



The Seafarers Log

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

Members Ratify Standard Contracts



5-Year Agreements Boost Wages, Maintain Benefits

By an overwhelming majority, SIU members have approved the new standard freightship and tanker agreements. Voting continued as this edition of the LOG went to press, but by late May enough Seafarers already had voted in favor of the new pacts to ensure their ratifications. Among other highlights, the contracts call for annual wage increases while maintaining benefits. Some of the members who backed the new agreements are pictured on the *Horizon Enterprise* (below at left), the *Ocean Atlas* (immediately below) and at the union hall in Tacoma, Wash. (left). Pages 2, 3, 9.



Ceremonies Honor U.S. Mariners

During this year's National Maritime Day ceremonies in the nation's capital, U.S. Merchant Mariners were praised for their centuries of service and for their ongoing importance to America's security. Officials and other representatives from the SIU and its affiliated Paul Hall Center for Maritime Training and Education participated in events hosted by (respectively) the U.S. Department of Transportation and the U.S. Military Sealift Command. Pictured below, after the DOT ceremony, are (from left) MSC Commander Rear Adm. Mark Buzby, SIU President Michael Sacco and TRANSCOM Commander Gen. William Fraser. At right are some of the apprentices from the Paul Hall Center who were on hand throughout the day. Pages 12-14.



President's Report

More Progress for the SIU

During a month that was loaded with positive, important stories, nothing tops the great news that Seafarers overwhelmingly have ratified the new standard freightship and tanker agreements. Voting was still taking place at press time, but enough "ayes" had been counted to ensure rank-and-file approval of the new five-year contracts.

These agreements are excellent for the membership and I think they're positive for our operating companies, too. In addition to yearly wage increases and maintaining all benefits, the contracts include various improvements that promote safer, more efficient shipboard operations. It may sound like a cliché but I truly believe this is a win-win: good for the union, good for the companies.



Michael Sacco

I said many months ago, before negotiations started, that the SIU would be both aggressive and realistic in our approach, and that's exactly what we did. And I commend everyone involved in the negotiations, on both sides of the table. Credit also goes to the membership – your input made a difference, and it very clearly is reflected in the agreements.

We have other reasons to feel good about the future, not the least of which is new tonnage entering the SIU fleet. As reported in this edition, our union recently welcomed a new heavy-lift ship for our deep-sea mariners, a new ATB that's sailing on the Great Lakes, and a new T-AKE vessel that'll operate in our Government Services Division. Also, the first in a fleet of joint high-speed vessels (abbreviated as JHSVs) recently completed sea trials; those vessels will mean new jobs both for our private-sector Seafarers and for our Government Services crews. And, a new tugboat is scheduled for its ceremonial launch late this month. There's big news concerning new tonnage on the way, too, and I expect we'll be announcing it soon.

On the legislative front, the SIU (and all of American maritime labor) worked very hard to help secure the mid-May Congressional renewal of the Export-Import Bank for three years. This is big news for the SIU because American-flag ships transport a significant amount of the cargo generated by Ex-Im financing.

It's also worth noting that the bank, which does not take money from taxpayers, directly benefits small businesses and that its financing supports an estimated 290,000 American jobs, including many in the maritime industry. This is, in fact, a jobs program, and as I've said before, when labor unions and the Chamber of Commerce (another Ex-Im backer) are on the same side of any argument, you can bet it's a slam dunk.

That program was one of many the SIU helped identify during this year's "Sail-In" in the nation's capital. Coinciding with this year's event on May 9, which promoted a strong U.S. Merchant Marine, the Navy League of the United States issued a report citing our industry as crucial to America's national and economic security. The very first sentence in the report says it all: "No industry has been more vital to the success of our country than America's maritime industry."

Last but not least, also last month, U.S. Rep. Elijah Cummings (D-Md.) attached an amendment to the Defense of Defense authorization bill that would require the U.S. Maritime Administration to take additional steps to encourage the use of U.S. vessels in meeting national security needs, and U.S. Rep. Jeff Landry (R-La.) spearheaded a letter to Homeland Security Secretary Janet Napolitano to publicly recognize the importance of the Jones Act, the fundamental law of the American maritime industry. The letter was signed by a bipartisan contingent of 15 Members of Congress.

Like I said, it was a good month. And I guarantee our brothers and sisters throughout the SIU that we will continue working on your behalf to ensure continued progress and more gains throughout the months and years ahead.



The newly reflagged *BBC Seattle* previously sailed as the *BBC Leer*.

SIU Gains Jobs As BBC Seattle Reflags Under 'Stars & Stripes'

SIU members are sailing aboard the newly reflagged cargo vessel *BBC Seattle*, operated by American Overseas Marine (AMSEA). Seafarers signed onto the ship in late April in Savannah, Ga.; the *BBC Seattle* began sailing under the Stars and Stripes in mid-May.

The ship was built in 1998 in Germany and is roughly 500 feet long. It will be employed in "worldwide cargo delivery" supporting the U.S. Department of Defense, according to a government announcement, with most of the work involving "re-supply operations between the United States and the Arabian Gulf."

Including options, the operating contract extends

to January 2017.

AMSEA also operates another SIU-crewed heavy-lift ship for MSC: the *BBC Houston*, which joined the union-contracted fleet in September 2010. Additionally, SIU members (and officers from the Seafarers-affiliated AMO) sail on the AMSEA-operated LMSRs *USNS Bob Hope*, *USNS Fisher*, *USNS Seay*, *USNS Mendonca*, *USNS Piliilau*, *USNS Brittin* and *USNS Benavidez* and the prepositioning ships *M/V 2nd Lt. John P. Bobo*, *USNS Pfc. Dewayne T. Williams*, *USNS 1st Lt. Baldomero Lopez*, *USNS 1st Lt. Jack Lummus* and *M/V Sgt. William R. Button*.

Union's Great Lakes Crews Welcome New Contracts, Additional Tonnage

It's been a busy couple of months on the Great Lakes, with a new ATB coming under SIU contract creating additional jobs for the membership, and officials negotiating several contracts that feature significant gains. Led by SIU Vice President Great Lakes and Inland Waters Tom Orzechowski, SIU officials and rank-and-file members took to the negotiating tables to work out agreements with a number of companies that include wage increases, continued benefits funding, and maintaining of upgrading opportunities.

SIU members at the Erie Sand and Gravel Company based out of Erie, Pa., have a new three-year agreement (it started April 1) providing for wage increases and a vacation pay increase. In addition, health benefits for SIU members and their families are maintained at their current levels. SIU members who choose to utilize the resources and opportunities at the union-affiliated Paul Hall Center for Maritime Training in Piney Point, Md. will have the ability to do so. The SIU also was able to gain company contributions to the Seafarers Money Purchase Pension Plan. This particular negotiating committee was composed of Orzechowski, Port Agent Todd Brdak, and SIU Representative Monte Burgett. Seafarers at the company work aboard the dredge *M/V St. John* on Lake Erie.

The SIU also completed and ratified an agreement with Material Service Corporation aboard their harbor boats based in Morris, Ill. The five-year agreement, which is effective from February 28, 2012 through February 28, 2017, features wage increases and maintains current health and pension benefits. The SIU negotiating committee established a floating holiday for bargaining unit members. This committee consisted



Pictured above are some of the crew aboard the new ATB, the *M/V Ken Boothe Sr.* From left to right are GVA Badr Abdullah, AB John Cedeno, AB Frank Pivik, AB Abdulhafidh Ahmed, Oiler Ronald Bujnovsky and GVA Dalton Bertrand. The tug and barge are shown in the photo below.

of Orzechowski, Brdak, and Joliet Port Agent Chad Partridge.

The line boats division of the Material Service Corporation also negotiated an agreement with the SIU. That division also received wage increases every year of the five-year agreement (which went into effect January 1, 2012 and maintained their health and pension benefits as well. The SIU negotiating committee also consisted of Orzechowski, Brdak, and Partridge.

In other good news for Seafarers on the Great Lakes, the SIU-contracted company American Steamship Company has entered into service a new articulated tug/barge operated by a new SIU-contracted company called Boland and Cornelius Incorporated.

The agreement with Boland and Cornelius Incorporated, which was negotiated by Orzechowski and Brdak, features many of the benefits obtained at other union-contracted companies. The five-year pact, effective from March 1, 2012 through January 15, 2017, includes yearly wage increases, CorePlus health benefits, Seafarers Vacation Plan benefits and Paul Hall Center benefits. In addition, members are also eligible to participate in the Seafarers 401(k) plan.

The *M/V Ken Booth Sr.* began servicing the Great Lakes in April and is designed to transport dry-bulk commodities that are procured through Jones Act trade. The vessel consists of the 10,700 horsepower tug *Ken Booth Sr.* and the *Lakes Contender*, which has a cargo capacity of 34,000 tons.



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

Members Ratify Standard Contracts

Pacts' Highlights Include Wage Increases, Maintaining Benefits

Despite an economy in which cuts and concessions are the norm, the SIU has secured new standard freight-ship and tanker agreements that not only call for annual wage increases but also maintain members' benefits – all while not losing a single shipboard job.

At press time, voting continued on the new five-year agreements; but, based on tallies from dozens of SIU-crewed ships and from special meetings and regular membership meetings conducted at the halls, the contracts obviously were headed for ratification. Nearly all of the votes were in favor of the agreements, which take effect July 1 of this year and run through June 2017.

The union's bargaining team, led by SIU Executive Vice President Augie Tellez and Vice President Contracts George Tricker, negotiated contracts which, in addition to the previously stated achievements, also contain other improvements that are being well-received by the membership. Negotiations took place from February to early May, against a backdrop of the recession, refinery closures and political attacks on many of the programs that are vital to the U.S. Merchant Marine.

In his monthly report to Seafarers in May, Tricker listed some of the pacts' highlights and also urged members "not to overlook the fact that Seafarers' pension and medical benefits not only remain intact, but do so without any major give-backs by the union. At a time when many pension and medical plans are delivering less and costing more, the Seafarers Plans remain fully funded; and we have secured contracts that maintain benefits while also bringing above-average wage gains."

He added that input from rank-and-file members "clearly is reflected in the new agreements."

Reaction from Seafarers has been overwhelmingly positive.

Addressing Tellez, Tricker and other dais officials at the May membership meeting in Piney Point, Md., Recertified Bosun **James Orlanda** hit the deck and stated, "You guys did a great job. We all appreciate your hard work."

In Norfolk, Va., AB **Jonathan Davis** said the new contracts "are a good thing for the members. I'm excited and I love the changes – I love them all. Being an AB,



Negotiating team members included (seated, from left) Mike Blunt, Tony Naccarato, George Tricker, Augie Tellez, Capt. Bob Johnston, Ed Hanley, Mike Bohlman, (standing) Danielle Szepesi (administrative support), Robert Rogers, Jack Craft, Bill Cole, Jean Harrington, Steve Demeroutis and Norm Gauslow.

the part about not having to go to the flying bridge, I'm all for that."

Recertified Steward **Alonzo Belcher**, also in Norfolk, said of the contracts, "Everything was very good. This is a slam dunk, and we really needed it. Considering how slow the economy is, to gain a contract like this is a beautiful thing. Everybody's happy about it."

Belcher added, "Everyone that had anything to do with this – (SIU President) Mike Sacco, Augie, George – they really came through for us."

Recertified Bosun **Randall Porter**, speaking in Jacksonville, Fla., said, "I'm very pleased with it. The raises and some of the new rules – they did a very good job with this contract. I was surprised we got we got as much as we did. Keep up the good work and keep fighting for us, and we'll keep doing it on this end."

Oiler **Rafael Alvarez-Chacon**, a Jacksonville-area

member who immigrated to the U.S., summed up his feelings when he stated, "I am very lucky to be part of this union. Sometimes I feel like people here do not realize how difficult things are, and how fortunate we are to be represented and helped within our work, by people who fight for our wages and benefits.... Our health benefits are great, too, not only (for) me, but also for my wife. It's wonderful. The economy isn't getting much better, but we are benefitting from our new contracts. I don't think we could ask for anything more."

For wages and all wage-related items, the contracts stipulate yearly increases. There are extra increases for Horizon Lines crews that ultimately will bring those vessels back in line with the standard contracts.

Members also are commending a planned transition to a new routine that will allow Seafarers to utilize medical facilities closer to home while also permitting them to take follow-up exams that are re-evaluations rather than additional comprehensive physicals. The target implementation date is October 1, 2012. Once this system has been enacted, the employers have committed to phase out the current sign-on physicals performed at Anderson Kelly.

In other noteworthy modifications, contract language has been changed to be more inclusive so that coffee time is allowed approximately midway through any four-hour overtime period. Also, all three shipboard departments now are eligible for an hour of overtime pay per week for maintaining their living quarters at recognized sanitary standards.

Seafarers in the deck department are taking note of the fact that under the new contracts, if cargo is not properly secured before going to sea and crew members are required to change lashings, they shall be paid at the rates specified in Article II, Section 21 (b), Penalty Rates. This is an addition to the contracts.

Also affecting deck-department mariners is new language specifying that when members must use Ospho or an equivalent, they will be paid at their respective penalty rates (only Ospho was covered in the old pacts). Seamen on wheel watch will no longer be required to work on the flying bridge. And, starting July 1, in order to be employed as an AB/Dayworker, an AB must possess a green-ticket endorsement.

Of note to mariners in the engine room, and as a direct result of membership input, the list of duties qualifying for penalty time has been expanded to include cleaning of scavenger boxes and working above the second tier of containers.

In the steward department, the union and the companies are adopting work rules recognized throughout the industry and reflective of three-person galleys. SIU recertified stewards played important roles in developing and modifying those rules.

Finally, the SIU and the companies have committed to a six-month review of how the Manila Amendments to the STCW convention affect overtime. Both parties share the goal of protecting mariners' opportunities for overtime.

(See Page 9 for more photos)



Seafarers aboard the *Horizon Reliance* (photo above) and on *Matson's Maunalei* (photo at right) show their support for the new contracts. SIU members began voting on the agreements in early May, aboard ships and at the union halls.



USNS Cesar Chavez Christened at NASSCO

The last in a series of 14 dry-cargo/ammunition ships – the *USNS Cesar Chavez* – was christened May 5 during an evening ceremony at the General Dynamics NASSCO shipyard (a union facility) in San Diego. SIU Vice President West Coast Nick Marrone and Assistant Vice President Government Services Chet Wheeler represented the union at the event.

The *USNS Chavez* will be crewed in the unlicensed slots by members of the SIU Government Services Division. The 689-foot vessel is scheduled for delivery to the

U.S. Military Sealift Command (MSC) in November.

All of the ships in the Lewis and Clark-class (each abbreviated as T-AKE) honor pioneers and explorers, according to MSC. Cesar Chavez, who passed away in 1993, was an American farm worker, labor leader and civil rights activist who co-founded the National Farm Workers Association, which later became the United Farm Workers. He made the farm workers' struggle a moral cause with nationwide support.

"It is fitting that this ship is named for Cesar Chavez, for among the core values embraced by him were innovation, determination, sacrifice and service to others – core values shared by Military Sealift Command – core values that are the basis of service for this great ship and her crew, now and into the future," said Navy Rear Adm. Mark H. Buzby, commander, MSC, to an audience of more than 7,000 people who attended the event.

