awarded a medal from the Philippine Ambassador in Washington, D.C., in addition to the ribbon.

From there it was back to Balboa, Panama, for a short stay. We filled our cargo tanks and our open decks with assorted supplies. Our next trip across the Pacific was to the island of Manus in the Admiralty Islands. It had been an Australian possession and our captain was invited to go ashore for a small celebration of a flag exchange between the local Australian authorities and the American Armed Forces who had retaken the islands from the Japanese. We unloaded some aviation fuel into a U.S. Navy tanker and gave fuel oil to a number of destroyers.

We carried the remaining oil and cargo north to Ulithi in the Caroline Islands. Due to U.S. Navy regulations, our tanker was not authorized to unload into U.S. Navy capital ships: battleships, cruisers or aircraft carriers. Instead, we would tie up to a Navy tanker that would act as an intermediary and transfer the oil to the bigger ship.

A day out of Ulithi, a lookout was heard to cry, "Torpedo." Those who heard him, rushed to the nearest outside deck and saw the projectile's wake cross in the front of our bow. Seconds later a second one passed just aft of our stern. I did not get to see either of the two. I was told that our ship had just entered into a zigzag pattern and this maneuver obviously saved our ship and our lives. Sometimes torpedoes were fired very low in the water and were known to pass under the target ship. That would not have been our good fortune as tankers had over a 30-foot draft: the distance from the water line to the bottom of the keel.

Extra lookouts, both Navy and merchant crew, were posted for the next few days. Few if any of the crew were able to get a good night's sleep. All night long, off-duty sleepless crew members would be in the mess hall drinking coffee and talking about what they wanted to do when the war was over.

It was on the return voyage to Panama that we heard that President Franklin D. Roosevelt had died and that Vice President Harry Truman had taken over the reins. The chief radio operator passed the news around. Most of the crew did not know that Harry Truman was the vice president or that he was the next in line in succession to the presidency. We had short-wave radios in each of our mess halls; however, the reception was only clear in or near a port. At times, a member of the crew would tune in to a distant station and we would hear the voice of BBC, the British Broadcasting Corporation. Usually we would hear a lot of static, rarely up-to-date news. While we tried to decipher the transmission, we would guess as to what was said and play games with the garbled words. Someone would say, "I think he said, 'The war is over.'" Others: "Hitler's dead, Japan surrendered, all ships have been ordered back to the States," etc. Anything to break the monotony.

We returned to Panama and after a brief stay, left port with another split cargo of aviation gas and fuel oil. We were only at sea a few days when we heard about the atom bomb being dropped on Japan. Few if any of us realized or understood the significance of this new and powerful weapon. During the war, the media had constantly reported various bombing missions and always added to the report, "The most bombing ever. The worst damage to any city," etc. To read a paper or listen to a radio broadcast at that time, one would think the war would have been or should have



Ed and Jackie Woods are pictured on a cruise in 2006.

been over in a few days. For that reason, we were skeptical about the news reports for the first few days after hearing of the "atomic bomb." In retrospect, I don't believe anyone aboard ship from the captain on down to the galley boy had ever heard of nuclear energy or the atomic theory.

This last voyage across the Pacific took me to Okinawa where I learned that my brothers, Billy and Dennis, were on the island and I attempted to locate them. My ship anchored in Buckner Bay, newly named in honor of General Simon Bolivar Buckner, who had been in charge of the initial invasion and had been killed during the fighting. (General Buckner is acknowledged to have been the highest ranking officer killed by enemy fire in World War II.) Unfortunately, shortly after our arrival, a typhoon was predicted and my ship was ordered to leave the anchorage and ride out the storm at sea. Billy and Dennis received word of my mooring location and tried to get a ride out to my ship only to learn of the impending storm and that most of the ships had left port. When we returned four days later, the port was in ruins; the ships that did not have ballast and had not able to put to sea were washed up on the shore. I looked for the Navy Fleet Post Office in vain, but it too had been blown away. My chief mate, who was a former U.S. Navy captain, tried to help me locate my brothers, but he had no better luck than I did. While we were in Okinawa, the peace treaty was signed with Japan in Tokyo Bay on September 2, aboard the *USS Missouri*. We were able to hear the proceedings over the radio.

I didn't get to see Billy and Dennis until our family got together that Christmas in New York. My future brother-in-law, an army sergeant, Lenny Bernhardt was there and so was my cousin Eddie's older brother Tommy, a Marine. It was a good feeling knowing we had come home from the war unscathed. My brothers told me that they had gone to Buckner Bay in Okinawa and tried to find my ship. Of course, my ship was out to sea by then preparing to ride out the typhoon in open water. When the typhoon hit the island, Dennis and his radio squad took refuge in a cave. Something in the cave caused Dennis to have an asthma attack. He lost consciousness and had to be rushed to a medical aid station where he was stabilized and flown to a larger medical facility on Guam.

By Christmastime, when we finally got together, Dennis was a patient at the St. Albans Naval Hospital in Queens. Later, he was moved to the Half Moon Hotel in Coney Island. The hotel was being used as a convalescing station for ambulatory military patients. While staying there he had to do shore patrol duty

*Continued on Page 9*

GENERAL HEADQUARTERS  
ARMED FORCES OF THE PHILIPPINES  
Camp General Emilio Aguinaldo  
Quezon City, Philippines

## CERTIFICATE OF AWARD

In recognition of the Military services of

Edward T. Woods

during World War II, and pursuant to Armed Forces of the Philippines  
Regulations G 131-053, dated July 1, 1986, he is awarded  
and authorized to wear the

**PHILIPPINE LIBERATION MEDAL**

Given this 17th day of November 1998  
at the Embassy of the Philippines  
1600 Massachusetts Avenue, N.W.  
Washington, D.C. 20036

By Order of the Chief of Staff, Armed Forces of the Philippines



DANILO AUGUSTO B. FRANCIA  
Colonel,  
Defense Attache  
PAF (GSC)

Woods and other civilian mariners earned the Philippine Liberation Medal for their actions in World War II.



# Ed Woods Story

Continued from Page 8

along the famous Coney Island boardwalk. For many years after, Dennis would enjoy telling stories of his encounters with drunken military personnel who celebrated being safely back home by carousing in and out of bars. He had to fire his sidearm into the air a number of times to stop a brawl, both on the boardwalk and in a bar. Dennis policed the area accompanied by an U.S. Navy SP (shore patrol) and a U.S. Army MP (military police). He said that he had come close to arresting a few troublemakers but was always able to calm them down. Everyone was just happy to be alive and back home.

As a Christmas present, I escorted my mother downtown to have dinner and to see a movie at one of the luxurious midtown theaters. The Best Years of Our Lives had just opened to rave reviews at the Astor Theatre on Times Square. General admission cost \$2, an enormous sum for a movie in 1945. My mother was completely against allowing me to spend \$4 for us to see a movie. I had to convince her that I had looked forward during my time at sea to treating her to a night out when I got home, and that is what I wanted to do.

It was a good movie and later, at the Hollywood Oscars, both the actors and the movie won Academy Awards. When we left the theater, Mom decided we should have Italian food, which we rarely had at home. There was a nearby Italian restaurant, and after a long wait in line, we enjoyed a spaghetti and veal cutlet dinner.

