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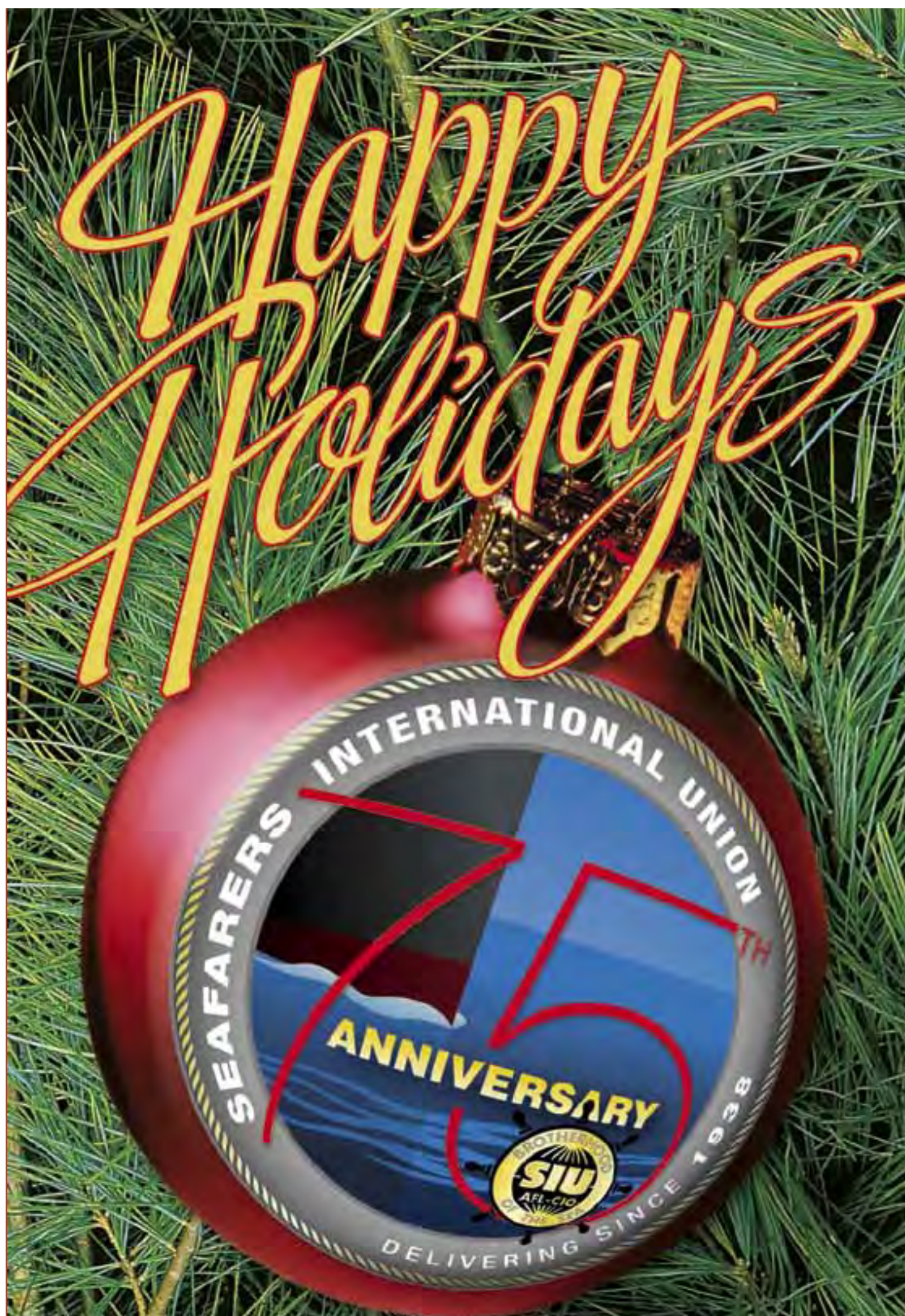
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The

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President's Report

Victory for Working Families

After all the TV and radio ads, all of the debates, the constant media coverage and the endless Facebook posts, I wouldn't blame Seafarers one bit if you're beyond happy to have Election Day fading in the rear-view mirror, regardless of which candidates you backed.