Ceremony attendees included the ship's sponsor, Helen Fabela Chavez, widow of the ship's namesake, nearly 500 other members of the Chavez family; the ceremony's keynote speaker, the Honorable Juan M. Garcia III, Assistant Secretary of the Navy (Manpower and Reserve Affairs); the Honorable Jerry Sanders, mayor of San Diego; distinguished guests from the U.S. military and maritime industry; and union NASSCO employees who built the ship.

"*USNS Cesar Chavez* exemplifies the latest innovations in marine technology with its integrated electric power propulsion and ship systems," said Buzby. "This ship will go to sea better prepared than the ships that preceded her because the team that built her learned new lessons with every ship of the class and incorporated those lessons learned, along with energy-saving technologies into the next hull. *USNS Cesar Chavez* is the culmination of that extraordinary process – she is the ultimate T-AKE!" The ship is slated for use by MSC's Combat Logistics Force, or CLF. CLF ships deliver ammunition, food, fuel and other supplies to U.S. and allied ships at sea, enabling the Navy to maintain a worldwide forward presence.

Two T-AKEs are being assigned to MSC's maritime prepositioning ship squadrons, which are deployed to strategic locations worldwide, carrying U.S. Marine Corps cargo ready for rapid delivery to Marines ashore.



SIU Vice President West Coast Nick Marrone (left) and Assistant Vice President Government Services Chet Wheeler posed for the photo above just prior to the start of the May 5 *USNS Cesar Chavez* christening ceremony in San Diego.



In the photo above, the *USNS Cesar Chavez*, to be crewed by SIU Government Services Division members, slides into the water for the first time during a ceremony May 5 at NASSCO. (Photo by Sarah E. Burford, MSC Pacific).

Email System Notifies Mariners Of Credential Renewal Dates

The U.S. Coast Guard's National Maritime Center (NMC) in late April launched what it described as "an improvement to the automated email system originally fielded in December 2009.

Mariners who have provided an email address to the NMC will receive an email notification 90 days prior to the expiration of their Merchant Mariner Credential, License, Merchant Mariner Document, or Standards of Training, Certification and Watchkeeping. Intended as a final reminder of your impending credential expiration, you can ignore the email if you have recently submitted an application for renewal.

If you have any questions regarding your application, use the online Application Status Checker to determine the status."

Questions may be directed to the agency at 888-IASKNMC (888-427-5662) or via email at IASKNMC@uscg.mil.

In order to access the Application Status Checker, go to <http://homeport.uscg.mil/mmstatus>

St. Louis Port Maritime Council Honors 3

SIU President Sacco Presents Labor Award to U.S. Senator Claire McCaskill

Several hundred union members, their families and friends honored three community leaders at the Maritime Trades Department Greater St. Louis Area and Vicinity Port Council's 32nd annual dinner on May 5.

David Zimmermann of Sheet Metal Workers (SMWIA) Local 36 received the Labor Man of the Year Award. George "Butch" Welsch was recognized as Management Man of the Year. The council presented U.S. Senator Claire McCaskill (D-Mo.) with its Joe Sacco Friend of Labor Award; MTD President Michael Sacco, who also serves as president of the SIU, gave the award to the senator.

Zimmermann serves as the president and business manager of SMWIA Local 36, where the dinner took place. He started his career with the local as an apprentice in 1973. He is a third-generation member



SIU Exec. VP Augie Tellez welcomes Lt. Gen. Kathleen Gainey to the port council event. Lt. Gen. Gainey is deputy commander of the U.S. Transportation Command.



Honorees and officers of the St. Louis Port Council pose under a replica of the city's famed Gateway Arch which was constructed by union members. From the left are George "Butch" Welsch, PMC Vice President Jack Martorelli, MTD President Michael Sacco, SMWIA 36 President/Business Manager David Zimmermann, PMC President Richard Mantia, U.S. Senator Claire McCaskill and PMC Secretary/Treasurer Becky Sleeper.

of the Sheet Metal Workers, and noted his uncle received the same award years ago.

Zimmermann saluted the way the unions, industry and community work together in St. Louis because "without their ongoing support, I wouldn't be standing here this evening."

In introducing Welsch, PMC Secretary-Treasurer and SIU Port Agent Becky Sleeper said he "may be management on paper but he's union at heart." He serves as president of the 117-year-old Welsch Heating and Cooling Company, where he has worked for more than 50 years. The workers at Welsch are members of SMWIA Local 36.

"I believe our two organizations have shown the way how things were done in the

past and should be done," Welsch said of his company and the union. "Our enemy is the competition, not each other. Together, we can do it better."

McCaskill said of her being recognized by the MTD: "This is a big deal to me. I understand what the port council is. Your unions represent thousands of workers who want their voices heard. Some yahoos want to say the problem is the workers who work every day for a living wage. We know the problem is not the fire fighters, the police officers, the teachers and the men and women who belong to your unions."

The senator concluded by stating she is proud "to stand up for the working men and women of this state."



Pictured from left to right: SIU Executive Vice President Augie Tellez, Senior Legislative Assistant Dan Ostermueller of Rep. Rodney Frelinghuysen's office, Kevin Speers of Maersk, Dave Boatner of MM&P and James Henry of the Transportation Institute.

Pictured from left to right: SIU Vice President Gulf Coast Dean Corgey, Greg Detiveaux of Crowley, Jack Belcher of the National Ocean Policy Coalition, Mike Neuman of the Transportation Institute and Brent Greenfield of the National Ocean Policy Coalition.

SIU Helps Make Industry 'Sail-In' Successful

Third Annual Event Carries Maritime's Message to Capitol Hill

More than 150 members of the maritime industry, including eight SIU and Maritime Trades Department (MTD) officials and staff, took to the halls of Congress to advocate for the U.S.-flag industry May 9. The third annual "Sail-In" emphasized the importance of maintaining a strong U.S.-flag merchant marine into the offices of dozens of congresspersons and senators in the Cannon, Longworth, and Rayburn House office buildings and the Russell Senate office building.

"The Sail-In is the one time of the year that nearly every segment of the maritime industry comes together to brief Congress on how we make the United States stronger and safer," said James Henry, chairman of the Board of Directors of the American Maritime Partnership (AMP), an industry group that is made up of a variety of maritime organizations including the SIU. "Working together as one, maritime personnel from the Great Lakes, inland rivers, deep seas and beyond help boost America's national and homeland security while promoting much-needed job growth here at home."

SIU Executive Vice President Augie Tellez, MTD Executive Secretary-Treasurer Daniel Duncan, Vice President Atlantic Coast Joseph Soresi, Vice President West Coast Nick Marrone, Vice President Lakes and Inland Waters Tom Orzechowski, Vice

President Government Services Kermet Mangram, Vice President Gulf Coast Dean Corgey and SIU Political Director Brian Schoeneman were on board, visiting various congressional representatives and their staffs and representing the SIU membership and maritime labor at large.

In addition to representatives from maritime labor, the event brought together participants from virtually every sector of the maritime industry. On hand were ship-owners, operators, and rank-and-file workers. All of the people involved have a stake in making sure that the U.S.-flag fleet has friends on Capitol Hill.

A major point of the day was to thank elected officials for their past support and to encourage their continued backing of major maritime-related issues, including the Jones Act, Maritime Security Program, cargo preference, proper allocation of Harbor Maintenance Tax funds, and other issues that directly affect American maritime workers. Equally important was the effort to contact newer members of Congress who may be less familiar with the maritime industry.

SIU officials pointed out that maritime issues not only affect workers in the industry but also play a huge role in our economic recovery and national security.

The Sail-In comes on the heels of a major report released by the Navy League of the

United States titled, "Maritime Industry: The Foundation of American Seapower." The study sums up the numerous benefits of the U.S.-flag fleet, including the more than 500,000 jobs that are associated with the domestic industry alone.

"The industry provides jobs for hundreds of thousands of Americans in every corner of our nation," the report said. "The American maritime industry moves cargo and troops around the world in far greater volume, with far greater efficiency, than any

other transportation mode."

The reception of the groups was overwhelmingly positive, with longtime friends of the industry being thanked for their continued support and new friends eager to be kept abreast of issues, laws, and positions that are favorable to the merchant marine and American workers.

In a related event, U.S. Rep. Norm Dicks (D-Wash.) on May 8 received the prestigious "Salute to Congress" award during an annual dinner in suburban D.C.



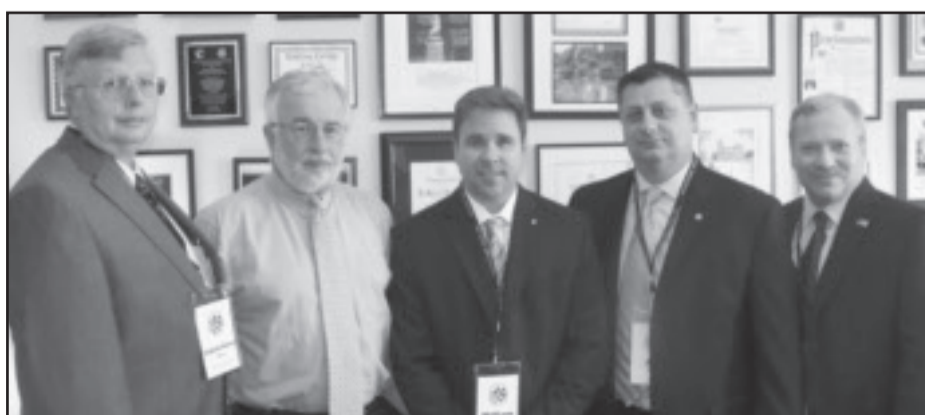
SIU Vice President West Coast Nick Marrone (at right) is pictured with a congressional staffer and members of his Sail-In group which at various times throughout the day included Danny Shea of AMO, Berit Erickson of SUP, Jim Haussener of the California Marine Affairs and Navigation Conference, Sebastian O'Kelly, and Rocky Smith of Crowley.



Pictured from left to right: Rear Admiral Jerry Achenbach (who is a proud former SIU member) of the G.L. Maritime Academy, Mike Hainen of the G.L. Maritime Academy, Representative Peter Welch (D-Vt.), Elizabeth Guerra of MEBA, Jim Sartucci of K&L Gates, SIU Vice President Lakes and Inland Tom Orzechowski and Brian Krus of AMO.



Pictured from left to right: SIU Vice President Government Services Kermet Mangram, John Arnold of AMO, SIU Legislative Director Brian Schoeneman, Ed Hanley of Maersk, Barbara Shipley of SUP, Jack Craig of APM Terminals.



Pictured from left to right: Captain Steven Werse of MM&P, U.S. Representative Timothy Bishop (D-N.Y.), Captain William Campbell of Liberty Maritime, SIU Vice President Atlantic Coast Joseph Soresi and Rich Berkowitz of the Transportation Institute.



Pictured from left to right: Marcus Arky of Metro Group Maritime, U.S. Representative Ileana Ros-Lehtinen (R-Fla.), MTD Executive Secretary-Treasurer Daniel Duncan, Jordan Truchan of Patriot Contract Services and Ian Bennitt of SCA.

Ocean Crescent Crew Receives Medals for Mission

SIU members and officers from the Seafarers-affiliated AMO were honored May 7 by the U.S. Department of Transportation and its Maritime Administration during a well-attended ceremony in Beaumont, Texas. The event celebrated the delivery of the last mine-resistant, ambush-protected vehicle (MRAP) from Iraq to the U.S. – cargo that was transported aboard the heavy-lift ship *Ocean Crescent*, which was operated by Pacific Gulf-Marine for Intermarine, LLC.

SIU Vice President Gulf Coast Dean Corgey was a featured speaker at the ceremony. He described the U.S. Merchant Marine's centuries-old role as America's fourth arm of defense, and also touched on why civilian mariners remain vital to national and economic security.

As guests including military personnel, longshoremen, and civilian employees of the Army's 82nd Transportation Battalion looked on, Kevin Tokarski, MarAd's associate administrator for national security, presented each crew member with the U.S. Merchant Marine Expeditionary Medal.

One day after the ceremony, the historic MRAP was loaded onto a truck to begin its final journey to Fort Hood, Texas, where it will be permanently enshrined in the First Cavalry Brigade Division Museum.

The MRAP program has deep Texas roots. The vehicles were built in Sealy, Texas, and were utilized by U.S. forces in



Some of the honorees and officials from the SIU, AMO, Maritime Administration and Intermarine gather for a photo after the ceremony.

Operations Iraqi Freedom and Operation New Dawn.

The last cargo of MRAPs left Iraq in mid-December and was loaded onto the *Ocean Crescent* in Kuwait in late March.

In an online post about the ceremony, Secretary of Transportation Ray LaHood wrote, "As our troops return home from their

time abroad, it's important that we do everything we can to thank and honor them for their service. But U.S. Mariners and U.S.-flagged vessels have also been there since the beginning, and are at all times, 'ready for the next call.' So, to all of those brave mariners, thank you and welcome home."

SIU members sailing aboard the *Ocean*

Crescent on its most recent voyage from the Middle East included Bosun **Joseph Casalino**, ABs **Albert Bharrat**, **Guillermo Blanco**, **Thomas Conry**, **Kevin Moore** and **Jovan Williams**, QEEs **David Brewster** and **Bruce Korte**, GUDE **Justino Sanchez**, Steward/Baker **Emie Aguinaldo**, ACU **Edward English** and ACU **Enrique Agosto**.

OSG Executive: U.S. Needs Jones Act

The head of an SIU-contracted company recently made a compelling case for maintaining the Jones Act – a time-proven law that benefits America's national and economic security.

Morten Arntzen, president and CEO of Overseas Shipholding Group (OSG), addressed a large audience April 23 as he was being honored by the Marine Society of the City of New York. He devoted his speech to a 92-year-old statute that requires cargo moving between domestic ports to be carried on vessels that are crewed, built, flagged and owned American. Even though the Jones Act isn't new and is strongly supported by (among others) the Obama administration and the U.S. Navy, the subject is timely because of misguided attacks against the nation's freight cabotage law.

OSG in recent years has built 12 Jones Act product tankers and two articulated tug-barge units – investments of more than \$1.5 billion.

"The U.S. Merchant Marine has played an integral role in our nation's economic history and national security and the Jones Act has been our industry's cornerstone for almost 100 years," Arntzen stated. "It's a good law that provides our nation with sound, stable, cost-effective transportation."

He pointed out that the Jones Act fleet consists of 40,000 vessels that generate about 500,000 American jobs and more than \$100 billion in yearly economic output. Arntzen also said that while his support for the law has never been stronger, he also is greatly concerned about its future.

"Support for the Jones Act in the U.S. runs deep – the law has been supported by every president of our generation and we can count our Navy among its strongest supporters," he noted. "The support in Congress remains bipartisan and solid. Nevertheless, noise from the critics of the Jones Act has grown of late."

"Critics of the Jones Act decry it as protectionism," he continued. "Yes, the Jones Act is sort of protectionist: It protects our industrial base, U.S. jobs and our national security. During Operations Enduring Freedom and Iraqi Freedom, U.S.-flag commercial vessels transported 57 percent of all military cargoes moved to Afghanistan and Iraq. The American domestic fleet also provided half of the mariners used to crew U.S. government-owned sealift vessels activated from reserve status. The U.S. Navy's position is crystal clear: repeal of the Jones Act would hamper America's ability to meet strategic sealift requirements and Navy shipbuilding. Does anyone in this audience think that we have evolved to a conflict-free world and that our Navy will never call us into action again?"