In late 1945 and early 1946, you had to get used to waiting in lines. The military services were discharging millions of men back into civilian life every day. Trains and buses were packed with passengers; restaurants and taverns had more customers than they could serve and, best of all, everyone was in a good mood. Veterans were entitled to an allotment of \$20 a week for 52 weeks. It was called the 52-20 club by the vets who took advantage of the benefit. Its aim was to help them to adjust to civilian life. They were also given other major benefits under the GI Bill of Rights: low mortgage interest rates, paid school tuitions and cost-of-living benefits while attending school. When the GI Bill of Rights was first proposed, I expected to share in it. Before President Roosevelt died, he stated that he wanted the merchant mariners recognized for their contribution to the winning of the war. He died suddenly, a few months before the end of hostilities, and did not live to have his wish enacted into law.

## Personal

Former Wiper **Fred Dantonio** is looking for **Kelly Wilbur** who attended the maritime training school on West Baltimore Street in the 1960s. Fred may be reached via email at [dantoniodentallab@yahoo.com](mailto:dantoniodentallab@yahoo.com)

## April & May 2011 Membership Meetings

Piney Point.....	Monday: April 4, May 2
Algonac .....	Friday: April 8, May 6
Baltimore.....	Thursday: April 7, May 5
Guam.....	Thursday: April 21, May 19
Honolulu .....	Friday: April 15, May 13
Houston.....	Monday: April 11, May 9
Jacksonville.....	Thursday: April 7, May 5
Joliet.....	Thursday: April 14, May 12
Mobile.....	Wednesday: April 13, May 11
New Orleans.....	Tuesday: April 12, May 10
New York.....	Tuesday: April 5, May 3
Norfolk.....	Thursday: April 7, May 5
Oakland.....	Thursday: April 14, May 12
Philadelphia.....	Wednesday: April 6, May 4
Port Everglades .....	Thursday: April 14, May 12
San Juan.....	Thursday: April 7, May 5
St. Louis .....	Friday: April 15, May 13
Tacoma.....	Friday: April 22, May 20
Wilmington.....	Monday: April 18, May 16

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

## Dispatchers' Report for Deep Sea

January 16, 2011 – February 15, 2011										
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	22	20	2	0	1	0	0	40	26	4
Anchorage	3	3	0	0	4	1	2	3	2	0
Baltimore	4	7	2	3	7	0	3	6	12	6
Fort Lauderdale	15	13	2	20	6	1	8	34	31	3
Guam	1	1	0	4	0	1	0	3	7	1
Honolulu	7	7	0	4	2	0	2	17	12	2
Houston	54	15	3	33	8	1	15	97	30	5
Jacksonville	29	20	3	23	19	0	11	48	37	6
Joliet	7	5	1	1	2	0	0	9	8	2
Mobile	9	5	1	9	1	0	4	15	18	2
New Orleans	13	2	2	9	4	0	4	22	6	3
New York	45	24	2	37	14	0	12	76	38	9
Norfolk	20	22	2	11	12	3	5	30	38	7
Oakland	36	7	1	25	6	0	13	46	14	3
Philadelphia	5	8	0	6	2	0	3	10	11	2
Piney Point	3	1	5	1	0	4	0	2	3	2
Puerto Rico	4	8	1	3	4	1	3	11	14	4
Seattle	27	19	3	22	12	2	15	54	35	3
St. Louis	2	2	0	2	1	0	0	5	5	0
Wilmington	36	20	2	27	13	0	7	55	50	9
TOTALS	342	209	32	240	118	14	107	583	397	73
Engine Department										
Algonac	7	7	0	0	0	0	0	12	12	2
Anchorage	0	1	0	0	0	0	0	0	1	1
Baltimore	4	7	0	3	3	0	1	6	8	0
Fort Lauderdale	14	3	1	5	3	0	4	22	12	0
Guam	1	0	0	0	0	0	0	2	2	0
Honolulu	8	1	1	6	3	0	1	12	6	1
Houston	19	6	1	11	6	0	4	30	16	2
Jacksonville	19	7	0	8	14	0	7	35	20	2
Joliet	2	5	0	0	0	0	0	3	6	1
Mobile	4	1	0	4	3	0	1	12	5	0
New Orleans	7	2	0	1	2	0	0	16	3	0
New York	15	6	2	12	3	1	4	29	17	11
Norfolk	9	21	1	6	11	1	0	14	29	1
Oakland	12	9	1	3	4	1	6	17	19	1
Philadelphia	2	4	0	0	3	0	1	4	5	0
Piney Point	2	3	0	1	0	0	0	2	6	0
Puerto Rico	1	3	0	1	2	0	1	5	10	0
Seattle	11	15	0	8	8	0	11	25	17	0
St. Louis	1	1	0	2	0	0	1	0	3	0
Wilmington	7	20	0	10	9	0	5	9	33	1
TOTALS	145	122	7	81	74	3	47	255	230	23
Steward Department										
Algonac	6	5	0	0	1	0	0	8	7	1
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	2	1	0	0	0	0	0	5	2	0
Fort Lauderdale	6	7	0	6	4	0	5	14	7	1
Guam	1	1	1	1	2	0	0	4	1	2
Honolulu	10	3	0	7	1	1	1	19	4	2
Houston	19	5	0	11	5	0	5	31	6	0
Jacksonville	16	4	0	15	4	0	6	31	9	0
Joliet	1	3	1	0	0	1	0	2	6	1
Mobile	6	0	0	4	0	0	0	8	3	0
New Orleans	3	1	0	5	0	0	4	9	4	0
New York	22	5	0	16	5	0	8	32	7	0
Norfolk	14	9	0	5	4	0	0	24	18	2
Oakland	17	2	1	17	0	2	6	33	8	0
Philadelphia	2	1	0	2	2	1	0	5	2	0
Piney Point	4	3	0	4	2	0	0	4	3	0
Puerto Rico	2	1	0	2	0	0	0	4	1	0
Seattle	20	3	0	11	5	0	2	29	6	0
St. Louis	1	1	0	4	0	0	0	0	2	0
Wilmington	18	2	1	21	1	1	4	34	2	1
TOTALS	170	57	4	132	37	6	41	296	98	10
Entry Department										
Algonac	1	22	20	0	0	0	0	3	26	31
Anchorage	0	2	1	0	1	0	0	0	2	2
Baltimore	0	1	4	0	2	0	1	0	7	5
Fort Lauderdale	0	5	6	0	5	1	1	0	10	10
Guam	0	4	2	0	1	0	1	0	4	2
Honolulu	4	9	5	1	4	2	0	3	12	6
Houston	4	14	6	3	6	1	3	10	26	7
Jacksonville	1	19	8	2	5	1	1	1	40	20
Joliet	1	1	1	0	0	0	0	2	2	1
Mobile	2	3	4	0	2	0	0	2	8	5
New Orleans	1	5	1	0	0	1	0	2	9	6
New York	3	39	4	4	15	2	1	15	74	22
Norfolk	0	13	21	0	6	8	3	0	32	45
Oakland	3	14	3	2	7	3	1	11	25	5
Philadelphia	0	3	3	0	1	0	0	0	4	7
Piney Point	0	2	22	0	0	24	1	0	4	5
Puerto Rico	0	1	0	2	0	0	1	0	2	0
Seattle	2	13	7	5	4	3	1	5	23	10
St. Louis	0	4	0	0	1	0	0	0	4	0
Wilmington	6	11	7	6	5	2	4	15	50	34
TOTALS	28	185	125	25	65	48	19	69	364	223
GRAND TOTAL:	685	573	168	478	294	71	214	1,203	1,089	329



# Union-Crewed Vessels Assist in Major Exercise

A pair of SIU-crewed prepositioning vessels belonging to the U.S. Navy's Military Sealift Command (MSC), the *1st Lt. Jack Lummus* and the *1st Lt. Harry L. Martin*, in February participated in Cobra Gold, a major multinational military exercise in the Kingdom of Thailand.