But even as the SIU and the rest of the labor movement jumped into action promoting workers' rights in this so-called lame-duck session of Congress, and as we prepare to work with the second Obama administration, there are some very important lessons to take away from what happened across the country on November 6.

Right at the top of the list is the very real, ongoing power of grassroots activities demonstrated by SIU members and many, many others who volunteered in support of pro-worker candidates at every level of government. Grassroots mobilization quite simply is our edge when it comes to electing people who'll support maritime, collective bargaining and other workers' rights. We'll never be able to outspend the anti-worker front groups, but, brothers and sisters, do we ever know how to get out the vote!

Those of you who've knocked on doors, worked the phones, handed out leaflets and helped provide transportation to the polls know quite well that grassroots mobilization rarely is glamorous. You could say it's the electoral equivalent of chipping and painting – not especially fun, but the price of inaction eventually would be steep.

Monetary donations are important, too. It's part of the system we've got and the world we live in. On that note, I thank Seafarers for your ongoing support of SPAD, our voluntary political action fund. SPAD is extremely critical for your union. It helps us protect your livelihoods. And, as reported elsewhere in this edition, the money was well-spent, as an overwhelming majority of SPAD-backed candidates won their elections.

In reading about the elections, there were far too many statistics to fully remember them all. But for us in the labor movement, here are some important numbers that you probably didn't see in your local newspaper or hear about on television. In the key battleground states, union members and labor-backed groups made more than 5.5 million phone calls and knocked on nearly 3.3 million doors to promote pro-worker candidates, far surpassing the efforts of our opponents. Union families composed a much higher percentage of actual voters across the nation as compared to our percentage of the workforce. And in the states that essentially decided the race for the White House, we voted for the Obama-Biden ticket by significant majorities.

As AFL-CIO President Rich Trumka put it, union families made the difference in the firewall states of Ohio, Wisconsin and Nevada and probably at least three or four other ones. The numbers are still being crunched, but there's no doubt working families tipped the outcomes not just for the White House but also in many Senate and House races and on issues like California's anti-worker Proposition 32.

Our work is never finished and we're moving forward, but stick with me for two final points about the elections. One, I offer sincere thanks and congratulations to our members who donated their time during this election cycle. As the old adage goes, victory has 100 fathers, while defeat is an orphan. You all have the right to claim victory! Two, I of course realize the emotions involved in elections, especially the race between President Obama and Governor Romney. But the elections are over, and we need to move forward as one union, one family, one crew. We are the Brotherhood of the Sea, and that's the strongest bond of all.

Happy Holidays

It's hard to believe another year has passed, but the winter holidays once again are upon us. To all our brothers and sisters, active and retired, and to their families, I extend my very best wishes for a safe, happy and healthy holiday season. Whether you're at sea or on the beach, I appreciate your support and look forward to tackling the challenges of the New Year.



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

SIU Members Aid Sandy Victims

When Superstorm Sandy pummeled the East Coast in late October, SIU members sprang into action. The New York-New Jersey region needed all the help it could get, and Seafarers were prepared to assist in any way they could.

"We keep the necessary people and stand ready at a minute's notice to assist in whatever the endeavor may be," said SIU Director of Manpower Bart Rogers. "People depend on us to be ready and they appreciate that we are."

In accordance with direction from the Obama administration, the SIU worked to rapidly to crew three New York-bound relief vessels mere hours after the storm made landfall. The ships would serve as a sort of floating hotel that provided housing, hot food and showers to hundreds of emergency responders working to deal with the storm's aftermath.

Upon hearing the activation orders, Rogers said, the response was swift.

"The hurricane hit on Monday and Tuesday and we crewed the ships on Wednesday," he said. "Everybody wants to be able to help and do their part in any way they can. Being able to feel like you're making a difference inspires a lot of people."

The Baltimore-based, Crowley-operated SS *Wright*, along with the training ship *Kennedy* from the Massachusetts Maritime Academy, docked at Staten Island's Home Port Pier to house FEMA community relations surge personnel and American Red Cross teams.