Arntzen pointed out that the U.S.-flag industry as a whole doesn't object to waivers of the Jones Act if those waivers truly are necessary because of national emergency or when no U.S. vessels are available. By contrast, the industry objects to waivers such as the ones issued last summer allowing foreign-flag vessels to transport oil

from drawdowns of U.S. Strategic Petroleum Reserves. As Arntzen observed, American-flag ships were available, and the situation wasn't an emergency.

Additionally, he cited the Deepwater Horizon tragedy (which happened in 2010) as the launching point for "perhaps the most misguided attack against the Jones Act." Arntzen recalled blatantly false accusations that the law somehow "inhibited the cleanup by blocking the use of foreign-flag skimming vessels, which were reported to be far superior in technology and number than American skimming vessels. A number of media outlets and pundits bought into this story and criticized the unwillingness of the president to waive the Jones Act. With some, the accusation stuck. As Mark Twain is alleged to have said, 'A lie can travel halfway around the world while the truth is still putting on its boots.'"

He then pointed out that the Jones Act didn't even apply at or near the spill site, and the law contains provisions allowing waivers for specialized foreign vessels if such ships are needed and no American ones are available. "The truth is, there were no magical foreign ships ready to handle anything American-flag vessels couldn't already handle," he said. "The fact is Jones Act did not inhibit the cleanup in any way; to the contrary, it helped."

He emphasized that plenty of Jones Act tonnage is available to move barrels of gasoline to the northeast this summer "as a result of the various refinery closures in the Delaware Bay and the Caribbean."

Along those lines, he also refuted the suggestion that utilizing Jones Act tonnage contributes to high gas prices.

"This is political math at its worst," Arntzen said. "We are talking about a few pennies of difference. And, because trans-

portation costs are so insignificant in the pricing equation and Jones Act movements of gasoline are a relatively small part of the supply chain, it won't move the pricing needle for gasoline at all. At most it will put a penny or two of profits into an industry that is already more than adequately profitable.... Does anyone here think it is worth destroying the U.S. maritime industry so the oil industry in this country might make one or two cents more profit selling their internationally priced transportation fuel products to Americans?"

He concluded, "We, the American shipping industry, must band together to protect the Jones Act. Our voices must be loud, our convictions strong and our message clear: The Jones Act cannot be weakened if America is to fulfill its opportunities. Short-term waivers of political convenience will have an enormous long-term negative impact on the industry. I ask all of you to take a few minutes over the coming weeks to contact your elected officials and tell them how you feel about upholding our country's maritime traditions and capabilities. Remind them of the hundreds of thousands of jobs it creates and the commerce it facilitates. Tell them our country needs the Jones Act to stay."



Morten Arntzen
President & CEO
OSG



Pictured from left are Ed Morgan, Augie Tellez, Tom Murphy and Tony Naccarato.

SIU Exec. VP Rallies Industry To Stand United Against Attacks

SIU Executive Vice President Augie Tellez told the audience at the annual Seafarers and International House "Setting the Course" Awards Banquet in New York that the U.S.-flag maritime industry will stand united to repel any and all attacks on its vital issues.

Tellez fired up the crowd during his April 26 acceptance speech as a 2012 Outstanding Friend of Seafarers. He was referring to the recent broadsides in the media and in Congress on the Jones Act, cargo preference laws and domestic shipbuilding.

Speaking before approximately 300 representatives from both labor and business, Tellez explicitly pointed out his remarks were dedicated to the U.S.-flag industry as a whole.

"The legislation, regulations and programs that form the basis for the very existence of the U.S.-flag fleet are in jeopardy," he stated. "The Jones Act and cargo preference and everything in between is under attack. The challenge before us is how do we respond and meet these challenges?"

He said the answer is, "We need to put aside our differences in this battle. We need to coordinate, consolidate and concentrate all of our resources and efforts to thwart these attacks. A clear message must be

sent to those who always seem to forget us when the war is over, the mission accomplished, the earthquake passed: We say, no more!"

He continued, "To those who look to distort the facts and spread lies to meet their insidious agendas, we say, no more!"

"To those who rush to diminish and dismiss 70-plus years of our feeding the world and the most successful and effective humanitarian effort of our time, we say, no more!"

"To those politicians who readily accept our support, financial or otherwise, and look to leave our side in this fight, we say, no more!"

"And to the rest who know us not, it is high time we let them know who we are and what we do."

Also recognized with the same award by the Seafarers and International House was Thomas Murphy of Crowley Maritime.

Murphy proudly spoke about his 60 years in the maritime business. He acknowledged many of the people with whom he has worked over the years in labor relations.

The New York-based organization is a mission for seafarers and sojourners affiliated with the Evangelical Lutheran Church in America. It operates an 84-room guest house in New York City.



SIU officials joined the newly recertified stewards following their graduation for this traditional group photo after the May membership meeting in Piney Point, MD. Pictured from left to right are: Asst. VP Ambrose Cucinotta, Eugene Von Flotow, Pedro Castillo, Juan Vallejo Hernandez and wife Odalys, Executive VP Augie Tellez, Donna Rye, VP West Coast Nick Marrone, Edvaldo Viana, James Brockington, Just Self, Secretary-Treasurer David Heindel, and VP Contracts George Tricker.

Recertified Stewards Share Valuable Insights

7 Seafarers Complete Course At Union-Affiliated School

Seven individuals recently reached the pinnacles of their respective maritime careers to date when they graduated from the Paul Hall Center for Maritime Training and Education's (PHC) Steward Recertification Course.

A three-week in-residence curriculum at the center's Piney Point, Md., based-campus, the class is billed as highest level of training available to SIU members who sail in the steward department. It encompasses hands-on training, classroom instruction and orientation meetings with representatives from different departments of the SIU and Seafarers Plans. Course modules include ServSafe, which focuses on safe and sanitary galley operations; first aid and CPR; galley firefighting; leadership and management skills; computer training; nutrition; and communications.

Graduating from the class and receiving their recertification credentials May 7 during the union's monthly membership meeting in Piney Point were Stewards **Donna (D.J.) Rye, Just Self, Eugene Von Flotow, Pedro Castillo, James Brockington, Juan Vallejo Hernandez and Edvaldo Viana.** In keeping with a long-standing tradition, each of the new recertified stewards addressed union officials, fellow upgraders, unlicensed apprentices and guests who attended the meeting.

Donna (D.J.) Rye

Rye was the first to address the audience. Born in Florida, she joined the SIU in 2001 and has upgraded her skills on two previous occasions at the PHC.

"I want to thank our leadership as well as the rank-and-file membership for the honor that's being bestowed upon me today," Rye said. She sent out a special thanks to West Coast Vice President Nick Marrone for his endorsement of her to receive the training, a validation which she viewed as instrumental in her being selected.

Rye, who currently sails from the Port of Tacoma, Wash., said she learned and retained a great deal of information about the union and its internal operations during her recertification training. "I am excited about and looking forward to sharing this information with the people in my port as well as crew members aboard my vessel," she said. "Thanks to

the training I received here, I will be better able to answer questions and articulate our benefits—from basic health care to sickness and accident coverage—to fellow brothers and sisters aboard my ship.

"I will also be able to tell my shipmates what Camp Springs is all about as well as aid and assist the recertified bosuns with any problems they encounter aboard our vessel," she continued.

Addressing the trainees who attended the meeting, Rye said, "I'm a loyal and dedicated member and I can tell you that everything you hear and see here today is true...it really is what happens in and with our union.

"While you are here, pay attention to what the instructors are telling you," she continued. "Short of a college education at some place like Harvard, it does not get much better than this. We have some of the finest instructors here as you will find anywhere. They are knowledgeable as well as being seafarers themselves."

Concluding her remarks, Rye told those present that the Seafarers Political Action Donation (SPAD) is critical to the SIU's future existence and prosperity. "It's really important that all of our members contribute to SPAD often and keep those funds coming in," she said. "Without SPAD contributions, our leadership's ability to fight for the continued perseverance of our rights will be limited."

Just Self

Next to take the podium was Self. A native of Long Island, N.Y., he launched his career as a merchant mariner in 1991 while a member of the National Maritime Union. Self is home-ported in the Port of Jacksonville, Fla., and joined the SIU with the 2001 SIU/NMU merger.

Although he had never attended the PHC for upgrading, he was at the school in March attending a five-day Alaska Tanker Company-sponsored Safety Leadership and Training Conference.

Commenting on his upgrading experience, Self said he was especially impressed with the leadership and management skills instruction he received. "It taught me how to be assertive when necessary," he said. "It also provided me with an understanding of diversity... the knowledge that differences in people are actually strengths when we all work together towards one goal. Taking this knowledge aboard ship and applying it will make my job more rewarding."

Noting that an array of individuals

was responsible for his success as a mariner, he said, "So I won't miss anybody, I would like to give a big thanks to the entire Seafarers International Union, everyone from our great leadership team to the trainees." Self also acknowledged the union's labor and political allies and the respective roles they have played toward keeping the maritime industry strong.

He then reminded those present that this is an election year and that it's critically important that the entire membership register and vote. "Needless to say, don't forget to vote and do your part to help protect the Jones Act by supporting SPAD," he said.

Directing his attention to the trainees, Self urged them to take full advantage of everything the school has to offer. "This (the school) offers you a great opportunity for success," he said. "Take it and make good use of it. Stay focused, work diligently, be true to yourself and always support one another.

"Most importantly, learn the trade, not the trick," he concluded.

Eugene Von Flotow

Von Flotow hails from the Port of Wilmington, Calif., and joined the union in 1990. He has upgraded his skills at the PHC on two previous occasions.

Upon taking the podium, he thanked the union officials for their varied contributions and commended them for acting in the best interest of the rank-and-file membership. "Thanks to Mike (SIU President Michael Sacco), Augie (SIU Executive VP Augie Tellez), and George (VP Contract George Tricker) for their leadership and for inviting me back to Piney Point," the California native said.

"I extend my gratitude to all of the instructors for the knowledge they imparted on all of us," he continued. "I would also like to send special thanks to the hotel staff for great accommodations."

Von Flotow told those present that it was a very important day for him because it marked the culmination of a highly enlightening experience. "I've gained a better appreciation of how the union works as a result of the great training I received here," he said. "I now have a better understanding of the benefits we have as well as the reasons why it's important for members to make contributions to SPAD."

Describing his overall upgrading experience as extremely beneficial, Von Flotow said he was particularly im-

pressed with the modules dealing with CPR, firefighting and ServSafe. "All of this training was very important" he said. "The road trip to headquarters also was very informative."

Von Flotow wrapped up his remarks by encouraging members to continue supporting SPAD.

Pedro Castillo

Castillo told the audience that the PHC is the best school in the world for merchant mariners. "The training I received here was a wonderful experience," he said. "Thanks to the instructors and the interactions I had with my classmates, I have learned how to be a more professional mariner. I also can now help educate my fellow shipmates on the union and how it works."

A native of Honduras, Castillo is home-ported in Houston and joined the union in Honolulu. Castillo has been sailing under the SIU banner since 1993. "It is such a privilege to be here in front of all of you today celebrating this achievement in my career," he said. "I cannot stand here and say that it has been easy because being away from family and loved ones has at times been difficult. But it has been well worth the sacrifice and hardship because I have accomplished a lot."

Castillo then thanked God for giving him the strength and patience to advance; and the union as a whole for its continuing support. He expressed his gratitude to union officials at headquarters and those in the ports—especially in Houston and New Orleans—who he said work tirelessly on behalf of the rank-and-file membership on a daily basis.

"This journey does not end here for me," Castillo said. "It's really just the beginning."

Turning his attention to SPAD, he told the audience that the membership's continued donations are crucial. "Many of us may think that we are losing money when we donate to SPAD," he said. "But this is not true because it allows our leadership to get out there and fight for our industry, our jobs and our rights every day."

Castillo's message to the trainees and fellow upgraders was to "work hard, never give up on your dreams and stay focused on a bright future for yourselves and your families."

Continued on next page

OSG Hosts Memorial Golf Tournament



Seafarers-contracted Overseas Shipholding Group (OSG) recently hosted the seventh annual Tug Valour Memorial Golf Tournament in Dade City, Fla. Pictured from left to right at the kickoff are OSG Senior VP Capt. Robert Johnston, SIU President Michael Sacco and tournament Chairman John McKenzie. The yearly, non-profit tournament originally was a fund-raiser for surviving family members. It now generates funds to provide maritime education opportunities. The tournament is named after the tug which tragically sank in early 2006, claiming three lives, including that of longtime SIU member Ron Emory.

Personal

Leon "Bucky" Fountain would like to get in contact with Michael Dunn and/or Cardell Dunn. Fountain can be reached at (253) 983-0082 (home), or (253) 332-9661 (cell).

SIU-Crewed Hospital Ship Mercy Departs for Humanitarian Mission

The hospital ship *USNS Mercy*, manned in the unlicensed positions by members of the SIU Government Services Division, sailed from San Diego early last month to begin its participation in Pacific Partnership 2012.

This year's Pacific Partnership is a four-and-a-half month humanitarian and civic assistance mission to Indonesia, the Philippines, Vietnam and Cambodia. CIVMARS aboard the hospital ship will operate and navigate the vessel while U.S. Navy planners and medical personnel plan and execute the ongoing mission.

According to the Navy's Military Sealift Command (MSC), Pacific Partnership 2012 "is a mission that will take medical, dental, veterinary, engineering and civic assistance projects to Southeast Asia and Oceania. Pacific Partnership missions build on relationships that have been developed during previous missions, for example *Mercy's* participation in international relief efforts following the December 2004 tsunami that struck Southeast Asia, and *Mercy's* 2006, 2008 and 2010 humanitarian and civic assistance deployments to the region."

The agency further reported that Pacific Partnership 2012 is led by three different element commanders: Navy Capt. James Morgan, mission commander for Pacific Partnership 2012 and commander of San Diego-based Destroyer Squadron Seven; Navy Capt. Timothy Hinman, commander of the medical treatment facility, who is responsible for the hospital and providing medical care aboard the *Mercy* and ashore; and Capt. Jonathan Olmsted, the *Mercy's* civil service master who has overall responsibility for the ship and the safety of its nearly 1,000 passengers.

"Having participated in Pacific Partnership 2009, I know firsthand what an impact we have on

the local populations we visit," said Olmsted. "In building these relationships, we'll have a better understanding of how multiple militaries and civilian organizations can work together to overcome the adversity of a natural disaster."

Throughout the 2012 Pacific Partnership mission, the 894-foot *Mercy* will serve as a platform from which U.S. and partner nation militaries and non-governmental organizations will coordinate and carry out humanitarian and civic activities in each country. The Japanese landing ship tank *Oosumi* (LST 4001), carrying a complete medical team, helicopters and representatives from Japanese volunteer organizations, will join the *Mercy* during its stops in the Philippines and Vietnam.

In announcing this year's assignment, MSC described civilian mariners as "vital to the mission's success. They navigate the ship to each mission stop and provide the freshwater and electricity needed to run the shipboard hospital and to support the mission personnel living and working aboard. In addition, the civil service mariners play a critical role in mission success by operating two 33-foot utility boats to transport patients and mission personnel between ship's anchorage and shore. *Mercy* is too large to pull pier-side at any of the mission stops. The operation of these small boats, which can carry more than twice as many passengers as *Mercy's* two embarked helicopters, will greatly increase the number of people who will benefit from the mission."