An international joint-service undertaking, Cobra Gold focuses on maintaining and improving military-to-military relationships among U.S. and allied forces operating in Southeast Asia. This year marks the 30th consecutive year that the United States has taken part in the event.

According to MSC, Cobra Gold's roots can be traced back to 1965 and Operation Team Work submarine operations, underwater demolition team operations and mine warfare. The initial Cobra Gold also featured a Thai-U.S. Marine Corps amphibious operation as these key allies during the Vietnam con-

flict recognized the importance of military coordination.

During this year's exercise, military members and Seafarers aboard both vessels off-loaded U.S. Marine Combat equipment and containerized supplies in support of units from the Okinawa-based 3rd Maritime Expeditionary Force which were operating ashore. These materials were stored aboard an at-sea cargo staging platform which was assembled in early December. The components used to construct this platform were transported to the site aboard the *Lummus* and *Martin*.

In preparation for Cobra Gold, the two vessels and personnel aboard each in January participated in Freedom Banner. Essentially, this was a dry run exercise in which all concerned rehearsed for the real time shuttle of equipment and delivery of supplies during Cobra Gold.

The *Lummus* and *Martin*, operated by

SIU-contracted American Overseas Marine and Patriot respectively, are two of 15 container and roll-on/roll-off vessels in MSC's 16-ship Maritime Prepositioning Force. Collectively, these platforms strategically position combat cargo at sea, enabling rapid delivery ashore to Marines, who are flown into a theater of operations.

Exercises like Cobra Gold and Freedom Banner allow shipboard personnel and the units they support to work together and sharpen their skills

necessary for crisis responses during wartime and other contingencies. Months of preparation precede the exercises in order to maximize the training benefit they offer.

MSC operates approximately 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized mission, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



Combat equipment is offloaded by sailors and Marines from the *1st Lt. Jack Lummus* onto a causeway ferry. The service members were performing a maritime prepositioning force offload during exercise Freedom Banner in preparation for Cobra Gold. (U.S. Marine Corps photo by Pfc. Nathaniel Henry)



Navy cargo handlers operate the shipboard crane aboard the *Lummus* to lift an Improved Navy Lighterage System (INLS) power module into the water. The INLS is a floating system designed to offload combat equipment and supplies where conventional port facilities may be damaged, inadequate or nonexistent. (U.S. Navy Photo)

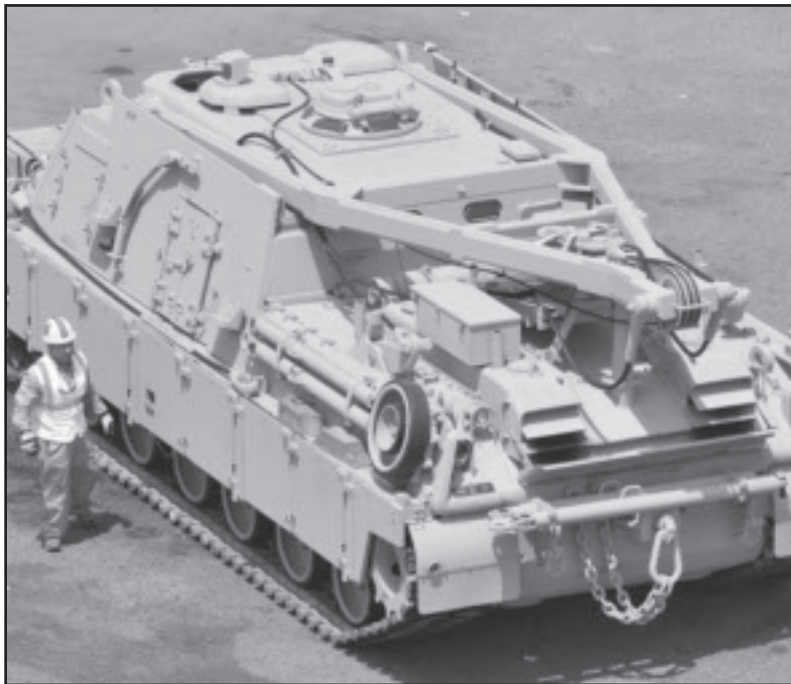


The jumbo stern ramp of the *1st Lt. Harry L. Martin* touches down on a roll-on/roll-off discharge facility during Cobra Gold. (Photo by Rick Caldwell)



The stern ramp of the *Lummus* is lowered to the roll-on/roll-off discharge facility (RRDF). During Cobra Gold, this maneuver provided instream offload capability for equipment and supplies. (U.S. Navy Photo)





# MV Freedom Seafarers Support Our Troops

Chief Cook **Pamela Wilson** submitted these photos taken during a 2010 voyage aboard the SIU-crewed car carrier *Freedom*. Most of the images were taken while the vessel was in Singapore.

The *Freedom* is operated by American Roll-On/Roll-Off Carrier and is part of the U.S. Maritime Security Program (MSP) fleet. As pre-

viously reported, the MSP in early January was extended by 10 years (through 2025) via its inclusion in the Ike Skelton National Defense Authorization Act.

The program helps maintain a pool of reliable, U.S. citizen mariners and militarily useful, privately owned American-flag ships made available to the Defense Department as needed.



AB Derrick Lott and Chief Cook Henry Richardson



AB Derrick Lott



Chief Cook Pamela Wilson





## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

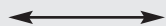
**Tom Orzechowski,**  
Vice President Lakes and Inland Waters

**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



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### PINEY POINT

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### PORT EVERGLADES

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(954) 522-7984

### SANTURCE

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Santurce, PR 00907  
(787) 721-4033

### ST. LOUIS/ALTON

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### TACOMA

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### WILMINGTON

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



# Inquiring Seafarer

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

**What is the importance of upgrading and what are your impressions of the school?**

**Victor Gonzalez**  
OS

Instead of being stagnant you have something to work towards. You can learn some new things and it gives you hope to climb the ladder. It takes some time but it's important to keep you going and learning. Basically, upgrading makes it more exciting to work your way up.... This is my first time here and I love it. It's much bigger and fancier than I thought. Everything is real convenient, as far as travel. The rooms are nice, your meals are served at good times and it is much more convenient compared to other places I've been. Good study atmosphere with your library and you have your own room where you can study in peace and quiet.



**Jordache Hunter**  
AB

Knowledge is power, you know. Without it you are standing still and that is why I come to the school.



Knowledge is power so I am trying to get all the knowledge I can. The school has not changed, and I mean

that in a good way. The faculty, cooks, staff, everybody is great. It's kind of like a family reunion.

**Milton Sivells**  
Chief Steward

I have been sailing as cook for seven years and steward for over eight years. The importance of upgrading is to make sure that everybody has their endorsements because the industry has changed now. The Coast Guard has turned everything around and the union [is working closely with] the Coast Guard, which is a good thing. About the school itself, the teachers



and the chefs are great. Everybody is here to help one another and if you are having problems, they are elbow to elbow with you helping you get through. The food is good and the camaraderie of everybody here is outstanding. From the front desk to the personnel office everybody is here to help.

**Pamela Wilson**  
Chief Cook

It's a great opportunity to be back here upgrading. I think it's very important because you basically make your own pay raises by upgrading your skills. You keep coming back and you can go as far as you want to go. They have no limits, no limitations as far as upgrading is concerned. The faster that you do it and the more consistent you are, the better off you will be.... You have great mentors and teachers that help you along the way. If you have any questions you have a great academic program here at the library. Everyone works with you on any questions you have on whatever you are studying.... The impression I have of the school is it



is like being back home. It's a very beautiful atmosphere here. When you are away you miss it and when you come back everyone remembers you and welcomes you with open arms.