The training ship *Empire State*, from Fort Schuyler, N.Y., sailed to the SUNY Maritime Academy in the Bronx to support FEMA community relations surge personnel.

Rogers said the 62 Seafarers who crewed the three ships came from around the East Coast, many of them from areas that were devastated by the storm. There is currently no timeframe on when the ships and their crews might return home.

"It's a pretty big commitment to ask someone to leave their home in a storm like that to crew a ship. Even being in the heart of the storm, they rallied and did a really good job of getting these ships together," he said. "A lot of people made a lot of sacrifices."

That sacrifice was spread across the maritime industry. In a letter to President Obama, the American Maritime Partnership (AMP) said it would do whatever was required to help those affected by the storm.

"Nothing is more important right now than the safety and security of our fellow Americans," the letter read. "Our industry is working around the clock responding to this emergency."

The help was definitely needed. Early estimates showed the storm caused nearly \$50 billion in property damage alone. Thousands saw their homes ravaged, while more went without power for weeks.

Due to storm-related disruptions, New York and New Jersey experienced severe fuel shortages and resorted to gasoline rationing. To help alleviate that problem, Homeland Security Secretary Janet Napolitano issued a blanket Jones Act waiver to allow additional ships to transport petroleum products from the Gulf of Mexico to Northeastern ports.

Re-affirming its commitment to helping storm-



The Seafarers-crewed *Wright* docks in Staten Island, N.Y.

ravaged citizens, AMP said it would not stand in the way of the Jones Act waiver and would do whatever it could to help alleviate the fuel shortage.

"Our industry is already actively facilitating the movement of petroleum and other products in the Northeast. A fleet of American vessels are standing by ready to assist as harbors and terminals open," AMP said in its letter to the administration. "We are not aware of any circumstances where American vessels have not been available to meet transportation needs. However, in certain circumstances existing law permits the granting of Jones Act waivers when no American vessels are available. In those circumstances, we will not oppose waivers that are necessary to facilitate the delivery of petroleum products into the regions affected by Hurricane Sandy. That has been our position in previous similar national emergencies, and that is our position today."

Seafarers weren't the only union members lending a hand. Trade unionists from practically every sector pitched in with the relief effort.

There were the Fire Fighters who put out storm-related fires, Transport Workers who got New York's flooded subway system back in order, Utility Workers who repaired downed power lines, Electrical Workers who restored power, Letter Carriers who delivered mail through the storm and Laborers who cleared debris from the streets.

"Most of the work repairing and rebuilding the storm-ravaged areas will be done by talented and hard-working union members," the AFL-CIO wrote on its website. "Many of the organizations dealing with Sandy's devastation emphasize the importance of union workers' expertise and skill."

As the work continues, many are reminded of 2005 and Hurricane Katrina. Back then, the SIU also mobilized ships and provided shelter for workers. Those ships were deployed for months.

"It's very similar. Katrina dealt with a lot of flooding and so has Hurricane Sandy," Rogers said, adding that one difference was the New York-New Jersey region wasn't accustomed to such weather.

"They've never seen a storm surge like this before," he said.

Union Support Drives Election Victories

Seafarer-Supported Candidates See Success Nationwide

The collective voice of Seafarers and fellow working class voters was heard clearly on Election Day, with the vast majority of SIU- and union-supported candidates emerging victorious.

Headlined by the historic re-election of President Barack Obama, Election Day saw Seafarers throughout the country mobilize to ensure candidates friendly to labor and maritime issues would serve in Washington. In addition to Obama's re-election were the victories of a bipartisan collection of U.S. House and Senate candidates supported by the SIU. Of those, 100 percent of SIU-supported Senate incumbents (12) and 94 percent of SIU-supported House incumbents (117) were re-elected. Of the non-incumbent challengers supported by the SIU, 57 percent of Senate candidates (four) and 70 percent of House candidates (23) won, with three races that were still too close to call as of publication. Aside from the SIU's participation in grassroots efforts, the union also donates to candidates through the Seafarers Political Activity Donation (SPAD).