The mission will include personnel from all branches of the U.S. military; U.S. departments of State and Justice; the Agency for International Development; the National Oceanic and Atmospheric Association; 12 partner nations; 11 NGOs and numerous in-country organizations.

Recertified Stewards Laud Union Officials, Paul Hall Center

Continued from Page 7

James Brockington

"I have been sailing for 12 years and it's good to be here," Brockington said as he addressed his union brothers and sisters.

He donned the SIU colors in 2001 in Hawaii and calls the Port of Honolulu home. Brockington has upgraded twice previously at the Paul Hall Center.

"I enjoyed all aspects of the upgrading training regiment," he said. "The refresher modules in ServSafe and sanitation were very informative, and the instruction in union education extremely helpful.

"It showed how the union functions and how our leadership interacts with other organizations to foster a strong U.S. Merchant Marine," he continued. "As a result of this training, I am better equipped to represent the unlicensed members during times of disagreement between officers and crew aboard ships. Now, I can also answer questions about contracts and benefits."

A native of Philadelphia, Brockington said, "It's always good to return to Piney Point because you see people you know and have worked with during the past. But it's especially meaningful for me today because I have achieved a goal that I set for myself when I first started sailing...it's a real sense of achievement."

Brockington told those in the audience that they should always remember the importance of upgrading, SPAD and union education.

"In the upgrading arena, continue to come back to school. The instructors are here are world-class and the knowledge you acquire will make you become the best trained mariners in the world," he said. "You will then be able to contribute to the security of America, the safety of America and the safety of the free world.

"Contribute to SPAD because it allows us to support those who support us in Congress, regardless of the side of the aisle on which they sit," he continued. "It helps to keep strong laws that support the U.S. merchant fleet and safeguard our jobs. Along the same lines, go out and vote because it's very important this year. It does not matter who you vote for as long as they support a strong merchant marine and the laws that protect it."

To the trainees, Brockington said, "Study hard, learn and come back to upgrade because when you get out to sea, you will carry your own load and be part of a team.

"If you don't know something, ask," he continued, "because you can be dangerous to yourself and your fellow shipmates if you don't. Always have a good word to say about your shipmates and remember safety first."

In closing, Brockington voiced his deep appreciation to everyone who has contributed to his successful career and for the training he has received. "I'd like to thank all of the union officials for the wonderful job they do on our behalf," he said. "I'd also like to say thanks to the instructors for their knowledge and to the hotel staff for the wonderful accommodations."

Juan Vallejo

Returning to the PHC was a homecoming for Vallejo, who has upgraded at the school on four previous occasions. Born in Venezuela, he sails out of the Port of San Juan and has been a member of the SIU since 2001.

"Today, I am graduating as a recertified steward," Vallejo said upon taking the podium. "But 12 years ago, I went to Puerto Rico after being laid off from an airline in Miami Airport where I had been employed for six years."

Vallejo pointed out that it was at that juncture in his life, when he was

in a desperate situation and in need of a friendly helping hand that the SIU hall in San Juan came to his rescue.

"They sent me here to this wonderful place (Paul Hall Center)," he said, "And that was when my life took a 180-degree turn for the better."

Thanks to the SIU, Vallejo said, life for him these days could not be better. "Today I own various properties in Florida and Puerto Rico," he proudly told those at the meeting. "My kids are attending the best private schools, my wife is driving a brand new car, and I look younger than I did 12 years ago."

Vallejo told the audience that his career has taught him that opportunities themselves are great only when people take advantage of them. "It is not up to your port agent or anybody else to take that first step for you," he said. "You need to take it upon yourselves to move forward in life by taking advantage of all the blessings this great organization has to offer."

He added, "The SIU has been a true blessing not only for me, but also for everyone else who has stepped forward and accepted the challenge of becoming a highly trained maritime professional," he continued. "We have the best-paying jobs in the maritime industry. But that's not a secret because that's what the SIU does. It provides job security for its members and secures a future in the maritime industry for generations to come."

Vallejo then encouraged Seafarers to support SPAD, and thanked the union leadership, his instructors, the hotel management and staff, his classmates and members of his family (especially his wife, Odalys, and his sons Juan Carlos and Juan Andres) for making his career a successful one.

Edvaldo Viana

Viana was the final new recertified

steward to address the audience. The Brazilian-born mariner is home-ported in New York and has been a proud and loyal SIU member for 12 years.

A frequent upgrader, Viana has enhanced his skills at the Southern Maryland-based campus on six previous occasions. "During those times as well as on this occasion, I had great experiences and learned a great deal," he said.

During his recertification training, Viana picked up excellent tips and other information about the union's benefits plans and how the organization works. "I learned about the important alliance that our union has with the AFL-CIO, the Maritime Trades Department and how those relationships work to benefit us all. I also learned about the importance of SPAD contributions," he said. "These are important and I ask each of you to make contributions because through them, our union leaders can keep building the bridges and making the connections in the political arena that protect the Jones Act and our jobs."

Viana thanked the union's elected officials for what he called their superb leadership and willingness to keep fighting on behalf of the rank-and-file membership. "President Mike Sacco is number one and the SIU is the best," he said. He also expressed high praise to the school's instructors and hotel staffs for all they did for him and his classmates during their stay.

"To the unlicensed apprentices, I strongly recommend that you keep up with your studies and come back to the Paul Hall Center to upgrade your skills as often as possible," Viana concluded. "This great school will give you a wonderful education and open the doors to a better way of life."



HORIZON CONSUMER



HOUSTON HALL

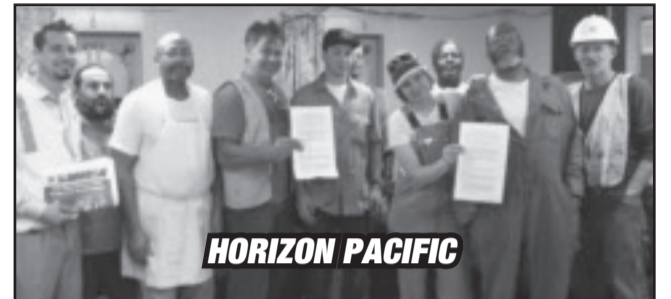
Membership Votes Yes to New Standard Contracts

Pictured on this page are Seafarers aboard ships and at the union halls voting in favor of the new standard contracts (or shown shortly after doing so). Additional related photos will be published in an upcoming issue of the LOG.

The new agreements take effect July 1 and last through June 2017.



HORIZON/KODIAK



HORIZON PACIFIC



JACKSONVILLE HALL



USNS ALGOL



OAKLAND HALL



OVERSEAS MARTINEZ



OCEAN CRESCENT



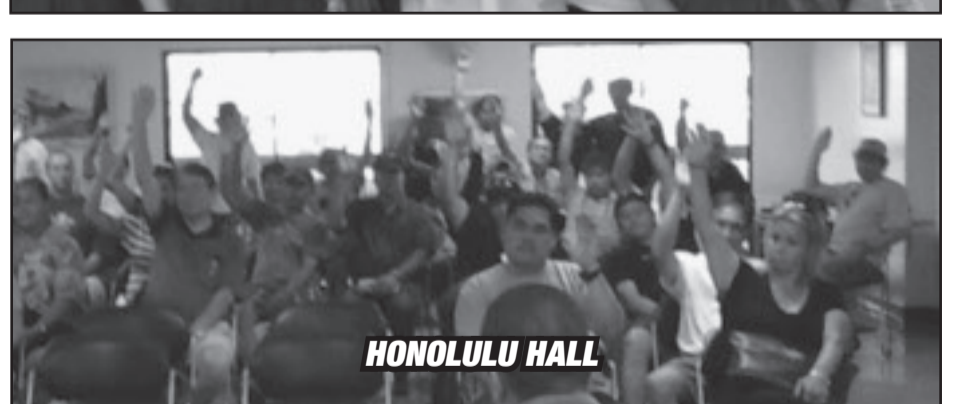
SEALAND COMET



USNS MENDONCA & USNS BRITTIN



GEM, KEYSTONE & GRAND CANYON STATES



HONOLULU HALL



PINEY POINT



WILMINGTON HALL



SEAFARERS IN CHARM CITY – Baltimore-area members and officials recently carried on their tradition of donating to a local food pantry backed by organized labor. In the photo above (from left), Patrolman Ken Horner, Jay Smith of the local AFL-CIO Community Services department and Recertified Steward Lauren Oram help deliver some of the donations. In the photo at left, Port Agent Elizabeth Brown greets Bosun Rodney Roberson at the union hall.



FULL BOOKS IN NORFOLK – Three Seafarers recently received their full membership books at the hall in Norfolk, Va. Pictured from left are Oiler Bernard Wade, SA Merly Ford and GVA William Grow.

At Sea and Ashore with the SIU



ABOARD MAERSK WYOMING – AB El Sayed Mohamed (photo at right) stands on pirate lookout aboard the *Maersk Wyoming* as the vessel transits the Bab el-Mandeb Strait in the Red Sea. No pirate activity was encountered, reported vessel master Capt. Kevin G. Coulombe, who submitted this photo. The captain also reported that during 2011, the ship participated in a company-sponsored fund raising campaign for the United Seamen's Service. Mariners raised more than \$1,000, which was matched by Maersk Line, Limited. "The ship was awarded a USS banner for its effort," Coulombe noted. "Pictured in the other photo are SIU Bosun Lech Jankowski and Chief Mate Scott Reed who accepted the banner on behalf of the SIU crew and MM&P officers who contributed. The banner is on public display in the saloon passageway and will go on permanent display in the ship's trophy hall."

BOOK PRESENTATION IN OAKLAND – SIU Asst. VP Nick Celona (right) presents Seafarer Nagi Obad with his full B-seniority book at the union hall in Oakland, Calif. Obad's most recent ship was Maersk's *USNS 1st LT Jack Lummus*.



ABOARD OVERSEAS TAMPA – Oakland Safety Director Kathy Chester (third from right) emailed this photo of SIU members aboard the *Overseas Tampa*. Pictured are Recertified Bosun Joseph Caruso, Recertified Steward George Monseur, Chief Cook Erni Lizada, GUDE Rezk Mohamed, QEP Scott Fuller and SA Abdulsalam Omar. GUDE George Galanis took the photo.



ABOARD ALASKAN LEGEND – Patrolman Nick Marrone II serviced Alaska Tanker Company's *Alaskan Legend* in mid-April. Pictured aboard the tanker are (photo at above left, from left) Capt. Andrew Wakefield and Bosun Alvin Martin, (photo at immediate left) Recertified Steward Jeffrey Smith and (remaining photo, from left) Chief Cook Johnson Ashun and Marrone.



Recollections from the Murmansk Run

Editor's note: The October and November 2011 and March and May 2012 editions of the *Seafarers LOG* featured the first four installments of an occasional series written by retired mariner Ed Woods, who first shipped out at age 16, during World War II. *LOG* readers were introduced to Woods' writing when he shared a separate story that was published off and on from September 2010 to July 2011.

"Recollections from the Murmansk Run" is a combination of Woods relaying the accounts of an old shipmate and filling in the blanks "with what I think could have taken place, based on my own war-time experiences at sea. For this reason, I call this narrative a non-fiction novel."

The names of the main character (Johnny Johnston) and his vessels are fictional. The most recent installment ended in 1944 as Johnston and some of his shipmates from the *S/S John Henry* had scrambled into a lifeboat after their vessel had been torpedoed while sailing from an icy group of islands called Franz Josef Land.

The World War II convoys to the Russian ports of Murmansk and Archangel were dangerous and often deadly. Dozens of American-flag ships were sunk on the Murmansk Run, including many SIU-crewed vessels. Altogether, it is believed that 57 Allied ships were lost in convoys to north Russia.

That night, the sun went down and there was a drop in temperature. It must have been at the freezing point; at least it felt that way. Then shortly, a freezing rain came down. We were miserable and those who weren't rowing or taking their turn under the spray curtain sat down and huddled together. Thank God, the U.S. Coast Guard regulations required certain equipment to be kept in all lifeboats and we put it to good use. For one, there were blankets in waterproof wrappings that we passed around.

If anyone had ever told these sailors that one day they would be happy to cuddle up together, he would have been called crazy. But cuddle we did and it helped against the cold.

Came morning and the weather was still wretched. During the night, one of the deckhands, a young ordinary seaman, developed a fever and lost consciousness. We could do nothing to help him other than to move him to the bow under the curtain and try to keep him warm. It was of no use, and he died in less than an hour. One of his mates said that the lad had not been feeling well since we left Spitsbergen. The chief said, "May the boy rest in peace. We must say a prayer for him and give his earthly body over to the sea."

The bosun said aloud, "We must be practical, strip his body and give what clothing he has to those of us who have the least." At the moment, his words sounded cold-hearted and disrespectful; however, the chief agreed with him and that is what we did: slipped a naked young body over the side. The bosun asked us to say the prayer, *Our Father*. I was shivering and wondering how I would get through the day or ever again reach dry warm land.

The chief mate admitted that due to the storm-tossed seas he had lost his bearings. He said that he had always had a knack for dead reckoning but he needed something to aid him with this type of navigation. All he had now was his compass and the sun and, unfortunately, there had been little of the latter.

The rain continued without letup and there was no way for any of us to keep dry or warm. The bosun, who had been relieved at the helm, began to sob uncontrollably. Then he began to shout that God had deserted him and was punishing him for his past misdeeds. The chief told him to be quiet and try to control himself. "I'll show you how I can control myself," he shouted, and jumped overboard and disappeared without a trace beneath the rough unfriendly seas.

We suffered through another day and night of cold and rain. I wondered who would be next to give up and die. I made a promise that I would do anything to stay alive. I would not quit. There was so much I wanted to do in this world. Dying cold, wet and hungry was not one of my goals.

I don't know who called out first but, as the morning fog lifted, someone called in a loud voice, "That's land ahead!" Surely enough, directly in front of our bow was good old terra firma. As weak as we all were, we pulled on the oars with new restored energy. In a few minutes, a boat came out to meet us. It had a big gun aimed directly at our lifeboat. A man aboard the vessel shouted to us in a foreign language that we recognized as Norwegian.

The chief replied in English, "We're survivors of the American ship *John Henry*, torpedoed and sunk by a German submarine. We need food, shelter and medical aid; please help us."

The man answered in accented English, "Of course. I'll toss you a line and tow you to the pier at the American weather station. Welcome to Jan Mayen." An American weather station – I could hardly believe it!

The Norwegians tied their boat to the pier and then secured our lifeboat next to theirs. We were so stiff and in such bad shape that we had to be helped out of the boat onto the little pier.

A young man introduced himself: "I'm Ken Morgan, Lieutenant Ken Morgan, United States Navy, the commanding officer of this weather station." The chief told him who we were and explained how we found ourselves in this predicament.

Lieutenant Morgan said, "Welcome, we are limited in what we can offer you but we will do the best we can. We do have a medical doctor here with us, Lieutenant Saunders; I'll send for him. In the meantime, let's get all of you up to our station headquarters."

Within a few minutes, we were served hot coffee and rolls; Lt. Saunders arrived and cautioned us against eating too much the first day. "I have a good supply of Vitamin C tablets and I want all of you to take some. Finish your rolls and coffee and then don't eat any more for a few hours."

The doctor arranged for all of us to have a hot shower and a change of clothes. Finding the clothes for us was a problem, as there were only six American Navy personnel at the station. He told one of the enlisted men to go to the Norwegian compound and ask if they could spare any clothing, especially heavy winter clothing.