**Kenneth Sterns**  
OS

In my opinion the importance of upgrading is you become better-educated in the field that you want to move forward in. You will make better money. I personally don't think you should sit there and be stagnant in what you are doing, and it's free so what more could you want? The impressions of the school are great. I have had outstanding instructors in every course I have been through. I've scored higher on my courses here than I have in any other programs that I have been through in my life. How many other schools can you go to where they feed you and teach you for free? Also it would cost you \$20,000 to \$40,000 to go to college and you can earn an associate's degree here for free.



## Pic-From-The-Past



Retiree August "Gus" Roth sent this 1948 photo of the SIU deck gang aboard Waterman Steamship's C-2 cargo ship SS *Hurricane*. "We were on the New Orleans to Mobile, Ala., to Puerto Rico run," Roth wrote. "This was our usual work clothes. We worked well together and were a good group of guys."

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



# Welcome Ashore

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



## DEEP SEA

### CHRISTOPHER ATKINS

Brother Christopher Atkins, 66, started sailing with the NMU in 1989. He was born in Connecticut and worked as a member of the deck department. Brother Atkins most recently sailed aboard the *APL Pearl*. He calls Jacksonville, Fla., home.



### MORRIS CORNELL

Brother Morris Cornell, 72, joined the union in 1991, initially sailing on the *Cape Edmont*. He was born in New York and upgraded his skills on three occasions at the maritime training center in Piney Point, Md. Brother Cornell was last employed aboard the *Maersk Utah* as a member of the steward department. He is a resident of Altamonte, Fla.

### GARY DATES

Brother Gary Dates, 63, began sailing with the union in 1978, originally in the Great Lakes division. His first ship was the *A Guthrie*. Brother Dates was born in New York. The deck department member last worked on the *USNS Pililau*. Brother Dates upgraded on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He resides in Texas City, Texas.



### THEODORE DOI

Brother Theodore Doi, 65, was born in Hawaii. He began his SIU career in 1989. Brother Doi's first ship was the *Independence*; his last was the *Horizon Hawk*. In 2001, the deck department member visited the Piney Point school to enhance his seafaring abilities. Brother Doi is a resident of Waianae, Hawaii.

### RICHARD HILBERT

Brother Richard Hilbert, 65, became an SIU member in 1990 while in the port of Jacksonville, Fla. His initial voyage was aboard the *Cape Clear*; his last was on the *Honor*. Brother Hilbert sailed in the deck department. He lives in Tampa, Fla.



### MELVIN KERNS

Brother Melvin Kerns, 62, joined the Seafarers in 1993 while in the port of New Orleans. Brother Kerns' first trip was aboard the *USNS Regulus*. In 1995 and 2001, he upgraded at the union-affiliated school in Piney Point, Md. Brother Kerns sailed in the engine department. His final ship was the *Maersk Tennessee*. He settled in Slidell, La.



### AHMED MADARI

Brother Ahmed Madari, 65, signed on with the SIU in 1977. Brother Madari was born in Yemen. He initially sailed on the *Charleston* as a member of the steward department. Brother Madari last worked aboard the *Long Lines*. He is a resident of Staten Island, N.Y.



### ALFRED MARTIN

Brother Alfred Martin, 66, started shipping with the union in 2001 while in Houston. His earliest trip was on the *Prudhoe Bay*. Brother Martin, a member of the deck department, attended classes in 2009 at the Paul Hall Center. His final trip was aboard the *Meteor*. Brother Martin makes his home in La Marque, Texas.



### DOMINIC SANFILIPPO

Brother Dominic Sanfilippo, 61, donned the SIU colors in 1973. He originally worked on the *Jefferson Davis*. Brother Sanfilippo was a member of the deck department. He was born in San Diego. Brother Sanfilippo most recently shipped aboard the *Comet*. He continues to call San Diego home.



### GEORGE SHAW JR.

Brother George Shaw Jr., 65, became a Seafarer in 1989. His first ship was the *USNS*



*Assertive*; his last the 2<sup>nd</sup> Lt. John Paul Bobo. Brother Shaw sailed in the deck department. He resides in Milton, Fla.

### JOSE VALLE

Brother Jose Valle, 65, was born in Puerto Rico. He started his career with the SIU in 1969. Brother Valle was originally employed on the *Los Angeles*. The engine-department member enhanced his skills often at the SIU-affiliated school in Piney Point, Md. Brother Valle's final voyage was aboard the *Overseas Arctic*. He continues to live in Puerto Rico.



## GREAT LAKES

### ROGER LORENZ

Brother Roger Lorenz, 65, joined the union in 1978 while in Detroit. His earliest trip was aboard the *Paul Thayer*. Brother Lorenz, who sailed in the deck and engine departments, is a



Michigan native. In 1980 and 1988, he visited the Piney Point school to upgrade his seafaring skills. Brother Lorenz's last ship was the *Charles E. Wilson*. He is a resident of Painesdale, Mich.

## INLAND

### DAVID ZEIGLER

Brother David Zeigler, 56, started sailing with the union in 1990. The deck department member worked primarily with Crowley Towing & Transportation of Jacksonville. Brother Zeigler attended classes often at the Paul Hall Center. He resides in Ocala, Fla.

## NATIONAL MARITIME UNION

### GORDON KODACK

Brother Gordon Kodack, 65, is a native of Ontario. He began sailing with the NMU in 1975. Brother Kodack's final trip to sea was on the *Fortaleza*. He settled in Clearwater, Fla.



### RAMIRO LOPES

Brother Ramiro Lopes, 65, became an NMU member in 1980. The steward department



member was born in Portugal. Brother Lopes took advantage of educational opportunities available at the Seafarers-affiliated school in 2001. His most recent trip was aboard the *Energy Enterprise*. Brother Lopes makes his home in East Providence, R.I.

### GEORGE TUCKER SR.

Brother George Tucker Sr., 59, started shipping with the Seafarers in 2001 when the NMU and SIU merged. He enhanced his abilities in 2001 at the maritime training center in Piney Point. Brother Tucker last sailed on the *Green Point*. He calls New Orleans home.



# This Month In SIU History

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

## 1941

Over 2,500 members of the Atlantic and Gulf District participated in the election of officers of the SIU, Atlantic and Gulf District for 1941. This was the first election conducted since the two districts were amalgamated into the one district. The election covered the Atlantic District Representative, the Gulf District Representative, and Port Agents and Patrolmen in all ports from Boston to Texas City and including San Juan, Puerto Rico.

## 1956

U.S. merchant seamen and the maritime industry completely overpowered the opposition to the 50-50 Cargo Preference Law as the U.S. Senate voted 57 to 23 for the Magnuson Amendment to restore 50-50 to agricultural surplus shipments. The result was a crushing defeat for the foreign shipping lobbyists and the farm-bloc allies who sought to use food surplus as a lever to destroy 50-50 and with it a large part of the U.S. merchant fleet. Contributing to the success of the 50-50 fight was the strong support it received from the SIU and other maritime unions.

## 1964

The SIU this week accused Cargill, Inc., one of the nation's largest major grain trading companies, of "waving the flag in order to

mask their gluttony for greater profits at the expense of this nation's interest in the carriage of grain products to the Soviet bloc." The SIU's statement pointed out that the cost of shipping on American vessels does not curtail opportunities for the shipment of U.S. wheat abroad. The union affirmed the insistence of maritime labor on the observance of the 50 percent requirement as in the best interest of the nation as a whole, as well as the maritime workers immediately concerned.