"For the most part, we won," said SIU Political and Legislative Director Brian Schoeneman. "These are people who know the industry, know maritime and know what we do."

The victory of pro-maritime candidates, Schoeneman said, emphasizes the importance of donating to SPAD. Funded through voluntary contributions from SIU members, SPAD not only works to ensure

longtime SIU allies remain in office, but also helps pro-maritime challengers unseat anti-maritime opponents.

"There's nothing like walking into an office and they say you're with Seafarers and you've been with them from the very beginning," Schoeneman said.

In battleground states across the country, Seafarers and fellow union members volunteered to register voters and get out the vote. According to the AFL-CIO (the national federation of trade unions to which the SIU is affiliated), the working-class vote played a vital role in electing Obama and other pro-worker candidates. A post-election survey showed 65 percent of union members voted for Obama, compared to 33 percent for Republican nominee Mitt Romney.

"They believe that President Obama will work to build a strong middle class and invest in America," AFL-CIO President Richard Trumka said in a post-election press conference.

The AFL-CIO's massive voter outreach program, known as Working America, was composed of hundreds of thousands of members, including Seafarers, making phone calls, canvassing neighborhoods, registering voters and getting people to the polls. Trumka said those efforts helped overcome a "tidal wave of corporate cash" designed to drown out the voice of working people.

Continued on Page 10



Crew members from the *Ocean Wave* (photo at left) and *Ocean Wind* (above) pose with SIU VP Gulf Coast Dean Corgey and Asst. VP Jim McGee at the christening ceremony in New Orleans.

Crowley Christens 2 Ocean-Class Tugs

The SIU welcomed new jobs with the Oct. 26 christening of two state-of-the-art Crowley Maritime tugboats in New Orleans: the *Ocean Wave* and the *Ocean Wind*.

SIU Vice President Gulf Coast Dean Corgey and Assistant Vice President Jim McGee represented the union at the ceremony, as did rank-and-file Seafarers from both tugs.

According to the company, the *Ocean Wind* and *Ocean Wave* will "work in the U.S. Gulf for a major customer in the global oil and gas industry."

"These tugs are incredible," Corgey said. "They're real workhorses and truly are cutting-edge."

Vessel sponsors Christine Crowley, wife of Tom

Crowley, chairman, president and CEO, and Trish Martus, wife of Ray Martus, new construction director for Crowley subsidiary Jensen Maritime, performed the time-honored tradition of christening the double-hulled vessels. More than 250 guests, including friends and employees from Crowley and representatives from Bollinger Shipyard, of Amelia, La., attended the event. A luncheon and vessel tours preceded the event and a celebratory reception followed.

According to Crowley, the launch of this new class of tugboats, which also includes *Ocean Sun* and *Ocean Sky*, "further solidifies the company's standing as an industry leader in ocean towing, salvage and offshore marine support for the upstream energy industry. Ideally suited to work with Crowley's new 455 series high-deck strength barges, which measure 400 feet long by 105 feet wide, these ocean-class tugs will be outfitted for long-range, high-capacity ocean towing, rig moves,

platform and floating production, storage and offloading unit tows, emergency response and fire fighting."

"We are raising the bar in terms of reliability, power and environmental friendliness with the addition of these tugboats," said Crowley. "The investments we are making will serve the needs of these customers for many years to come."

The *Ocean Wave* and *Ocean Wind* are 146 feet long; the *Ocean Sun* and *Ocean Sky* are 156 feet long, while all four tugs have breadths of 44 feet and drafts of 21 feet. According to the company, "They are designed to have a minimum bollard pull of 150 metric tons, and range for the vessels will be approximately 12,600 nautical miles at 15 knots free running. They will be outfitted with twin-screw, controllable-pitch propellers in nozzles and high lift rudders for a combination of performance and fuel economy."

The tugs also feature dynamic positioning technology, which allows each vessel to maintain its positioning and heading automatically using a centralized manual control that continuously calculates environmental conditions and adjusts to the dynamics. The Caterpillar-supplied main engines and generators are all EPA Tier II compliant, and can be upgraded to meet future environmental standards, for cleaner emissions and a lower environmental impact.