We learned a few facts about the island. For one, it was a Norwegian possession and they maintained a small weather and communication post year-round on the other side of the island. The United States had been given permission to establish their own weather and communications station. Morgan explained that it was important to know the weather in this area of the Arctic Ocean because it was a good indication of what the weather would be in Europe over the next few days. The information was forwarded to our naval personnel in London on a daily basis for their review.

The next day, June 6, 1944, we were listening to a shortwave news broadcast from the British Broadcasting System in London. The reception was much better than we ever received aboard ship. The announcer was interrupted

to erect a small, sturdy building. When Mr. Smith asked Morgan about the material, he was told, "That stuff was brought here long before I arrived. I have looked it over and thought it would be great to have a stronger and bigger building, especially during the winter storms but I don't have the manpower or the know-how to put it together."

The chief mate called the *John Henry* survivors to a meeting that evening after supper and told us that he had an idea. He said, if implemented, it would serve a dual purpose. "One, it would help pay back the meteorologists for their hospitality. Where would we be without them? Next, it would keep us busy and out of trouble. We must try to keep in good physical shape. Let's keep in mind, we have no idea what the future holds for us, do we? I'm suggesting that we take all of this material that is sitting here and serving no purpose, and put it together and show the Navy what merchant seamen can do."

Everyone, to a man, agreed with him and the next morning we started right in with the assembly of the new building. First, we visited the Norwegians on the other side of the island and borrowed tools. All the work was to be done manually; no power tools were available and if there were, there would be a problem getting an adequate supply of electricity. There were a number of small generators available but only a limited supply of fuel and that was needed for cooking and heating.

I was surprised, but I should not have been, at the talents and skills of my mates. Each of them contributed to the construction of the building. It took three weeks and at the end, Morgan had a first-rate, three-room sturdy structure to use. He and his team of meteorologists moved in that day. The new building was more insulated, had more windows to give added daylight, and each of the three entrance doors had a small foyer to help stop the wind and cold from entering.



In this U.S. Navy photo from September 2010, the guided-missile frigate *USS Taylor* is moored in Murmansk, Russia, to celebrate the close World War II alliance between Russia and the U.S., and to honor veterans in both countries on the 65th anniversary of the end of World War II.

and a different voice told the world that the invasion of Europe had begun that morning on the beaches of Normandy, France.

I had a feeling of being left out of worldly events. I had sailed to fight the enemy, to help win the war, yet here I was on a remote island in the Arctic Ocean. I had only been a seaman for less than six months, had my first ship bombed and my second sunk and now the fight was in Europe and here I was in the middle of nowhere.

I asked the weather station personnel if they had heard from any other *John Henry* survivors. They hadn't. While I was concerned about all the crew, I was especially concerned about Larry. I had only known him a short time but we had become close friends. He had become one of the few guys I could confide in and discuss my inner feelings. I didn't used to pray much but lately, when I did, I included Larry in my prayers and asked for his safety.

The Germans had occupied all of mainland Norway and it had been expected they also would take over Jan Mayen; however, they never did. Lieutenant Morgan believed the Germans thought it would be too difficult to hold on to or supply due to the strong nearby British navy presence. However, if the Germans decided to take possession neither he nor the Norwegians could stop them.

Mr. Smith told him about Captain Behlmer trading guns and ammo for fuel and food with the Norwegians at Spitsbergen. Morgan replied that the folks at Spitsbergen would not be able to keep a German invasion force from taking the island. "The Germans would have more arms and more men than we have here. No, the Germans would be much too powerful to stop."

Morgan agreed to include a coded message when he next radioed the authorities in London telling of our arrival and our need to be rescued. In the meantime, all we could do is wait and be thankful that we were on dry land. All of us were looking for something to do to break the monotony.

Sometime in the past, a large quantity of building supplies had been delivered to the island, an amount sufficient

Morgan was so pleased with our work that he decided to have a party to celebrate the occasion. It was the first gathering in the new building. Morgan persuaded the Norwegians to donate bottles of homemade whiskey and their cook brought over trays of assorted sandwiches. We felt good, knowing we had done something to show our appreciation.

Morgan had news for us. He had been in radio contact with London and learned that arrangements were being made for a ship to call at Jan Mayen with supplies for the weather station and to return the *John Henry* survivors to England.

Two weeks later, a British ship with a Chinese crew arrived and anchored off shore. There were no docking facilities on Jan Mayen and the water level near the island was too shallow for large vessels. We wanted to go right out to the anchorage and go aboard but it was decided it was best if we waited until the supplies were offloaded. Bringing the supplies ashore in small boats took a full week. Finally, we said our goodbyes and gave our thanks to the Norwegians, Lieutenant Morgan and his meteorology team and rode out on a water taxi to the *HMS Henry 8th*.

We were disappointed (I want to say shocked, but I guess it wouldn't be polite or friendly) with the sleeping quarters and the food aboard the *HMS Henry 8th*. Mr. Smith told us that we were spoiled. American ships were the cleanest and the American crews the best-fed of all mariners and we were now dealing with other cultures. He then cautioned us against making any rude remarks: "Remember, we're guests aboard this ship and it's our first step in our journey home to the States."

We sailed the next morning, expecting a port in Great Britain to be our next port of call. Mr. Smith suggested that we volunteer to stand lookout or perform whatever other chores the ship's captain needed. Two days later, we were told that our next port would be Liverpool. I was happy to hear this, as I thought for sure I would be able to get a berth there aboard a ship heading back to the States.



President Obama Issues Proclamation For Maritime Day

For 237 years, the men and women of the United States Merchant Marine have risen to meet our country's call. They have strengthened our economy and our security in times of calm and conflict, connecting our service members to the supplies they need and transporting our exports into the global marketplace. On National Maritime Day, we pay tribute to all those who have served and sacrificed on our waterways and around the world.



From privateers who bravely fought for American independence to mariners who have supported our Armed Forces for over two centuries, the United States Merchant Marine carries forward an enduring legacy of service to our Nation. In the War of 1812, mariners put their lives on the line to preserve our young Republic, engaging British warships with sloops and schooners off our Atlantic coast. During World War II, they executed perilous transits to support our troops in combat. And throughout the 20th century and into the 21st, Merchant Mariners have contributed to the defense of our Nation by transporting essential cargo to ports across the globe. Their commitment has helped deliver us through periods of conflict, and their service will remain a critical asset to our security in the years ahead.

Our maritime industry also sustains the robust domestic and international trade networks that power our economy. As we open up new markets for American exports and support our businesses here at home, the United States Merchant Marine will continue to play a vital role in driving progress and prosperity in communities across our country. Today, we commemorate that important work, and we honor the mariners who dedicate their lives to seeing it through.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2012, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-second day of May, in the year of our Lord two thousand twelve, and of the Independence of the United States of America the two hundred and thirty-sixth.

BARACK OBAMA

'You Are the Fourth Arm of Defense'

Military Leaders, DOT Secretary Praise Contributions of U.S. Mariners



Saluting the bravery and reliability of U.S. Merchant Mariners throughout American history, the respective heads of the U.S. Transportation Command, Military Sealift Command and Department of Transportation praised their work during the traditional National Maritime Day ceremonies May 22 in Washington, D.C.

SIU headquarters officials were among the hundreds of guests at the morning ceremony hosted by DOT and at the afternoon session at the Washington Navy Yard. Apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education also were on hand — and two of them were featured in the ceremonies.

Transportation Secretary Ray LaHood delivered the keynote speech at the first gathering, while Gen. William Fraser, commander, U.S. Transportation Command, was the featured speaker both at MSC's ceremony and at a midday luncheon hosted by the Propeller Club. (Fraser also spoke at the Transportation Department event.)

Other speakers throughout the day included Rear Adm. Mark Buzby, commander, MSC, and Rear Adm. William Eisenhardt, president, California Maritime Academy.

Additionally, Horizon Lines Vice President Bill Hamlin

accepted awards from the Maritime Administration on behalf of mariners from the Seafarers-crewed *Horizon Reliance*, honored for a rescue that took place earlier this year.

The SIU contingent included President Michael Sacco, Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Piney Point Port Agent Pat Vandegrift and Legislative Director Brian Schoeneman. Secretary-Treasurer David Heindel represented the union at a separate event hosted by the United Seamen's Service in Washington (a forum where the main topic was mariner access to shore leave). Apprentices **Joseph Knapp** and **Randolph Harrell** played formal roles in both the DOT and MSC ceremonies.

Fraser, LaHood and Buzby each paid tribute to the U.S. Merchant Marine's service in every conflict throughout our nation's history and also emphasized the critical need to maintain a strong American-flag fleet.

"You are a big part of America's capabilities to keep our supply lines open and to support our troops, and I can't thank you enough for that," Fraser stated. "You're the fourth arm of defense. It's your bravery and your valor that makes the waterways safer and more efficient every single day. And our ability to defend our nation and our interests around the globe relies heavily on your creativity and your ingenuity.... You have continually

delivered for the war fighter."

Fraser repeatedly pointed out the cost-effectiveness of the military's reliance on the commercial maritime sector. He also said that the Defense Department "could not do our job without the superb relationships that we have with our commercial industry and our U.S. mariners. You are absolutely essential to the greatest military in our history."

Speaking to representatives from every component of the industry, he stated, "I want to thank you personally for everything that you do — for your faithful and tireless service to deliver America's arsenal and humanitarian aid every nautical mile around the world. Throughout our history you've always been there, and you continue to be there. You're the backbone of America's ability to project power wherever and whenever it is called upon."

LaHood said that the U.S. has always been a maritime nation, and today, "America's merchant mariners are essential to both our nation's strength and our economy.... When called upon to support our nation's military operations, mariners and their vessels do no shy away from danger."

He said President Obama sees the maritime industry as "a vital building block for an America built to last."

Continued on next page



Clockwise from above, SIU VP Contracts George Tricker chats with UA Randolph Harrell, prior to the start of the Military Sealift Command (MSC) Maritime Day ceremony at the Washington Navy Yard. Rear Adm. Mark Buzby, MSC commander, delivers opening remarks at his command's Maritime Day event while SIU Legislative Director Brian Schoeneman, SIU Executive VP Augie Tellez and SIU President Michael Sacco applaud a speaker during the Department of Transportation (DOT) ceremony. Transportation Secretary Ray LaHood and Gen. William Fraser, commander, U.S. Transportation Command, deliver remarks during the DOT event as UA Jason Knapp stands behind the wreath that he presented during the MSC ceremony. Unlicensed Apprentice Harrell rings a bell in honor of deceased mariners during the MSC event while President Sacco, Horizon Lines VP Bill Hamlin and Executive VP Tellez pose with the medal that was presented by the U.S. Maritime Administration on behalf of mariners aboard the SIU-crewed *Horizon Reliance* who earlier this year performed a daring rescue at sea of three distressed sailors.



A large crowd converged on the U.S. Department of Transportation May 22 to witness and participate in the first of several Maritime Day ceremonies scheduled in Washington D.C. In the photo above, Transportation Secretary Ray LaHood (standing at podium) delivers his keynote address.



SIU President Michael Sacco (right) chats with a contingent of unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., just prior to the start of the Maritime Day ceremony at the U.S. Department of Transportation.

Ceremonies Honor U.S. Merchant Marine's Valiant History

Continued from Page 13

LaHood added that the nation needs to modernize its transportation infrastructure, and he also reiterated the administration's support for (among other programs) the Title XI shipbuilding loan guarantee initiative.

He concluded, "Our future – the maritime industry's future – is brighter than ever."

Buzby pointed out that his agency and the U.S. Merchant Marine "have been partners since this command's beginning at the end of World War II... Merchant mariners have been part of America's prosperity and security" from the nation's first days.

He continued, "Right now, today, the American Merchant Marine is delivering

the supplies and gear that deployed U.S. ground troops need to do their mission."

Buzby listed the many different types of vessels upon which civilian mariners sail, and then added, "More than 80 percent of the U.S. war fighters' needs are carried by sea. It is U.S. Merchant Mariners who crew the ships and deliver the goods anywhere and everywhere in the world. We at MSC are proud of our civilian mariners, so it is fitting that today is set aside to acknowledge the great debt of gratitude we owe to the dedicated men and women of the U.S. Merchant Marine."

In the day's final presentation, Fraser good-naturedly wondered aloud how his staff scheduled him to deliver three speeches in one day, but he was quite serious in recalling the U.S. Merchant Ma-

rine's heroic performance in World War II. He said the nation's mariners suffered a casualty rate greater than that of any of the armed forces, but they never hesitated to keep returning to sea.

Fraser noted that people have different reasons for joining the merchant marine, but no matter their individual motivations, "they all risked their lives so that all of us here today might also have the opportunity of the American dream."

He concluded by stating the merchant marine's peace-time role is very impor-

tant in strengthening our economy, and in times of war, "the merchant marine is the lifeline of our troops overseas. They are advancing the cause of freedom. In short, you all are the backbone of America's ability to present power, wherever and whenever it's needed. Today's merchant mariners are truly a tribute to the generations of men and women who've served our nation in every single conflict in America's history. It's an understatement when we say that we count on you. We absolutely depend on you."



Members of the Alexandria, Va.-based U.S. Coast Guard Honor Guard (above) await the start of the Maritime Day ceremony at the U.S. Department of Transportation while members of the U.S. Navy Ceremonial Guard Firing Party (below) render the 21-gun salute during the Military Sealift Command event at the Washington Navy Yard.