## 1982

Nine seamen, including seven SIU members, were killed instantly when an explosion tore through the empty cargo tank they were working in or near and set the SIU-contracted *SS Golden Dolphin* ablaze on the afternoon of March 6. The vessel was about 900 miles east of Bermuda when the blast occurred. The men who passed were: Bosun Norman Beavers, AB Norman Wright, AB Leonard Martin, AB Roy Mack, Jr., OS Emanuel Rodriguez, QMED Norman Geno, and QMED Donald Sidney. On March 9, SIU President Frank Drozak telegraphed the families and offered this message of condolence. "On behalf of myself and our entire union membership, we offer our deepest and sincere sympathy in your time of bereavement." Drozak went on to organize an investigation of the incident and promised to keep the families abreast of any new developments into the cause of the accident.



# Final Departures



## DEEP SEA

### AWADH ABDULLA

Brother Awadh Abdulla, 50, passed away Oct. 26. He signed on with the Seafarers in 1998. Brother Abdulla, a member of the engine department, first sailed on the *USNS Antares*. He was born in Yemen. Brother Abdulla's final ship was the *Horizon Consumer*. He resided in Tacoma, Wash.

### JOHN BROWDER

Pensioner John Browder, 64, died Nov. 23. Brother Browder first donned the SIU colors in 1966 while in the port of New York. He initially shipped aboard the *Alcoa Master*. Brother Browder, who shipped in the steward department, was born in Alabama. Prior to his retirement in 1996, he worked on the *Brooks Range*. Brother Browder made his home in Mobile, Ala.



### WILLIAM DATZKO

Pensioner William Datzko, 88, passed away Oct. 24. Brother Datzko was born in Pennsylvania. He started sailing with the union in 1951 from the port of New York. Brother Datzko's earliest trip was with Interocean American Shipping Corporation. The steward department member's last ship was the *Cove Leader*. Brother Datzko retired in 1983 and settled in New Jersey.



### JUAN FERNANDEZ

Pensioner Juan Fernandez, 86, died Nov. 4. A native of Puerto Rico, Brother Fernandez began sailing with the Seafarers in 1944 while in the port of New Orleans. Brother Fernandez's first ship was the *Steel Advocate*; his last was the *Newark*. Brother Fernandez sailed in the deck department. He became a pensioner in 1984 and was a resident of Fremont, Calif.

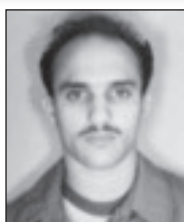


### ANTONIO LLANES

Pensioner Antonio Llanes, 83, passed away Dec. 5. Brother Llanes started shipping with the

union in 1949. The deck department member originally worked aboard the *John B Waterman*.

Brother Llanes was a Tampa, Fla., native. Before his retirement in 1987, he sailed on the *OMI Platte*. Brother Llanes resided in his native city and state.



### THOMAS MISKO JR.

Brother Thomas Misko Jr., 63, has died. He became an SIU member in 1976 while in the port of New Orleans. Brother Misko sailed in both the inland and deep sea divisions during his career. He was a steward department member. Brother Misko's first trip was with Inland Tugs. He was born in Louisiana. Brother Misko's final expedition was aboard the *Stephen W. Pless*. He called Picayune, Miss., home.



### FELIPE ORLANDA

Pensioner Felipe Orlanda, 65, passed away Aug. 9. Brother Orlanda joined the Seafarers in 1987. He was initially employed on the *USNS Persistent*. Brother Orlanda was a member of the steward department. He was born in the Philippines. Brother Orlanda's most recent voyage was aboard the *Virginian*. He went on pension in 2008 and lived in Chesapeake, Va.



### PABLO PACHECO

Pensioner Pablo Pacheco, 81, died Oct. 21. Brother Pacheco signed on with the SIU in 1956 in the port of New York. His earliest trip to sea aboard an Ore Navigation Corporation vessel. Brother Pacheco, who sailed in the deck department, last worked on the *Expedition*. He began receiving his pension in 1994 and settled in Puerto Rico.



### DONALD PRESSLY

Pensioner Donald Pressly, 79, passed away Oct. 8. Brother Pressly was born in New York. He started sailing with the union in 1952. A mem-

ber of the deck department, his first ship was an Isco Inc. vessel. Prior to retiring in 1994, Brother Pressly shipped on the *Sealand Elizabeth*. He was a resident of Lake George, N.Y.

### OSCAR RAMOS

Brother Oscar Ramos, 37, died Oct. 21. He first donned the SIU colors in 1993 while in Piney Point, Md. An engine department member, Brother Ramos's earliest voyage was aboard the *1st Lt. Jack Lummus*. The New York native's final trip to sea was on the *Horizon Trader*. Brother Ramos lived in his native state.



### MARK THOMAS

Brother Mark Thomas, 48, passed away Nov. 12. He became a Seafarer in 1989. Brother Thomas's first voyage was aboard the *Independence*. He sailed in the deck department in both the deep sea and inland divisions. Brother Thomas's final trip was on the *Manhattan Island*. He was born in Alabama but called New York home.



### KURTIS WITCHER

Brother Kurtis Witcher, 57, died Oct. 18. He joined the SIU ranks in 1999 while in the port of Norfolk, Va. Brother Witcher originally shipped aboard the *USNS Watson*. He was born in New York and shipped in the steward department. Brother Witcher most recently sailed on a Keystone Shipping vessel. He resided in Virginia.

## INLAND

### DONALD BROTHERS

Pensioner Donald Brothers, 92, passed away Nov. 11. Boatman Brothers started his seafaring career in 1957. He initially sailed in the steward department aboard a CG Willis Inc. vessel. Boatman Brothers last shipped with Interstate Oil Transportation Company. He went on pension in 1982 and lived in his native state, North Carolina.



### FLOYD HUDGINS JR.

Pensioner Floyd Hudgins Jr., 80, died Nov. 11. Brother Hudgins joined the union in 1961 while in the port of Norfolk, Va. He mostly shipped aboard vessels operated by Moran Towing of Virginia. Brother Hudgins was born in Virginia. He started collecting compensation for his retirement in 1988. Brother Hudgins was a resident of Portsmouth, Va.

### STEVEN MATTISON

Pensioner Steven Mattison, 58, passed away Oct. 5. Brother Mattison began shipping with the SIU in 1987. His earliest trip was on a Moran Towing of Maryland vessel. Brother Mattison sailed in the engine department. His final boat was operated by G&H Towing. Brother Mattison retired in 2006. He made his home in Iowa.



### ERNIE WATSON

Pensioner Ernie Watson, 72, died Oct. 26. Brother Watson signed on with the SIU in 1968. He shipped aboard vessels operated by Mariner Towing for the duration of his career. Brother Watson became a pensioner in 2001. He called North Carolina home.



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

## NATIONAL MARITIME UNION

### LOUIS ALMEIDA

Pensioner Louis Almeida, 91, passed away Nov. 28. The Puerto Rico-born mariner went on pension in 1968. Brother Almeida made his home in New York.

### ROBERT BATSON

Pensioner Robert Batson, 84, died Nov. 16. Brother Batson was a native of Atlanta, Ga. He retired in 1986. Brother Batson lived in Philadelphia.