Other vessels in Crowley's new-build program include the recently completed tenth and final 650-class articulated tug-barge tank vessel (ATB) and three new 750-class ATBs, the *Legacy/750-1*, *Legend/750-2* and *Liberty/750-3*. Crowley has invested more than \$1 billion in new tugs, high-capacity barges and ATBs as part of this program.

The remaining ocean-class tugs are being constructed at Bollinger Marine Fabricators, LLC, in Amelia, La., and are scheduled for delivery in 2013.



The *Ocean Wave* (above) is part of the company's extensive new-build program while the SIU-crewed *Ocean Wind* (photo at right) is part of a new class of tugboats.



NASSCO Delivers USNS Cesar Chavez

Navy Names Last T-AKE Vessel in Honor of Iconic Labor Leader

The fourteenth and final ship in the Navy's Lewis and Clark-class – the *USNS Cesar Chavez* – was delivered to the Military Sealift Command (MSC) Oct. 24 during a



Mrs. Helen Fabela Chavez, widow of Cesar Chavez, christens the *USNS Cesar Chavez* with the traditional bottle of champagne during a separate ceremony earlier this year. (Photo courtesy NASSCO)

short ceremony in San Diego.

Members of the SIU's Government Services Division will sail in the unlicensed slots aboard the dry cargo/ammunition ship (abbreviated as T-AKE), which was built at the union-contracted General Dynamics NASSCO shipyard.

The ship, which was christened May 5 in San Diego, honors Cesar Chavez, 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 is well known for his use of non-violent tactics that made the farm workers' struggle a moral cause with nationwide support.

"This is an historic day for Military Sealift Command, as we accept into our fleet the last ship in the T-AKE program," said Capt. Sylvester Moore, commander, MSC Pacific. "Like the 13 ships that came before it, *USNS Cesar Chavez* will be an important component in support of the United States Navy ships and missions around the world. Whether we are supporting an aircraft carrier or transporting humanitarian assistance and disaster relief supplies, the T-AKEs and all MSC underway replenishment ships bring to life the motto: MSC delivers."

Continued on Page 4

T-AKE Ships at a Glance

There are 14 vessels in the Lewis and Clark-class, all of them crewed in the unlicensed positions by SIU Government Services Division members.

According to an MSC spokesperson, the abbreviation (T-AKE) is pronounced as individual letters rather than as the word "take," with the "A" standing for auxiliary, the K standing for certain types of cargo, and the E standing for certain types ammunition.

Each ship in the class is 689 feet long, has a beam of 106 feet, a draft of 29.9 feet and can sail at 20 knots.

The 14 Lewis and Clark-class ships are:

USNS Lewis and Clark
USNS Sacagawea
USNS Alan Shepard
USNS Richard E. Byrd
USNS Robert E. Peary
USNS Amelia Earhart
USNS Carl Brashear
USNS Wally Schirra
USNS Matthew Perry
USNS Charles Drew
USNS Washington Chambers
USNS William McLean
USNS Medgar Evers
USNS Cesar Chavez



Seafarers David Terry (left) and Reuben Brown get their ballots in Jacksonville.



Members line up at the Oakland hall on Nov. 1, the first day ballots were available.

Voting Continues in Union's Election

Voting started last month and will continue through Dec. 31 in the election of officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District/NMU.

Balloting is taking place at 20 SIU halls across the country. Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 2013-2016 term. The ballot also includes two proposed constitutional amendments – one concerning amended language in Article XIII that would reflect a change in the law, the other concerning the union's name.

Seafarers may obtain their ballots from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 31.

The ballot includes the list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions) along with the

proposed constitutional amendments.

At the union halls, a member in good standing (upon presenting his or her book) is given a ballot and two envelopes. After his or her selection is marked, the ballot is folded and placed inside an envelope marked "ballot." That envelope then is sealed inside a postage-paid envelope bearing the mailing address of the bank depository where ballots are kept until submitted to the union tallying committee.

The rank-and-file tallying committee, consisting of two members from each of the union's constitutional ports, will be elected in December. They will convene in early January and will tabulate and announce the election results.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations, the constitutional committee's report and other related information appears on pages 6-10 of the October

2012 issue of the *Seafarers LOG*.