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July & August Membership Meetings

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

* Philadelphia change created by Independence Day holiday

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

Absentee Ballot Procedures

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

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

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

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

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified

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

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

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

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

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

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

National Maritime Center Website Provides Valuable Mariner Resources

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

Seafarers are encouraged to check out the site at: <http://www.uscg.mil/nmc/>

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

Dispatchers' Report for Deep Sea

April 16, 2012 - May 15, 2012

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	5	7	4	8	3	3	1	6	11	3
Anchorage	1	1	1	2	0	0	1	2	2	1
Baltimore	6	8	0	5	6	2	1	6	9	0
Fort Lauderdale	14	20	1	13	10	0	11	23	30	0
Guam	0	4	1	1	3	1	1	3	6	0
Honolulu	9	2	1	9	2	0	2	11	9	10
Houston	58	18	2	42	18	1	18	83	22	6
Jacksonville	32	23	0	24	27	1	21	58	38	4
Joliet	2	3	2	3	2	0	0	1	5	2
Mobile	7	2	1	7	1	0	2	15	8	2
New Orleans	17	5	3	15	5	0	7	25	8	5
New York	46	27	2	29	16	2	19	82	36	5
Norfolk	14	27	5	10	7	1	5	26	50	6
Oakland	24	8	0	15	6	0	6	42	15	1
Philadelphia	5	4	0	6	6	0	5	8	10	0
Piney Point	1	1	0	1	0	0	1	2	3	0
Puerto Rico	3	6	1	7	5	1	6	11	14	0
Seattle	43	25	3	28	15	2	26	63	31	5
St. Louis	3	4	1	2	1	0	0	4	5	1
Wilmington	17	21	3	14	9	1	10	39	51	13
TOTALS	307	216	31	241	142	15	143	510	363	64
Engine Department										
Algonac	1	1	0	1	1	2	0	1	6	4
Anchorage	0	1	0	0	0	0	0	0	2	1
Baltimore	9	6	1	2	6	0	3	9	7	1
Fort Lauderdale	3	4	1	5	4	0	5	8	5	1
Guam	1	0	0	0	0	0	0	5	0	0
Honolulu	2	4	2	5	0	0	2	20	5	2
Houston	15	14	0	15	11	0	12	28	23	1
Jacksonville	22	15	1	17	13	0	8	36	33	2
Joliet	1	0	1	0	1	1	0	2	1	0
Mobile	6	4	0	3	1	0	1	12	6	0
New Orleans	4	1	2	1	2	0	1	9	3	2
New York	16	10	1	12	6	0	4	31	17	2
Norfolk	6	11	0	7	14	0	5	33	28	2
Oakland	10	2	0	6	4	0	5	20	18	0
Philadelphia	4	3	0	3	3	0	2	6	1	0
Piney Point	1	3	1	0	0	0	0	3	2	1
Puerto Rico	3	4	2	1	6	1	1	5	14	1
Seattle	12	7	0	9	5	0	5	18	16	0
St. Louis	1	1	0	0	1	0	0	3	3	0
Wilmington	5	11	4	3	7	1	4	13	20	4
TOTALS	122	102	16	90	85	5	58	262	210	24
Steward Department										
Algonac	6	4	0	2	5	1	0	6	1	4
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	5	1	1	3	1	0	0	4	0	1
Fort Lauderdale	6	2	0	13	1	0	7	13	7	2
Guam	1	3	0	1	0	0	0	3	3	0
Honolulu	14	2	1	3	2	1	2	24	5	0
Houston	13	5	0	16	2	1	8	25	12	0
Jacksonville	13	7	1	13	9	0	10	26	8	1
Joliet	0	0	0	0	0	0	0	0	2	0
Mobile	3	0	1	4	0	0	0	7	4	1
New Orleans	3	2	1	5	0	0	2	11	5	2
New York	21	7	0	12	5	0	6	33	10	0
Norfolk	10	9	1	3	7	2	3	22	20	1
Oakland	14	4	2	12	0	0	8	34	6	2
Philadelphia	0	0	0	1	0	0	0	0	0	0
Piney Point	5	0	0	1	0	0	0	2	3	0
Puerto Rico	3	0	0	2	0	0	1	5	1	0
Seattle	18	10	0	9	4	0	6	30	8	0
St. Louis	3	0	1	0	0	0	0	2	1	1
Wilmington	25	2	6	14	2	0	9	46	6	2
TOTALS	163	58	15	114	38	5	62	293	103	17
Entry Department										
Algonac	1	5	14	0	3	1	0	5	7	23
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	0	4	2	1	1	1	0	1	8	2
Fort Lauderdale	2	6	3	0	7	0	2	2	14	5
Guam	0	2	1	0	1	0	0	0	4	1
Honolulu	2	5	5	1	1	3	0	5	12	8
Houston	2	10	3	2	10	2	4	2	24	6
Jacksonville	1	20	16	1	11	4	1	4	27	20
Joliet	0	1	1	0	1	0	0	0	0	3
Mobile	1	1	3	0	0	0	0	1	4	5
New Orleans	1	2	2	0	3	0	1	2	3	8
New York	2	31	11	9	15	1	1	11	62	32
Norfolk	0	19	15	0	9	3	0	1	40	31
Oakland	2	12	6	3	10	1	4	2	22	13
Philadelphia	1	1	3	0	0	0	0	1	4	5
Piney Point	0	4	12	0	3	23	0	0	9	12
Puerto Rico	1	0	1	0	0	0	0	2	2	2
Seattle	2	18	5	4	6	0	3	6	24	9
St. Louis	0	2	0	0	0	0	0	0	3	0
Wilmington	3	14	7	5	7	2	5	13	38	34
TOTALS	21	159	110	26	88	41	21	58	309	219
GRAND TOTALS:	613	535	172	471	353	66	284	1,123	985	324

Seafarers International Union Directory

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: Responses to this month's question were provided by members at the union hall in Algonac, Mich., and aboard the Burns Harbor (from Mike Keogh).

Question: What role does social media such as Facebook and Twitter play in your life, and what are your thoughts in general about social media?

Tim Burke

Recertified Bosun

If it wasn't for the computer, people wouldn't have too much to do. Most people I know are on Facebook, and I use it to find out what's happening with all my friends. I like keeping in touch with friends and making new ones. You find out a lot about what's going



on in people's lives. It feels like you're there even when you're not. It gives people things to do on their off time and it's just a really great thing. You're connected with everything and you can be a part of broader things than you would be without it.

Jeffery Eckhart

Recertified Bosun

Social media plays a big part in my life on board the ship. From keeping in contact with family and friends at home to friends on other ships, and especially with two kids in college, it's great to be able to chat with them even if it's only for a couple of minutes. It's funny to think when I first started working on ships we used to line up at the phone booths and had to use the Post Office to keep



in contact with loved ones. Times sure have changed.

Mike Keogh

Recertified Bosun

There's an active social media community on the Great Lakes. I don't use Facebook or Twitter, but we have internet available most of the time on the ship, although it's slow. A lot of the guys use Skype to contact their families, and it has made things a whole lot easier. You can talk every other day, at least. Things are a lot better than they used to be, even just a couple of years ago. We also have cell phone service most of the time.



Fabian Lanzy

AB

I've stayed off Facebook and Twitter altogether. I re-

ally like having a smart-phone, though. I like having an email account I can access at any time and I love being able to text. That's something we didn't have in the industry years ago. It keeps you closer. It's important to make sure you use it at appropriate times, like not while you're on watch. As it happens, just 10 minutes ago I was texting with a steward that I've worked with previously and he asked me about the start dates for a ServSafe class at Piney Point. It's this type of interaction that makes new modes of communicating with each other so important. We're able to watch each other's back, answer questions, and stay more involved with other Seafarers. That's a really important part of our work.



Pic-From-The-Past



The galley gang of South Atlantic Steamship Company's *SS Cape Race* is pictured on deck in September 1948. From left to right (kneeling) are Steward J. Lancaster, Crew Messman W.J. Downs, Chief Cook Joe Wendt, (middle row) Salon Pantryman Bill Ranew, Salon Messman Johnny Coxwell, Galleyman Mac Skittlethorpe, B.R. Whitey Pittman, (back row) Night Cook and Baker Joe "Hunkie" Wilsaak, Second Cook Clyde Kriss and Crew Pantryman J.W. Short. Chief Electrician Bill Nicholson took the photo.

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

Welcome Ashore

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



DEEP SEA

RALPH DE ROCHA

Brother Ralph De Rocha, 67, signed on with the SIU in 1989. His earliest trip was on the *USNS Algol*. Brother De Rocha's final ship was the *USNS Altair*. The engine department member lives in Marrero, La.

ROGER FLAHERTY

Brother Roger Flaherty, 65, started sailing with the union in 1978. A member of the steward department, he upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Flaherty initially worked on the *Saginaw Bay*. His most recent trip was aboard the *USNS Titan*. Brother Flaherty was born in Michigan but now calls St. Petersburg, Fla., home.



PETER HOVE

Brother Peter Hove, 72, was born in Illinois. He became an SIU member in 1967, originally shipping with Bloomfield Steamship Company. Brother Hove often took advantage of educational opportunities at the Piney Point school. He sailed as a member of the engine department. Brother Hove's most recent voyage was aboard the *Great Land*. He settled in Federal Way, Wash.

ROBERT KIRK

Brother Robert Kirk, 62, began sailing with the union in 1968. He first worked with Alcoa Steamship Company. Brother Kirk sailed in the deck department, most recently on the *Cape Rise*. He attended classes on numerous occasions at the maritime training center in Piney Point, Md. Brother Kirk is a resident of Poplar Beach, N.C.

AUGUSTUS MARKKRIS

Brother Augustus Markkris, 65, donned the SIU colors in 1963. His first voyage was aboard the *Falcon Lady*; his most recent was on the *Walter Rice*.

Brother Markkris, who sailed in the deck department, makes his home in Mobile, Ala.

JOHN PADILLA

Brother John Padilla, 64, signed on with the union in 1978 while in the port of New York. He originally sailed aboard an InterOcean American Shipping Corporation vessel. Brother Padilla was born in New York City and worked in the steward department. On three occasions, he enhanced his skills at the Piney Point school. Brother Padilla last shipped on the *Agate*. He lives in Elizabeth, N.J.

BRUNO RODRIQUEZ

Brother Bruno Rodriquez, 65, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. The steward department member's most recent trip was aboard the *Cape Knox*. Brother Rodriquez resides in Fort Wayne, Ind.

THOMAS RUSSELL

Brother Thomas Russell, 60, became a Seafarer in 1968. His earliest trip was with InterOcean American Shipping. In 1975 and 2001, Brother Russell attended classes at the Paul Hall Center. His most recent trip was on the *El Morro*. Brother Russell shipped in the deck department and calls San Juan, P.R., home.



JACINTO SALGADO

Brother Jacinto Salgado, 65, started sailing with the SIU in 1992 while in the port of Wilmington, Calif. His earliest trip was aboard the *Independence*. Brother Salgado upgraded in 1997 at the union-affiliated school in Piney Point, Md. The deck department member's most recent ship was the *Lightning*. Brother Salgado is a resident of Highland, Calif.

RICKY WIEMER

Brother Ricky Wiemer, 62, began his SIU career in 1977, initially shipping aboard a Barge Harbor Towing vessel. The deck department member was born in South Carolina. Brother Wiemer enhanced his skills in 1996 and 2002 at the maritime training center in Piney Point, Md. His most

recent trip was on the *Coast Range*. Brother Wiemer settled in New Port Richey, Fla.



INLAND

THOMAS BODDEN

Brother Thomas Bodden, 67, was born in Honduras. He donned the SIU colors in 2005. Brother Bodden primarily sailed in the deck department of the *Boomtown*. He now makes his home in Marrero, La.



CHARLES COLUCCI

Brother Charles Colucci, 65, joined the union in 2002. The deck department member worked with Port Imperial Ferry for the duration of his career. Brother Colucci upgraded in 2002 at the Piney Point school. He lives in Monmouth Beach, N.J.

LAWRENCE GUIDROZ

Brother Lawrence Guidroz, 67, signed on with the SIU in 1968. He primarily sailed aboard



vessels operated by Dixie Carriers. Brother Guidroz resides in Arnaudville, La.

JAMES HARNISH

Brother James Harnish, 64, joined the SIU ranks in 1981. He originally worked with American Towing & Transportation. Brother Harnish enhanced his skills in 1995 at the Paul Hall Center. His most recent trip was on a Penn Maritime Inc. vessel. Brother Harnish calls St. Petersburg, Fla., home.

LINDA RICHERSON

Sister Linda Richerson, 72, became a union member in 1996. She sailed mainly with Gulf Transport Company. Sister Richerson was a member of the steward department. She's a resident of Dexter, Ky.



JAMES STEELE

Brother James Steele, 60, started shipping with the SIU in 1976 from the port of Philadelphia. His earliest trip was aboard a Moran Towing of Philadelphia vessel. Brother Steele most recently worked with Crowley Liner Services. He lives in Voorhees, N.J.

JOHN WINT

Brother John Wint, 66, joined the union in 1994. He was primarily employed with Crescent Towing & Salvage Company. Brother Wint makes his home in Semmes, Ala.



NATIONAL MARITIME UNION

JOHN BYRNES

Brother John Byrnes, 60, was born in New York. He became an SIU member during the 2001 merger. In 2002, he attended classes at the Paul Hall Center. Brother Byrnes was a member of the engine department. His final trip to sea was on the *Maersk Nebraska*. Brother Byrnes makes his home in East Northport, N.Y.

ANGEL GOJILDE

Brother Angel Gojilde, 76, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. He was born in Masbate, Philippines. Brother Gojilde now lives in San Fernando City.



This Month In SIU History

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

1947

The long hard fight to organize the unlicensed seamen of Isthmian Steamship Company met with success this week when the National Labor Relations Board certified the SIU as the sole collective bargaining representative of the company's unlicensed seamen. The certification culminated seven months of stalling by the company. The seamen voted SIU by a margin of 1,256 for SIU representation against 813 for another union.

1956

Four Seafarers and the daughter of a Seafarer have been selected by the board of university administrators as winners of the 1956 Seafarers Scholarship Awards. Each will receive a \$6,000 Andrew Furuseth Memorial Scholarship to cover four years of college or university training in the field of their choice. The award of five scholarships this year was made on the basis of a new ruling by the trustees of the Seafarers Welfare Plan, setting aside a fifth scholarship annually for a Seafarer. Seafarers largely out-classed the

field in this year's competition with three of the first four spots going to SIU men.

1967

Addressing nearly 300 delegates during the opening ceremony of the SIUNA convention, House Minority Leader Rep. Gerald Ford said of the U.S. Merchant Marine, "We lack both the ships and manpower to respond adequately to continuing international crisis." Ford pointed out that the crises in the Middle East and in Vietnam show the need for a strong, efficient U.S. Merchant Marine – American-built, American-crewed ships – capable of handling our worldwide military logistic needs.

1982

Champagne corks popped and bands played as hundreds of passengers and well-wishers filled the deck of the SIU-contracted *S.S. Constitution* to welcome her back to the U.S.-flag passenger ship trade. The *Constitution* joins its sister ship, the *Independence*, in the U.S.-flag fleet and together have brought more than 650 unlicensed jobs for the SIU. The *Constitution*, which was christened by Princess Grace of Monaco 25 years earlier, is set to service passengers on tours of the various Hawaiian Islands.

Final Departures



DEEP SEA

MELVIN GREEN

Pensioner Melvin Green, 86, passed away Dec. 18. Brother Green was born in Oklahoma. The steward department member joined the union in 1961. Brother Green initially sailed with Waterman Steamship Corporation. His final voyage was aboard the *OMI Willamette*. Brother Green retired in 1997 and called Mena, Ark., home.



CHAD HESS

Brother Chad Hess, 30, died Jan. 7. He became an SIU member in 2001 while in Piney Point, Md. Brother Hess originally shipped on the *ITB Jacksonville*. He was a native of Tacoma, Wash. Brother Hess was a member of the engine department. He most recently sailed aboard the *Tacoma*. Brother Hess made his home in Orting, Wash.

ORLANDO HILL

Brother Orlando Hill, 50, passed away Jan. 1. He signed on with the union in 2004 while in the port of Seattle. Brother Hill's first ship was the *Overseas Chicago*; his last was the *USNS Curtiss*. The steward department member was born in Baltimore. Brother Hill settled in Kent, Wash.

RONALD LEDOUX

Brother Ronald Ledoux, 60, died Dec. 3. He began sailing with the SIU in 1991. Brother Ledoux's earliest trip to sea was on the AMSEA vessel *Lake*. His final ship was the *USNS Algol*. Brother Ledoux, a member of the steward department, lived in Mobile, Ala.

MONTGOMERY MARTIN

Pensioner Montgomery Martin, 96, passed away Jan. 1. Brother Martin first donned the SIU colors in 1968. As a member of the steward department, he initially sailed aboard the *R Semmes*. Brother Martin was a South Carolina native. He last worked on the *Developer*. Brother Martin became a pensioner in 1983 and lived in San Diego.



YEHYA OMAR

Brother Yehya Omar, 32, died Dec. 1. He joined the union

in 2000 while in the port of San Francisco. Brother Omar originally shipped on the *Cape Mohican*. He sailed in the engine department. Brother Omar last worked aboard the *Horizon Pacific*. He resided in Oakland, La.