### JAMES BONNEAU

Pensioner James Bonneau, 86, passed away Nov. 10. Brother Bonneau was born in Bristol, Mass. He became a pensioner in 1994 and resided in Sea Level, N.C.

### OSCAR BROOKS

Pensioner Oscar Brooks, 82, died Nov. 8. A native of Virginia, Brother Brooks went on pension in 1969. He made his home in Greenville, Va.

### CECIL HOLLAND

Pensioner Cecil Holland, 85, passed away Nov. 14. Brother Holland was born in Georgia. He retired in 1992. Brother Holland called Long Beach, Calif., home.

### CURTIS JOE

Pensioner Curtis Joe, 86, died Nov. 6. Brother Curtis was born in South Carolina. He started collecting retirement compensation in 1989 and settled in Heidelberg, Miss.

### ROBERT KALTENBACH

Pensioner Robert Kaltenbach, 85, passed away Nov. 25. The Wisconsin-born mariner became a pensioner in 1983. Brother Kaltenbach was a resident of Port Arthur, Texas.

### LEONARDO RONDON

Pensioner Leonardo Rondon, 88, died Nov. 18. Brother Rondon was a native of Puerto Rico. He went on pension in 1974. Brother Rondon lived in Glen Burnie, Md.

### WILLIAM PATRICK

Pensioner William Patrick, 85, passed away Oct. 15. Brother Patrick was born in Trinidad. He retired in 1968. Brother Patrick called New York home.

### RONALD SMITH

Pensioner Ronald Smith, 64, died Nov. 11. Brother Smith was a native of New Orleans. He started collecting compensation for his retirement in 2006. Brother Smith made his home in Baton Rouge, La.



Name	Age	DOD
Camp, Rudolph	77	Oct. 21
Cardoza, Francisco	84	Oct. 28
Da Silva, Luiz	92	Oct. 14
Elias, Jose	86	Oct. 11
Garzet, Jorge	88	Oct. 6
Hernesh, Harold	86	Oct. 9
Jablonski, Charles	67	Oct. 16
Keohokapu, Charles	85	Oct. 2
Kirkland, James	87	Oct. 23
Pilgrim, Reynold	88	Oct. 11
Reid, Robert	89	Oct. 20
Saleh, Hassan	83	Oct. 25
Shephard, John	71	Oct. 12
Singletary, Clyde	88	Aug. 16
Thibodeaux, Floyd	89	Oct. 11
Toro, Hector	77	Oct. 13
Urbanowicz, John	87	Oct. 24
Vard, Joseph	91	Oct. 12



# Digest of Shipboard Union Meetings

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

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

**AMERICAN SPIRIT** (American Steamship Company), December 28 – Chairman **Paul Gohs**, Secretary **Joel E. Markle**, Educational Director **Donald R. Jaegle**, Deck Delegate **Ben J. Skuban**. Chairman reminded crew members to check expiration dates on necessary seafaring documents. Suggestion was made to use winter layup time to renew documents. Engine department members who are interested in acquiring electrician endorsement were advised to see educational director or contact Piney Point school for more information. Educational director discussed BST (Basic Safety Training) and changes to medical benefits for dependents under 26. No beefs or disputed OT reported. Seafarers thanked galley crew for an excellent Christmas dinner. Request was made for an additional copy of the contract. Members were urged to use caution while walking on deck and to spread salt if needed.

**CHARGER** (Maersk Line, Limited), December 12 – Chairman **Robert Pagan Jr.**, Secretary **George F. Farala**, Educational Director **Andrew J. Linares**, Deck Delegate **Julius Dagoldol**, Engine Delegate **Salvador Baclayon**, Steward Delegate **John Bennett**. Bosun reported smooth voyage and first-rate crew. He reiterated the need to have passport ready for customs and immigration. Secretary expressed gratitude to crew members for their cooperation. They were encouraged to take advantage of upgrading opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Steward depart-

ment would like a radio. Recommendation was made regarding vacation benefits.

**HORIZON RELIANCE** (Horizon Lines), December 21 – Chairman **Kissinfor N. Taylor**, Secretary **Paul Sullivan**, Educational Director **Daniel L. Borden**, Deck Delegate **Rene Rafer**, Steward Delegate **Efren Ancheta**. Chairman announced year-ending payoff in Honolulu on December 31. Secretary thanked crew for keeping public spaces clean. Educational director advised everyone to upgrade at the union-affiliated school in Piney Point, Md., and make sure they stay up-to-date on all necessary seafaring documents. Treasurer reported \$155 in ship's fund. No beefs or disputed OT reported. A vote of thanks was given to the steward department. Next port: Honolulu.

**LIGHTNING** (Maersk Line, Limited), December 4 – Chairman **Shawn T. Evans**, Secretary **Donald F. Dwyer**, Educational Director **Daniel F. Dean**, Deck Delegate **James D. Morgan**. Chairman thanked crew members for a safe journey. Seafarers were asked to leave rooms clean for reliefs and to cover trash while in port. Secretary stated they would be receiving new linen in Long Beach, Calif. Educational director asked members to keep dryer and washing machine doors closed after use. No beefs or disputed OT reported. Mariners requested new washing machine and new chairs for crew mess hall. All departments were thanked for a job well done. Suggestions were made regarding overtime in upcoming contract negotiations. Next port: Long Beach, Calif.

## With Seafarers Aboard the Cape Race



Pictured during a recent voyage aboard the Keystone-operated *Cape Race* are (from left) AB Phil Harmon, Steward/Baker Roslyn Johnson, QMED Martin "Red" Allred, GVA Sergio Giusti and Bosun Gerald McIntyre.

**MAERSK MISSOURI** (Maersk Line, Limited), December 6 – Chairman **Oliver M. Balico**, Secretary **Glenn C. Bamman**, Educational Director **Robert T. Norris**, Deck Delegate **Paul I. Castillo**, Engine Delegate **Lisa A. Harewood**, Steward Delegate **Husain Salah**. Chairman reviewed ship's schedule and stated payoff would take place on December 13 in Elizabeth, N.J. Secretary reported good crew and asked those departing vessel to leave rooms clean for the next person. Educational director

stressed the importance of having proper shipping documents and encouraged mariners to attend classes at the Piney Point school to enhance seafaring abilities. Treasurer reported \$1,500 in ships fund. No beefs or disputed OT reported. Crew expressed gratitude to steward department for great meals. Next ports: Elizabeth, N.J., Charleston, S.C., Norfolk, Va., and Newark, N.J.

**OCEAN CRESCENT** (Pacific-Gulf Marine), December 5 – Chairman **Joseph L. Casalino**, Secretary **Obencio M. Espinoza**, Educational Director **David A. Brewster**, Deck Delegate **Charles Collins**. Bosun thanked crew members for a job well done and announced payoff in Long Beach, Calif., on December 16. He acknowledged the steward department for having great attitudes and menus. Secretary thanked crew members for helping keep ship clean. He reminded them to leave rooms clean for arriving crew. Educational director urged members to enhance their skills at Piney Point, which can lead to better opportunities and advancement. No beefs or disputed OT reported. It was noted that galley reefers had come in and are to be installed in Houston. Recommendation was made to increase pension amount. Next port: Long Beach, Calif.

**PRESTIGE NEW YORK** (Liberty Maritime), December 12 – Chairman **Elkanah B. Ladia**, Secretary **Fernando R. Guity**, Educational Director **Val G. Gustis**, Deck Delegate **Joselier Itaralde**, Engine Delegate **Ruziell Bautista**, Steward Delegate **Detrell Lambey**. Chairman discussed ship's itinerary and talked to chief engineer about control of heat aboard vessel. Secretary thanked crew for their help in keeping coffee shop area clean. Educational director reiterated the need to renew documents in a timely manner and

advised all mariners to attend classes at the SIU-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Everyone expressed gratitude to the steward department for the Thanksgiving feast and excellent meals every day. Next port: Charleston, S.C.