Additionally, a notice of the election was mailed in October to all mem-

bers at their last known address, with a list of all voting locations as well as a sample of the official ballot.



SA Charlotte Chastain is pictured at the Jacksonville hall.



It's an SIU Guam tradition: The first ballot in the union's election is secured where America's day begins. Steward/Baker John Neal (left), pictured with Port Agent John Hoskins, is believed to have been the first member to secure a ballot.

SIU Crews Among AOTOS Honorees



Five Seafarers-crewed vessels and three champions of the maritime industry were honored at this year's United Seamen's Service Admiral of the Ocean Sea (AOTOS) awards dinner, which took place Oct. 26 in New York City. Receiving AOTOS awards were (group photo, from left) International Shipholding Corporation CEO and Chairman Niels Johnsen, U.S. Senator Mary Landrieu (D-La.), and Overseas Shipholding Group Senior VP Capt. Robert Johnston. Detailed information about those honorees appeared in the August *LOG*. SIU President Michael Sacco (other photo) introduced Johnston, who also heads OSG's U.S.-flag strategic business unit. The 700-plus attendees also saw awards presented to representatives from the SIU-crewed *Ocean Titan*, *USNS 1st Lt. Baldomero Lopez*, *USNS Mercy*, *Green Cove*, and *Horizon Reliance*. The hospital ship *Mercy* was recognized for humanitarian mission Pacific Partnership, while the *Lopez* was saluted for saving a contractor's life. The other three vessels received honors for at-sea rescues.



Chavez Joins MSC's CIVMAR Fleet

Continued from Page 3

With a crew of 125 CIVMARS working for MSC (including SIU members and licensed officers) and 11 U.S. Navy Sailors who provide operational support and supply coordination, the 689-foot-long *Chavez* is slated for use by MSC's Combat Logistics Force, or CLF. CLF ships – also manned by SIU Government Services Division members – deliver ammunition, food, fuel and other supplies to U.S. and allied ships at sea, enabling the Navy to maintain a worldwide forward presence.

According to the Navy, the first 11 dry cargo/ammunition ships are operating as part of the CLF, "delivering vital fuel, equipment and supplies to Navy warships at sea. The remaining three ships in the T-AKE class are expected to be assigned to maritime prepositioning squadrons, which strategically place combat cargo at sea for rapid delivery to warfighters ashore."

"The delivery of *Chavez* marks a significant milestone for MSC – we are now at full capacity with our dry-cargo and ammunition ships and stand ready to support a wide-range of Department of Defense requirements," said Rear Admiral Mark Buzby, MSC commander. "The T-AKEs, and the professional mariners who operate them, are a true testament to MSC's ability to operate forward and provide an unprecedented level of service and support to our warfighters worldwide."

The ships in this class are replacing vessels such as the Kilauea-class ammunition ships and Mars- and Sirius-class combat stores ships as they reach the end of their service lives.



SIU Government Services Division members will sail aboard the *USNS Cesar Chavez*, shown at its delivery ceremony Oct. 24 in San Diego. (Photo courtesy NASSCO)

Former Administrators Speak Out for Merchant Marine

Two former U.S. maritime administrators – retired Vice Adm. Albert Herberger and retired Capt. William Schubert – are speaking out for the U.S. Merchant Marine in an opinion piece published by *Defense News*. Herberger, who also was deputy commander of the U.S. Transportation Command, served at MarAd from 1993-97, while Schubert served at the agency from 2001-05. Both currently work as maritime consultants.

Their jointly written piece begins: “During times of war or national emergency, the U.S. government relies on the U.S. Merchant Marine and its public-private partnership with the Department of Defense to ensure there is adequate U.S.-controlled capacity to transport critical cargo anywhere in the world at any time.

“Thanks to this partnership, the U.S. Merchant Marine’s vessels, infrastructure and manpower are at the nation’s disposal whenever necessary. Without this, our assured ability to deliver military equipment and supplies quickly and efficiently to our soldiers would be severely diminished.”