JOSEPH OSORIO

Pensioner Joseph Osorio, 72, passed away Dec. 11. Brother Osorio became a Seafarer in 1968. He initially shipped on the *Sabine*. The deck department member most recently sailed aboard the *El Morro*. Brother Osorio went on pension in 2003 and called Puerto Rico home.



JAMES TARANTO

Brother James Taranto, 61, died Jan. 11. He started sailing with the union in 1991 while in San Francisco. Brother Taranto's earliest voyage was on the *Independence*. He was a member of the deck department. Brother Taranto's final trip was aboard the *Grand Canton State*. He made his home in Oakland, Calif.

INLAND

TOMMY DONATI

Brother Tommy Donati, 55, passed away Sept. 30. He signed on with the union in 1993 in the port of Houston. Brother Donati was primarily employed with Higman Barge Lines. He was a resident of Youngsville, La.

HUGH GIBBS

Pensioner Hugh Gibbs, 61, died Dec. 13. Born in North Carolina, Brother Gibbs began sailing with the SIU in 1990. He worked mainly on Allied Towing vessels as a member of the engine department. Brother Gibbs retired in 2011 and settled in Engelhard, N.C.

EUNIS NELSON

Pensioner Eunis Nelson, 90, passed away Dec. 22. Brother Nelson joined the union in 1962. He spent most of his career working with Dravo Basic Materials Company. Brother Nelson started collecting his retirement compensation in 1984. He lived in Irvington, Ala.



Editor's note: The following brothers, all former members

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

FERDINAND ARAUZ

Pensioner Ferdinand Arauz, 86, passed away Dec. 21. Brother Arauz was born in East Chicago, Ind. He went on pension in 1969 and made his home in New Jersey.

AZIEL AYALA

Pensioner Aziel Ayala, 87, died Dec. 31. Brother Ayala, a native of Puerto Rico, started collecting his retirement compensation in 1991. He lived in Ozone Park, N.Y.

ROBERT BESON

Pensioner Robert Beson, 84, passed away Dec. 19. The Michigan-born mariner became a pensioner in 1992. Brother Beson called Bay City, Mich., home.

JAMES BRATHWAITE

Pensioner James Brathwaite, 77, died Dec. 15. Brother Brathwaite was born in Brooklyn, N.Y. He began receiving his pension in 1989. He continued to reside in New York.

ELVIN BROWN

Pensioner Elvin Brown, 94, passed away Dec. 29. Brother Brown, a native of Oklahoma, retired in 1965. He was a resident of Fresno, Calif.

JACK BUIE

Pensioner Jack Buie, 84, died Dec. 20. Brother Buie was born in Inverness, Fla. He went on pension in 1967 and continued to make his home in Florida.

CHARLES CASTLEBERRY

Pensioner Charles Castleberry, 69, passed away Dec. 2. Brother Castleberry was a Georgia native. He started collecting his pension in 1998 and settled in Crystal Spring, Miss.

EUGENE COCHRAN

Pensioner Eugene Cochran, 88, died Jan. 7. Born in Texas, Brother Cochran became a pensioner in 1984. He lived in Port Arthur, Texas.

JAMES ELLEBY

Pensioner James Elleby, 86, passed away Jan. 19. Brother Elleby, a native of Camden, S.C., began receiving his retirement pay in 1988. He called New York home.

ALEXANDER FERNANDES

Pensioner Alexander Fernandes, 91, died Nov. 23. Brother Fernandes was born in Brava, Cape

Verde. He went on pension in 1969. Brother Fernandes made his home in Pawtucket, R.I.

RICARDO FUSTER

Pensioner Ricardo Fuster, 85, passed away Dec. 19. Born in Lares, P.R., Brother Fuster became a pensioner in 1965. He settled in San Antonio, Texas.

THOMAS JOHNSON

Pensioner Thomas Johnson, 76, died Dec. 1. Brother Johnson was born in Honduras. He retired in 1993 and was a New York resident.

ROY LEE

Pensioner Roy Lee, 84, passed away Jan. 11. Brother Lee, a native of Maryland, went on pension in 1972. He continued to call Maryland home.

JAMES LOVE

Pensioner James Love, 81, died Jan. 19. Brother Love was born in Pennsylvania. He started receiving his retirement compensation in 1995. Brother Love lived in Picayune, Miss.

ROBERT MASON

Pensioner Robert Mason, 91, passed away Dec. 23. Born in North Carolina, Brother Mason became a pensioner in 1968. He made his home in Edenton, N.C.

ANTHONY MICKLowski

Pensioner Anthony Micklowski, 90, died Jan. 5. Brother Micklowski was a native of Philadelphia. He went on pension in 1967 and settled in Cleveland, Texas.

JAMES MORRISSEY

Pensioner James Morrissey, 95, passed away Dec. 3. Brother Morrissey was born in Bridgeport, Conn. He retired in 1977 and called Fairfield, Conn., home.

WILLIAM OLIVER

Pensioner William Oliver, 90, died Jan. 13. Brother Oliver, a native of North Carolina, began collecting his pension in 1990. He was a resident of Swatara, Pa.

ANTONIUS ONGAMSING

Pensioner Antonius Ongamsing, 79, passed away Dec. 29. Born in Suriname, Brother Ongamsing went on pension in 1996. He resided in Los Angeles.

ROBERT PALMER

Pensioner Robert Palmer, 84, died Dec. 22. Brother Palmer was a native of Virginia. He

became a pensioner in 1984 and lived in Virginia Beach.

WILLIAM PROSPER

Pensioner William Prosper, 75, passed away Jan. 4. Brother Prosper was born in Mayaguez, P.R. He retired in 1997 and made his home in Jersey City, N.J.

JAMES REID

Pensioner James Reid, 81, died Dec. 29. Brother Reid, a native of Alabama, started receiving his retirement pay in 1993. He settled in Mobile.

RAYMOND ROBINSON

Pensioner Raymond Robinson, 84, passed away Nov. 16. Born in Texas, Brother Robinson began collecting his pension in 1989. He was a resident of Italy, Texas.

STEVEN ROCKER

Pensioner Steven Rocker, 64, died Nov. 8. Brother Rocker was born in Panama. He became a pensioner in 2004 and resided in Pasco, Wash.

JUAN SANCHEZ

Pensioner Juan Sanchez, 86, passed away Jan. 3. Brother Sanchez was a native of Puerto Rico. He went on pension in 1984 and lived in Hudson, Fla.

GERALD SCOLARDI

Pensioner Gerald Scolardi, 74, died Dec. 18. Brother Scolardi, a native of Rhode Island, retired in 2002. He called Lincoln, R.I., home.

ROOSEVELT WASHINGTON

Pensioner Roosevelt Washington, 73, passed away Dec. 19. Born in Brenham, Texas, Brother Washington started collecting his pension in 1996. He made his home in Texas City.

BARTON YOUNG

Pensioner Barton Young, 71, died Dec. 29. Brother Young was born in Detroit. He became a pensioner in 1994 and settled in Tacoma, Wash.

Name	Age	DOD
Ahmed, Mustafa	88	Dec. 25
Albert, George	67	Dec. 13
Aldana, Jose	78	Dec. 20
Cacho, Jose	94	Dec. 5
Church, John	83	Dec. 8
Edinger, Lester	84	Dec. 17
Munoz, Vincente	86	Dec. 28
Notten, Thomas	84	Jan. 4
Oliver, William	88	Nov. 25

Digest of Shipboard Union Meetings

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

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

HORIZON RELIANCE (Horizon Lines), March 25 – Chairman **Kissinfor N. Taylor**, Secretary **Joseph A. Laureta**, Educational Director **Cirico L. Geonanga**, Engine Delegate **Adel Irani**, Steward Delegate **Teresito Reyes**. Bosun announced payoff at sea April 5. He suggested crew members read the *Seafarers LOG* for information about STCW and reminded them to pay union dues on time. Educational director advised everyone check expiration dates and keep documents current. He also suggested Seafarers upgrade at the SIU-affiliated school in Piney Point, Md. Treasurer reported \$1,702 in ship's fund. No beefs or disputed OT reported. A vote of thanks was given to Chief Steward **Joe Laureta** and the rest of the galley gang for a job well done. Next ports: Los Angeles and Honolulu.

MAERSK GEORGIA (Maersk Line, Limited), March 31 – Chairman **Daniel S. Marcus**, Secretary **Robert E. Wilcox**, Educational Director **John E. Conn**, Deck Delegate **Abdullah Oun**, Engine Delegate **Syed M. Iqbal**, Steward Delegate **Christopher Coston**. Chairman thanked mariners for a good, safe voyage. Secretary reminded those departing to leave rooms clean and supplied with soap and fresh linen. Crew members were thanked for their professionalism. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also reminded them that they will not be able to ship if MMD/Merchant Mariner Credential runs out before the trip ends, so keep documents up-to-date. No beefs or disputed OT reported. Members requested clarification on transportation reimbursement from New York hall to Port Elizabeth. Next ports: Elizabeth, N.J., Charleston, S.C. and Norfolk, Va.

OVERSEAS NIKISKI (OSG Ship Management), March 31 – Chairman **Anton T. Sulic**, Secretary **Joseph P. Emidy**, Educational Director **Benjamin E. Mathews**, Deck Delegate **Christopher Green**, Engine Delegate **Musa Quraish**, Steward Delegate **Gregory K. Johnson**. Chairman noted morale aboard vessel is good and jobs are getting done. Mariners were reminded to make sure all necessary seafaring documents were up-to-date. Educational director advised all mariners to enhance skills at the maritime training center in Piney Point, Md. No beefs or disputed OT reported. Recommendation was made to increase optical and dental benefits. Request was made for new mattresses and pillows for rooms. Fellow crew members thanked the steward department for great meals, especially the fresh fish and king crab. Members expressed frustration about trying to

Shipboard Memorial Service On El Yunque For Brother Adams

The remains of former Seafarer Roger Lee Adams, in accordance with his wishes, were committed to sea April 1 during a ceremony aboard the SIU-crewed *El Yunque*. A few photos from the memorial event, which took place northeast of Puerto Rico, are shown here. Adams sailed in the engine department, including voyages aboard vessels operated by Interocean American Shipping and Connecticut Transport Inc., respectively. He passed away earlier this year, at age 65.



get four months' worth of a prescription.

ALLIANCE BEAUMONT (Maersk Line, Limited), April 15 – Chairman **Thomas P. Banks**, Secretary **Charles A. Brooks**, Educational Director **Paul P. Pagano**, Deck Delegate **Charles B. Collins**, Steward Delegate **Carlos Diaz**. Bosun requested clarification on rules regarding extra day vacation per month after completing accident-free tour of duty. Mariners were reminded that garbage room is for paper and plastic only. Educational director advised all mariners to attend classes at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. One washing machine is broken; parts have been ordered. While recently anchored in Suez Canal, "when we picked up the anchor, we picked up an old anchor chain off the bottom." Next port: Beaumont, Texas.

CHARGER (Maersk Line, Limited), April 21 – Chairman **Robert Pagan**, Secretary **Allen E. Hollinger**, Educational Director **Andrew J. Linares**. Chairman stated payoff to take place in Los Angeles on April 23. He reminded crew members to use the right machine for dirty clothes and stressed the importance of carrying their TWIC cards during shore leave in U.S. ports. Secretary urged those departing the vessel to clean rooms, empty trash and

leave keys for next mariners. He also expressed gratitude to fellow crew members for helping keep ship clean. Mariners were encouraged to renew documents in a timely manner. No beefs or disputed OT reported. New refrigerators have been ordered. Request was made for new microwave in crew mess. Next ports: Los Angeles and Oakland, Calif.

HORIZON SPIRIT (Horizon Lines), April 16 – Chairman **Howard Gibbs**, Secretary **Jennifer K. Jim**, Educational Director **Roy S. Frett**, Deck Delegate **Philmon Quitarano**, Steward Delegate **Susano Cortez**. Chairman announced upcoming payoff at sea. Correspondence from patrolman received and read to crew. Detailed discussion took place concerning standbys. Secretary contacted headquarters for clarification on bonus. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. He offered a number of tips and reminders about merchant mariner credentials and TWICs. No beefs reported. Departmental delegates discussed contractual specifications about time off. Crew noted that company has provided internet service for vessel. Also, Dish TV was reinstalled and crew contributions are paying for services. Vote of thanks given to galley gang "for all the good food and service provided."

Mariners asked for increase in pension benefits and lowering sea-time requirements, among other suggestions. Additional discussion took place concerning tour-of-duty bonus. Next port: Honolulu.

HORIZON TRADER (Horizon Lines), April 24 – Chairman **Isaac Vega**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Deck Delegate **Marcos Rivera**, Engine Delegate **Jermaine Love**, Steward Delegate **Michael D. Henry**. Bosun reviewed ship's itinerary prior to dry dock. He reported that during dry dock Horizon Lines will replace tiles on deck, in cabins and passageways. Educational director reminded members to make sure all necessary seafaring documents were current. He noted that they could pre-file for TWIC and other documents online so the turnaround time should be faster. Mariners were urged to enhance skills at the maritime training center in Piney Point, Md. Treasurer reported \$1,700 in ship's fund. No beefs or disputed OT reported. Request was made for upgraded internet and satellite aboard vessel. Crew would also like TV cables to each cabin. Next ports: Elizabeth, N.J., San Juan, P.R., Honolulu and Shanghai.

MAERSK KENTUCKY (Maersk Line, Limited), April

8 – Chairman **William M. Richards**, Secretary **Wayne R. Wilson**, Educational Director **Brian J. Sengelaub**. Chairman expressed his gratitude to crew for a safe trip. Educational director thanked new apprentice for doing a great job while in engine room. No beefs or disputed OT reported. Suggestions were made regarding vacation benefits. Crew thanked steward department for a job well done. Next port: Newark, N.J.

MAERSK MISSOURI (Maersk Line, Limited), April 8 – Chairman **Albert C. Williams**, Secretary **Billy Gigante**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Fermin E. Baltazar**, Engine Delegate **Anatoli Vetsinov**, Steward Delegate **Brian T. McEleneny**. Chairman reported good voyage with a great crew. He urged them to take advantage of Union Plus benefits. Secretary asked those departing vessel to ensure rooms are clean and ready for reliefs. Educational director urged mariners to upgrade often at the Piney Point school and keep documents up-to-date. Treasurer reported \$1,500 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for great food. Next ports: Charleston, S.C., Norfolk, Va., and Newark, N.J.

Letters To The Editor

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

Experience Reveals Truth About 'Right to Work'

I came from a "right-to-work" state. When I was 22 or so, having tried it their way for several years, and having been kicked on the street without enough earnings to make a living, I found a lucky strike in the oil patch. I sailed as an ordinary seaman on an anchor tug/OSV with a company where I found the "right-to-work" dogma was viciously reinforced. In the short year it took for me to get my sea service in for my AB ticket, I also observed countless (literally) ABs routinely reduced to a mediocre status by the company agenda and personal fancied preferences of the shipboard officers. I worked hard to make it, and did, but it hurt me to see the young people, and older more experiential sailors fired, jerked around, and hand-tailored to their own detriment.

I received my first job as an AB in a private New England ferry company. They worked their schedules in step with the sailors so that I met members of the SIU, NMU, ILA and other unions while working there. These sailors filled me in on the other side life, that I hadn't seen or heard, and soon, on my off time I was off to New York, registered, and found myself in the SMU and finally the SIU.