**ST. LOUIS EXPRESS** (Crowley), December 28 – Chairman **Matthew T. Sagay**, Secretary **Richard A. Riley**, Educational Director **Troy Ancar**, Deck Delegate **Tavell Love**, Engine Delegate **Michael Warner**. Chairman thanked crew members for keeping ship clean and encouraged them to secure items in rooms as a safety measure. Secretary reported smooth trip. Educational director advised mariners to check the *Seafarers LOG* for upcoming classes available at the Piney Point school. No beefs or disputed OT reported. Suggestions made pertaining to vacation and pension benefits. It was requested that company supply cold/foul weather gear for deck gangway watch and day worker. Mariners would also like a satellite phone for calls while at sea. Next ports: Charleston, S.C., Miami and Houston.

**BUFFALO** (American Steamship Company), January 11 – Chairman **Timothy D. Koebel**, Educational Director **Abdul M. Said**, Deck Delegate **Ahmed Ali**, Engine Delegate **Kenneth Adams**, Steward Delegate **Najeeb Ginah**. Chairman asked Seafarers to leave foc'sles neat and orderly when departing vessel. No beefs or disputed OT reported. President's report from the December 2010 *Seafarers LOG* was read and discussed. Bosun expressed gratitude to steward department, saying that in his "40 years out here" he's "seen none the equal". New sofas for crew lounge were requested as well as internet and email access for crew. Next port: Toledo, Ohio.

## Sealand Charger Crew Celebrates Thanksgiving



SIU members sailing aboard the *Sealand Charger* celebrated Thanksgiving at sea. Pictured aboard the ship are (from left) AB Julius Dagoldol, QMED Salvador Baclayon, AB Phil Quitoriano, AB Arnel Resurreccion, Steward/Baker George Farala, Chief Cook Ahmed Quraish and DEU Amer Ghaleb.





Chief Storekeeper  
Terry Malone



Former LNG shipmates QMED Kevin Conklin, Port Agent Georg Kenny, Recertified Bosun John Wells



Wiper  
Darrin Cobb



Chief Mate  
David Centofanti,  
SIU hawsepiper



Steward Assistant  
Roy Warren

## With Seafarers Aboard the USNS Seay



STOS Francis Miller relieves AB Anthony Smith at the gangway.



3rd Asst. Engineer  
Robert Scott,  
SIU hawsepiper



Chief Steward Richard Gray, Chief Cook Luisa Oben, SA David Stephens

## Know Your Rights

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

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

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

address for this is:

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

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

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

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

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

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

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

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

### SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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



# Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months. 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		
Water Survival	May 16	May 27
AB	April 4 May 30	April 28 June 24
STOS	March 21 May 16	April 1 May 27
Fast Rescue Boats	May 2	May 6
Radar Observer Unlimited	April 11	April 22
ARPA	April 25	April 29
Radar Recertification (1 day)	May 10	May 10
GMDSS	April 18 June 13	April 29 June 24
ECDIS	May 2 May 23	May 6 May 27
Tank Ship Familiarization DL	April 4	April 15
Tank PIC Barge DL	May 16	May 20
Engine Department		
Basic Auxiliary Plant Ops	April 4 May 30	April 29 June 24
FOWT	March 7 May 2 June 27	April 1 May 27 July 22
Advanced Container Maintenance	April 11	May 5
Marine Electrician	May 9	July 1

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone (Home) \_\_\_\_\_ (Cell) \_\_\_\_\_

Date of Birth \_\_\_\_\_

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

Home Port \_\_\_\_\_

E-mail \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Title of Course	Start Date	Date of Completion
Welding	March 7 April 4 May 9 June 6	March 25 April 22 May 27 June 24

## Safety Upgrading Courses

Fire Fighting	May 2	May 13
Medical Care Provider	February 21 May 16	February 25 May 20
BST/Basic Fire Fighting	March 28 May 9	April 1 May 13
Vessel Security Officer	May 9	May 10
Government Vessels	April 4 April 25 June 20	April 8 April 29 June 24
MSC Readiness Refresher	March 14 April 11 May 16 June 13	March 18 April 15 May 20 June 17
MSC Small Arms	March 21 April 18 May 23 June 20	March 25 April 22 May 27 June 24

## Steward Department

Chief Steward	April 18	May 26
Recertified Steward	March 14	April 4

Chief Cook  
These modules start every other week. The next class is scheduled to begin March 7.

Galley Operations/Advanced Galley Operations  
These modules start every Monday.

*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.*



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

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

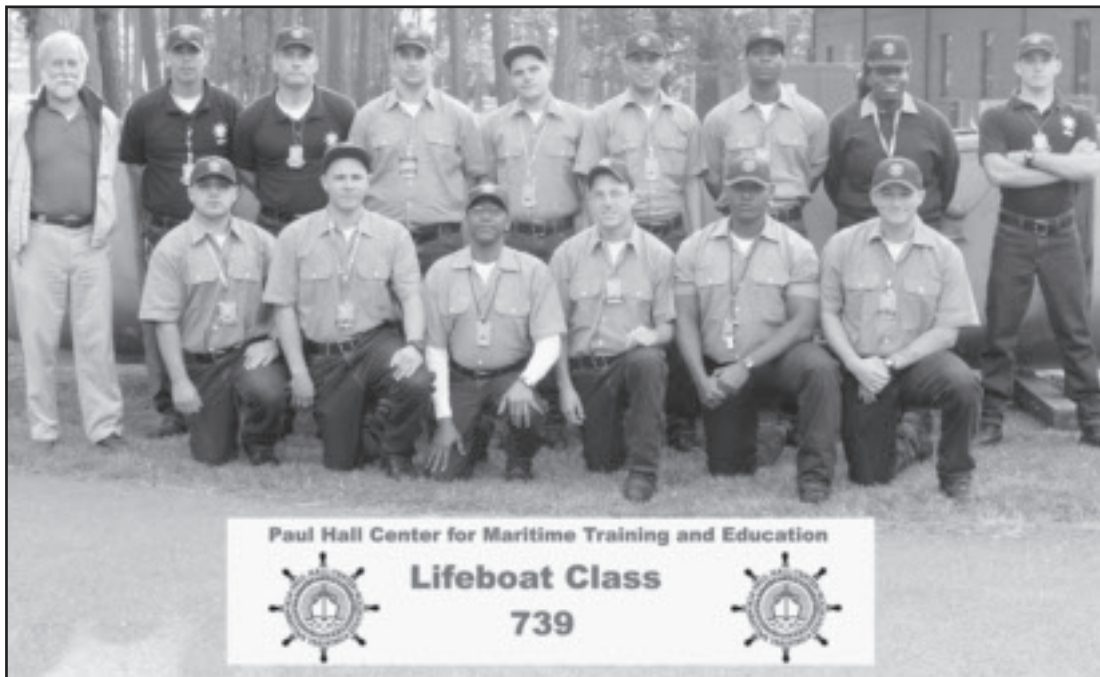
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable.

Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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



## Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 739** – Fourteen Phase I unlicensed apprentices completed their training in this 60-hour course Dec. 10. Graduating (above, in alphabetical order) were: Christopher Allen, Vincent Burton, Ma'Shanda Carr, Jeff Gleason, Joseph Hernandez, Ian Jordan, Nicholas Katsampes, Kelly Krick, Gary Newbegin Jr., Roosevelt Osborne, Preteek Poras, Michael Robinson, Steven Supplee and Timothy Van Weezle. Class instructor Ben Cusic is at the far left in the back row.



**Welding** – Nine Seafarers completed their requirements in this 103-hour course Jan. 28. Graduating (above in alphabetical order) were: Antuan Barnes, Eric Burgan, Apolinario Calacal, Richard Dela Cruz, Michael Iverson, Joseph Jacobs, Joshua Johnson, M'Barek Nouhairi and Jimmie Williams. Their instructor, Buzzy Andrews, is in the back row, second from left.



**Machinist** – Twelve individuals on Feb. 4 graduated from this course. Completing their requirements (above in alphabetical order) were: Therman Ames, Arman Deblois, Patrick Devlin, Alshea Dixon, Martin Hamilton, Michael Iverson, Joseph Jacobs, Gilbert Johnson, Michael Jones, Keith McIntosh, Leoncio Rabaya Jr., and Enrique Velez. Class Instructor Steve Haver is kneeling left in the first row.



**Water Survival** – The following upgraders (above in alphabetical order) graduated from this course Feb. 4: David Arcilla, Heaven Bautista, Mohamed Ghaleb, Philip Hurlbutt, Saleh Mohamed, Timothy White, Shaun Wood and Joe Zavala. Bernabe Pelingon, their instructor, is at right.



**Specially Trained Ordinary Seaman (STOS)** – Four upgraders on Jan. 21 finished their requirements in this course. Graduating (above in alphabetical order) were: Juan Colon, Weiland Llao, Bryan Howell and Kenneth Stearns. Class Instructor Tom Truitt is at right.



**FOWT** – Six Seafarers completed their training in this course Feb. 4. Finishing their requirements and graduating (above in alphabetical order) were: Shawn Alexander, Maurice Brodie, Kevin Jennings Jr., Boyko Kovatchev, Charles Searfass and David Smart. Tim Achorn, the class instructor, is second from right. (Note: Not all are pictured.)



**BST** – Eighteen Seafarers finished their requirements in this course Feb. 4. Those graduating (above in alphabetical order) were: Shaker Abdulah, Janah Ahmed, Mohamed Ahmed, Saleh Ahmed, Saleh Alatri, James Albert, Michael Blue, Hazza Fathel, William Howell III, Hesham Hussein, Edison Inuman, Gregory Johns, Ali Musa, Antonio Octaviano, Randell Paredes, Roberto Queliza, Hipolita Roches and John Sanchez. Class Instructor Stan Beck is at left. (Note: Not all are pictured.)



## Paul Hall Center Classes



**Tankship Familiarization DL** – The following Phase III unlicensed apprentices (left in alphabetical order) completed this 63-hour course Jan. 28: Austin Anderson, Matthew Baptist, Robert Bryson, Matthew Clements, Jeremy Cooke, David Cronic, Christopher Cross, Daniel Cunningham, Melissa Gooch, Robert Goren, Antonio Hernandez, Marques Johnson, William Kane, Robert MacKay, David Marquez, Terry Mattison, Mere Mused, Bryan Page, Roman Pauley, Jose Rivas, Andrew Saraceno, Jonathan Scalsky, Karen Smith, William Smith, Richard Swirtz and Robert Tlaka.

**Medical Care Provider** - The following upgraders (right in alphabetical order) finished their requirements in this course Feb. 4: Shane Anderson, George Cherry, Scotty Duncan, George Greggs, Robert Greggs, Terry Hughes, Gary Mason, Mark O'Neal, Terry Popperwill and Thomas Spain. Mark Cates, their instructor, is at right



**BST** – Fifteen upgraders completed this course Feb. 4. Among those graduating (above in alphabetical order) were: Harry Borden, Sheree Brown, Hayden Gifford, Jerry Gonzaga, Victor Gonzalez, Eric Martin, Luis Martinez, Edgar Martinez-Morales, Salah Mohmohd, William Mulcahy, M'Barek Nouhairi, Reynato Ramos, Robert Scrivens, Jason Springer and James Taranto.



**BST (Hawaii)** - The following individuals (above in no particular order) completed this course Jan. 15 at the Seafarers Training Facility in Barbers Point, Hawaii: Danielle Kouba, Monica Aceves, Holly Anderson, Nermin Besic, Anthony Ciafardini, Brian Crawford II, Carolina Garcia, William Golombiski, Nichole Holcomb, Romeo Isorena Jr., Denise Bradsher, Bryce Ekeren, Elizabeth Castillo, William Couture, Arly Joseph, Christina Kaapke, Danny Keary, Mark Lucas Jr., and Jessica Noriega.



**BST (Hawaii)** - Eighteen individuals completed this course Jan 15 in Barbers Point, Hawaii. Graduating (above in no particular order) were: David Porter, Stacy Merkle, Dustin Muller, Katherine Noerper, Felicia Ross, Brianne Smith, Medina Willis, Rebecca Ziegenfus, Arthimus Patnett, Sean Mungavin, Elisha Paddock, Andres Palma, Frank Pimental, Christopher Pride, Davidson Timothy, Nykia Williams, Patricia Tong and Eric Dickson.



**BST (Hawaii)** - The following individuals (above in no particular order) completed this course Jan. 15 at the Seafarers Training Facility in Barbers Point, Hawaii: Nicole McDonald, Patrick Ryan, Matthew McFarland, Megan Shover, Vanessa Weary, William Pearson, Megan Anderson, Kristina Dohrmann, Paula Jones, Catherine Miller, Charles Long, Kevin Nunez, Jorge Andres Franco, Keith Green, Richard Henry and Joseph Jennings.





# SIU Crews Help Transport Vital Great Lakes Cargoes

## H. Lee White Contributes to 2010 Increase

SIU crews in 2010 continued their decades-long tradition of helping move cargoes on the Great Lakes – materials that are vital to the nation's economy.

According to the Lake Carriers' Association (LCA), a coalition of 18 U.S.-flag vessel operators, American lakers transported 88.7 million tons of dry-bulk cargo in 2010, an increase of 33.4 percent over 2009. Shipments were, however, nearly 10 percent off the industry's five-year average, a fact that the LCA says "reinforces that the U.S. econo-

my has yet to fully recover from the recession."

Many vessels plying the Great Lakes are crewed by SIU members. Among those ships is American Steamship Company's (ASC) *H. Lee White*. The photos on this page were taken aboard the *White*, a 704-foot vessel named in honor of a former chairman of ASC, during a 2010 voyage. The ship sailed from Detroit to Erie, Pa., where it unloaded a cargo of stone. (Thanks to Port Agent Todd Brdak for submitting the photos.)



AB Foadd Saleh operates the forward winch.



The ship approaches Erie, Pa.



Pictured from left to right are UA Robert Tlalka, Recertified Bosun Bill Mulcahy, Port Agent Todd Brdak and GUDE Steve Hamilton.



In photo above, GUDE Adrian Schubert (left), GUDE Janah Ahmed and Oiler/Gateman Mohamed Ahmed relax in the *H. Lee White*'s crew lounge. In photo at right, 2nd Cook Dave Warner (left) and SA Mohamed Noman clean the vessel's galley at the end of a meal.



AB/Wheelsman Darren Lahaie



GUDE Janah Ahmed swings out on the bosun's chair.



AB/Wheelsman Ron Vandercook, Oiler Cornelius Smith



Seafarers prepare to take on stores through the engine room.