Herberger and Schubert go on to cite recent, dangerous cuts to cargo preference that will wipe out American jobs and harm the nation’s security. They advocate

reversing the cuts by enacting the Saving Essential American Sailors (SEAS) Act, H.R. 6170, which was introduced by U.S. Reps. Elijah Cummings (D-Md.) and Jeff Landry (R-La.) and which has dozens of cosponsors.

“We salute them for recognizing the national security imperative of ensuring the readiness of the U.S. Merchant Marine, and we urge other members to join the movement to enact this bill and reverse the unwarranted and dangerous cut in U.S.-flag shipping requirements,” Herberger and Schubert wrote. “We understand that congressional leaders must often make tough decisions. Reversing the cut to cargo preference and preserving the U.S. Merchant Marine is not one of them.”

They added, “Since its founding in 1776, our nation has depended on the U.S. Merchant Marine to ensure that we have a trustworthy, reliable sealift capability so no country can have a veto over U.S. foreign policy. Most recently, U.S.-flag vessels safely and effectively carried more than 90 percent of military supplies for the conflicts in Iraq and Afghanistan. Without the citizen merchant mariners manning these ships, the U.S. would be forced to depend on politically unreliable



Vice Adm. Al Herberger



Capt. William Schubert

foreign ships and foreign crews to carry some of its most important cargoes.

“The U.S. Merchant Marine is critical not only because it is a trustworthy extension of U.S. military capabilities, but also because it is cost-effective. In fact,

MarAd has indicated that the Defense Department would need \$13 billion in capital costs plus \$1 billion in annual operating costs to replicate the sealift capacity that it obtains at a fraction of that price through the U.S. Merchant Marine.”

ITF General Secretary Announces May 2013 as His Retirement Date

David Cockroft, who has been general secretary of the International Transport Workers’ Federation (ITF) since 1993, announced in late October that he will retire at the end of May 2013 when he reaches age 60.

The announcement was made at the meeting of the ITF executive board in Copenhagen, Denmark, which also agreed to appoint Stephen Cotton, who is currently ITF maritime coordinator, as acting general secretary.

The SIU is an active ITF affiliate, and SIU Secretary-Treasurer David Heindel serves as chair of the federation’s Seafarers’ Section.

Cockroft stated, “Next year I will have been the chief executive officer of this remarkable global union federation for 20 years. Although I was elected for a four-year period at the 42nd ITF congress in Mexico City in 2010, I feel it is important to give my successor enough time to establish good relations with every part of this organization prior to the 43rd congress in 2014.

“I am very happy that the board has decided to appoint Stephen Cotton to this position,” Cockroft continued. “Stephen has taken the maritime activities of the ITF, including the ITF flag of convenience (FOC) campaign and its younger brother the ports of convenience campaign, to new heights. There is not a shipping company or port employer anywhere that does not respect the strength of the ITF....

“As for my own future plans,” he concluded, “I remain committed to giving help to the development of strong, democratic, worker-led unions in every part of the world, but at a pace and to a timetable which enable me also to pay more attention to my family and friends.”

Cotton commented, “To step into David’s shoes and to take on this new role is a huge responsibility and an extraordinary challenge. But it’s not my responsibility alone, it is one shared by everyone within the ITF community worldwide.”



David Cockroft



Stephen Cotton

He continued, “As transport unions we are beginning to change the face of trade union power and make a real impact on the global economy. We will defeat those who would attack trade union rights and weaken workers’ industrial muscle. We will have more, bigger, better unions in the ITF and we will deliver real gains to ordinary workers everywhere. Now and in the future we have a real opportunity to take forward an ITF that’s built on the solid foundations left by the outstanding predecessors I’ve been fortunate to have had – the most recent of whom is David Cockroft, who has helped turn this organization into the global powerhouse that it is today.”

Heindel has worked closely both with Cockroft and Cotton for the past 14 years.

“Transport unions worldwide owe a huge vote of thanks to David Cockroft for his successful efforts during the past 20 years,” Heindel said. “Cockroft put the ITF on the map. Through his steady leadership,

he pushed the FOC campaign to its current formidable state, and his legacy certainly will continue.”