I can't say that learning about the SIU or labor unions in general was easy. I was a supporter from the start, because I believed in the cause, but because I had come from an entirely detached work ethic, or more realistically because I had been so ignorant of the union concept, learning the details of the basic mode of operations of work on an SIU ship was a bit of a challenge for me. I put my time in, however, got with the bosuns and enjoyed the ride.

I retired my book in 2010, which has given me some time to think about all that I experienced in my sailing years. I can say that the years I spent sailing, and more so sailing with the SIU were equivalent in proportion to any college degree, and had such a positive effect on my life that I will

never discredit any union or entertain the silly "right-to-work" hype again. To me, it is not even worth my breath.

One thing I recognize now with certainty is that the so-called right to work never assists one's actual right to work. Right-to-work politics only assist in reducing a person's right to be represented by a union. Right to work focuses on replacing the union's legitimate power to represent their membership with the agenda of the shareholders, or company ownership. It does not change or assist one's "right to work" in a union or non-union environment.

Normally, for us, an expression of gratitude may be peculiar if not whimsical. However, considering what I have seen, believe me, it is warranted.

Thanks for being a good union. Thanks for allowing the SIU to be its best. Union Strong. Union Proud. Honorable.

Jonathan Anderson
A-1509

Mariner from Greatest Generation Enjoying LOG

I sincerely appreciate receiving the *Seafarers LOG* every month even though I am no longer a dues-paying member. I was a member during the Second World War and always will be an SIU man.

My shipping record during the war included voyages aboard the following vessels: *Alcoa Pilot* (Alcoa Steamship), *Alabama* (American-Hawaiian Steamship Company), *Reynolds* (APL), *Samuel F. Miller* (Waterman), *Galen L. Stone* (Eastern Steamship), *Ferdinand Hassler* (Bull Line), and *Young* (APL). From 1946 through 1948, I sailed on five ships including ones operated by Calmar, Matson, Robin Line, Eastern Steamship and Seas Shipping Co.

God bless you all.

William (Bill) Ellis
Port St. Lucie, Florida

SIU Pacific District Pension Plan Notes

The Plan provides two types of pensions: Deferred Vested Pensions and Pensions Vesting at Retirement. The latter are employer subsidized early retirement benefits. If you qualify for more than one pension, you will receive only the one that is the largest. A few highlights from the SIU Pacific District Pension Plan rules are outlined below:

Deferred Vested Pension

The Plan provides a Deferred Vested Pension benefit payable at Normal Retirement Age (usually age 65.) The amount of the benefit depends on the pension credits accumulated.

One Year of Vesting Service

125 days of covered employment within a calendar year

Benefit Credits

125-199 days: pro rata benefit
200 days: full year vested benefit credit

Vesting Requirements

Before August 1, 1999, 10 years of vesting service for active employees
After 7/31/1999, 5 years of vesting service for active employees

If following a Plan participant's most recent year of vesting service, a participant with less than 10 aggregate years of vesting service has one or more one-year service breaks before January 1, 1999, then the required number of aggregate years of vesting service shall continue to be 10 until the participant completes one year of vesting service after December 31, 1998.

(Exceptions to the above vesting periods may apply in accordance with break-in-service rules.)

Breaks in Service

Until your benefit is "vested," you may lose your accumulated pension credits if you have a Break in Service. Prior to January 1, 1985, you experience a Break in Service for purposes of the Deferred Vested pension if the number of consecutive calendar years in which you have 62 or fewer days of service equals or exceeds the number of accumulated prior calendar years in which you had 125 or more days of service provided, however, that from January 1, 1985 and after, you will not suffer a Break in Service until you have at least five consecutive calendar years of vesting with 62 or fewer days of service. Your accumulated years of vesting service cannot include years lost because of a previous break in service.

(Above is a brief extract from the break-in-service rules only. Contact the Plan Office for discussion of how break-in-service rules may apply to your particular circumstances.)

Pensions Vesting at Retirement

The following pensions may be payable before Normal Retirement Age based on the number of qualifying years earned within the applicable qualification period:

Pension Type	Qualifying Years Requirement	Min. Age
Long Term	25	55
Basic	20	55
Reduced	15-19	65
Disability	Minimum of 10 years	Any age

Year of Qualifying Time

200 days of covered employment within a calendar year equals a full year of qualifying time. Less than 200 days within a calendar year will earn a pro rata partial year of qualifying time. No credit will be earned for covered employment in excess of 200 days in any calendar year.

Loss of Qualifying Time

A Plan participant shall lose all qualifying time credit if he or she:

- has failed to maintain seniority shipping rights under the provisions of the Collective Bargaining Agreement, or
- has failed to work at least 1 day in covered employment or in a non-covered standby employment for a contributing employer in any 2 calendar year period after having attained seniority shipping rights, or
- did not have seniority shipping rights on June 15, 1965 under

the provisions of the Collective Bargaining Agreement, provided that a Plan participant shall be deemed to have seniority shipping rights on June 15, 1965 if he or she was working in covered employment on June 15, 1965, or was eligible for registration or employment on a seniority basis on that date at one of the hiring halls of the Pacific District Unions.

Any such Plan participant who reenters covered employment after having so forfeited his qualifying time shall accumulate qualifying time only after the date he or she last forfeited Qualifying time.

A Plan participant cannot lose previously acquired qualifying time if he or she has fulfilled all of the eligibility requirements for a Basic or Long Term Pension at any time since June 16, 1978.

Normal Retirement Age and Special Rules for Participants over Age 70-1/2

Your Normal Retirement Age under the Plan is age 65, provided you have:

- Completed at least five Aggregate Years of Vesting Service if you have at least one Day of Service after July 31, 1999 or
- Completed at least ten Aggregate Years of Vesting Service if you do not have at least one Day of Service after July 31, 1999

If upon attaining age 65 you have not satisfied either of the conditions above, your Normal Retirement Age is the 5th anniversary of your date of Participation, provided you have not had a Break in Service.

Special rules apply if you are age 70-1/2 or older and are still actively employed by a Contributing Employer. If you attain age 70-1/2 on or after January 1, 1996, you will be required to commence retirement the later of:

- April 1 following the calendar year in which you attain age 70-1/2, and
- January 1 following the calendar year in which you fail to complete at least 62 Days of Service

If you attained age 70-1/2 prior to January 1, 1996, please consult the Plan Office for details on the calculation of your benefit.

If you work past your Normal Retirement Age or commence your pension after your Normal Retirement Age, any benefits payable to you shall be no less than the actuarial equivalent of the benefit to which you would have been entitled at your Normal Retirement Age.

Integration Agreements

The SIU Pacific District Pension Plan entered into INTEGRATION AGREEMENTS with (1) the Chevron/SUP/Marine Pension Plan and (2) the San Francisco Bar Pilots Marine Pension Plan.

Example Calculation for a Pro-rata Benefit(s):
Applicant is age 60
Applicant has accumulated in excess of 25,000 Qualifying Years.
Applicant is entitled to receive the current maximum amount of \$1,700.00

SIU-PD Pension Plan:	27,500 Qualifying Years
Chevron Marine Pension Plan:	7,000 Qualifying Years
Total Qualifying Years:	34,500

\$1,700.00 ÷ 34,500 Qualifying Years = \$49.2754

\$49.2754 x 27,500 = \$1,355.07	SIU-PD Pension Plan
\$49.2754 x 7,000 = \$344.93	Chevron Marine Pension Plan
34,500	\$1,700.00

The calculation pertaining to the San Francisco Bar Pilots Integration Agreement is identical.

The SIU Pacific District Pension Plan does not integrate with either Plan for VESTING PURPOSES.

Space does not allow a full listing of the SIU-PD Pension Plan rules. Questions regarding Exceptions, Break-in-Service rules or Accumulated Vesting or Qualifying Time should be directed to the Plan Office.

SIU Pacific District Pension Plan: 415-764-4987

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 Classes



Unlicensed Apprentice Water Survival Class #758 – The following individuals (above, in alphabetical order) completed their requirements in this course April 13: Wilmer Alvarez, Jack Boscia, Daniel Daigle, Cory Devine, Thomas Edenfield, Randolph Harrell, Tyler Jones, Jason Knapp, Ali Malahi, Prasert Mastrototaro, Michael Pirch, Roque Santacruz, Alisia Scheurer and Brett Scott. (Not all are pictured.)



Welding – Ten upgraders graduated from this course April 20. Completing their requirements (above, in alphabetical order) were: Abdullah Alamri, Andrew Beach, Ernest Bullock, Romeo Cruda, Larry Dowling, Stanley Ricks, Christian Rosado, Grayson Ross, Russell Shores and Allen Ward. Class Instructor Buzzy Andrews is standing at the far right.



Marine Refrigeration Technician – Twelve Seafarers completed the enhancement of their skills in this course April 20. Graduating (above, in alphabetical order) were: Alfonso Bombita Jr., Linarys Castillo Ortiz, Archie Eldridge, Reginald Glover, Stravon Jordon, Michael Kelly, Carlos Marcial, Forrest McGee, M'Barek Nouhairi, Enrique Velez, Eeric White and Jason Yung. Jay Henderson, the class instructor, is standing in the rear, second from left. (Note: Not all are pictured.)



Basic Auxiliary Plant Operations – Twenty individuals (unlicensed apprentices and upgraders) finished this course April 27. Those graduating (photos above and below, in alphabetical order) were: Ahmed Ahmed, Nabil Ahmed, Jason Allen, Khoury Bethea, Corey Chandler, Matt Dalgetty, Andre Graham, Ross Halsted, Sean Hernandez, Jade Kellar, Mohamed Khodeiri, Mahare Kidane, Joseph Loguidice, Tremain McCoy, Forrest McGee, Yancey Mitchell, Abdul Mohsen, Rodney Passapera, Dennis Pangan and Justin Smith. (Note: Not all are pictured.)



Specially Trained Ordinary Seaman – Twelve upgraders finished this course April 13. Graduating (above, in alphabetical order) were: Talib Cherry, Joherky Conception, Jesus Derramas, Rico Ecalnir Jr., Victor Febes, Jape Geonzon, Rufino Gonzales Jr., Yung-Fan Haloski, Alfredo Nieto, Jose Ojeda, Nathan Shuford and Julio Zapata. Tom Truitt, their instructor, is standing at the far right.

Tankship Familiarization - The following Seafarers completed the enhancement of their skills in this course April 27. Those graduating (photo at right, in alphabetical order) were: Rogelio Agustin, Alex-Stephen Amarra, Norman Arquillano, Robert Austin, Edgar Derramas, Lawa Dowdell, Rico Ecalnir Jr., Edgar Elegino, Victor Febres, Vorden Ferguson, John O'Connell, Andrew Peprah, James Stimage, LaMont Surrent, Thomas Swanson and Kareim Wright. Brad Wheeler, their instructor, is at the far right. (Note: Not all are pictured.)



Paul Hall Center Classes



Government Vessels – Two classes of upgraders finished their requirements in this course April 27. Graduating (photo at left, in alphabetical order) were: Ahmed Ahmed, Nabil Ahmed, Marcelo Alicea, Mike Andrucovici, Sandra Baler, Linarys Castillo-Ortiz, Dwight Cherry, Romeo Cruda, Archie Eldridge, Rufino Gonzales, Usman Ibrahim, Mohamed Khodeiri, Victorino Labrilla Jr., Melchor Lapac Jr., Kelly Mayo, Jamison McIntyre, Robert Noble, M'Barek Nouhairi, Robert Owens, Jonathan Pampilon, Dennis Pangan, Thessolonian Smith, Francis Toth, Enrique Velez Vallejo, Richard Williams, Jason Young and Julio Zapata. Tom Truitt, their instructor, is standing at the far right.

Important Notice

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



Able Seaman – The following individuals (above, in alphabetical order) finished this course and graduated April 13: Nofoaalii Aiaga, Marco Brown, Michael Fertl, Kevin Gebhard, Scott Gilleland, Marques Johnson, Joseph Koncul, Sonny Perez, Luis Ramos Rosa, Adam Smith, William Smith, Lear Surcedo, Jason Wagner, Timothy Weezel, and Steven Welcome. Class Instructor Bernabe Pelington is standing at the far right.

BST – Eighteen Seafarers completed their requirements in this course April 13. Those graduating (above, in alphabetical order) were: Rogelio Agustin, Juan Amaya, Norman Arquillano, Sandra Baker, James Brockington, Gregory Carroll, Lawa Dowdell, Edgar Elegino, Kimberly Kalua, Brian Lilly Jr., Abad Martinez, Fisher Myers, John O'Connell, Patrick Smith, Thomas Swanson, Paul Terrell, Paul Titus and Bruce Werts.



Specially Trained Ordinary Seaman – The following individuals (above, in alphabetical order) completed this course of study April 27: Ali Ali, Matthew Bailer, Tania Carson, Joseph Dasteel, Sage Embleton, David Heindel, Christoher Hughes, Robert Mackey, Kaleb McGill, Angela Puchalsky, Adolph Romero, Brandon Simken, John Sorsdal, Slawomir Tlalka and Burton Uys. Class Instructor Stan Beck is standing at the far right, in the back row. (Note: Not all are pictured.)

Pumpman – Eight individuals wrapped up their studies in this course April 6. Graduating (above, in alphabetical order) were: Alex-Stephen Amarra, Reginald Colbert, Terrance Colbert, Robert Orloff III, Rodney Payne, Carmus Peet, Cornelius Smith and Steben Torres. Class Instructor Jim Shaffer is at the far left.



BST (Hawaii) – The following individuals (above, in no particular order) completed this course March 31 at the Seafarers Training Facility in Barbers Point, Hawaii: Jennifer Haws, Christopher Fortney, Michael Alvarez, Andrew Berlin, Kelsey Breece, William Broadwell, Caitlin Flynn, Bradley Gale, Courtney Hammond, Katherine Hinds, Mandi Jo John, Patrick Leahy, Jaclyn Miller, Bradford Rahmlow, Eric Rivas, James Stanley, Lindsey Tulloch and Krystina Lowe.

BST (Hawaii) – Sixteen individuals graduated from this course April 21 at the Seafarers Barbers Point, Hawaii-based training facility. Completing the course (above, in no particular order) were: Brian Leeds, Douglas Johnson, Andrew Janson, Ricky Lopez, Megan Zupan, Mercedes West, Ronald Montemayor, Matthew Lee, Michelle Conway, Daniel Burgoon, Janese Garrett, Kelly Oja, Gypsy Brown, Kaloian Barbukov, Ahmad Kadi and Katie Kelley.



Progress Continues on School's Waterfront *Piney Point Project Slated for Completion Later this Year*

The waterfront restoration project at the union-affiliated Paul Hall Center for Maritime Training and Education is staying ahead of schedule, according to school Vice President Don Nolan.

As previously reported, the development kicked off in May 2010 on the Piney Point, Md., campus and is on pace to be finished later this year. Among other components, the operation includes the removal of more than 1,500 feet of old piers plus 1,000-plus feet of old bulkheads,

the replacement of Pier 45 with a new concrete pier and floating concrete marina (12 double slips). The area's new features also will include a waterfront park, a single-point davit with fast rescue boat capability, a pier site for the *MV John F. Fay* training vessel, a lifeboat davit and new lifeboats.

The photos on this page were taken at the school from early April to early May.

Updates will be included in future editions of the *LOG*.