Looking toward the future under Cotton’s guidance, Heindel continued, “Steve is a bright, young pragmatist that brings new ideas and determination. He will pick up on David’s legacy and bring the whole of the ITF to the next level. Steve has more than proven himself during his time as the federation’s maritime coordinator with his energetic approach to the FOC campaign. He also brings an ability to oversee a broader vision on supply-chain logistics. I am confident that the future of the federation is in good, steady hands.”

ITF President Paddy Crumlin added, “The unanimous decision of the executive board today reflects the mature leadership of David Cockroft and of the ITF. The personal, political and industrial qualities of the only candidate for acting general secretary, Steve Cotton, place the ITF well for the future.”

Deputy Maritime Administrator An ‘Eager Partner’ of Industry

The new United States deputy maritime administrator recently told industry representatives that advocacy groups and teamwork are vital in promoting a strong U.S. Merchant Marine.

Captain Paul “Chip” Jaenichen, a retired U.S. Navy officer who earlier this year was appointed to his post at the Maritime Administration (MarAd), made his remarks Oct. 31 during a luncheon meeting sponsored by the Propeller Club of the United States. Several SIU headquarters officials attended the gathering, which took place in the nation’s capital.

Jaenichen said organizations like the Propeller Club, the American Maritime Partnership (AMP) coalition and others are vitally important in boosting American-flag shipping. He also said that when it comes to meeting his agency’s goals, “It’s clear that we cannot do it alone.”

He said he is utilizing lessons from his 30-year U.S. Navy career, such as the importance of learning the commercial maritime industry’s history and the decisions that have led to its current state. He described himself as an “eager partner” who is reaching out to, and meeting with, representatives from every component of the industry, including labor.

The deputy administrator acknowledged recent cuts to the food aid component of cargo preference and said the administration is working “very diligently” to reverse those losses.

Despite the draw-downs in Iraq and Afghanistan, he sees opportunities for U.S.-flag shipping.

Finally, Jaenichen wants to strengthen the Maritime Security Program even more, and he repeatedly called for greater backing of the Title XI shipbuilding loan guarantee program.

MarAd is an agency within the Department of Transportation. Its self-described mission is, in part, to maintain “the health of the merchant marine, since commercial mariners, vessels, and intermodal facilities are vital for supporting national security, and so the agency provides support and information for current mariners, extensive support for educating future mariners, and programs to educate America’s young people about the vital role the maritime industry plays in the lives of all Americans. The Maritime Administration also maintains a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies....”



Capt. Paul “Chip” Jaenichen
Deputy MarAd Administrator

“The unanimous decision of the executive board today reflects the mature leadership of David Cockroft and of the ITF. The personal, political and industrial qualities of the only candidate for acting general secretary, Steve Cotton, place the ITF well for the future.”

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2011 to December 31, 2011. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$5,087,447. These expenses included \$1,122,760 in administrative expenses and \$3,964,687 in benefits paid to participants and beneficiaries. A total of 16,541 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$84,504,688 as of December 31, 2011 compared to \$78,273,129 as of January 1, 2011. During the plan year the plan experienced an increase in its net assets of \$6,231,559. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$11,029,497, including employer contributions of \$7,074,791, employee contributions of \$82,946, gains of \$211,834 from the sale of assets and earnings from investments of \$3,659,926.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of 5 percent of the plan assets; and
4. Information regarding any common or collective trust, pooled separate accounts, master trusts or 03-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report For Seafarers International Union AGLIWD 401(K) Plan

This is a summary of the annual report for the Seafarers International Union AGLIWD 401(K) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2011 to December 31, 2011. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,329,061. These expenses included \$71,938 in administrative expenses, \$1,227,609 in benefits paid to participants and beneficiaries and \$29,514 in other expenses. A total of 11,003 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$11,331,762 as of December 31, 2011 compared to \$10,431,831 as of January 1, 2011. During the plan year the plan experienced an increase in its net assets of \$899,931. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$2,228,992, including employee contributions of \$2,131,394 and earnings from investments of \$15,678.

The plan has contracts with Massachusetts Mutual Life Insurance Company, and Ing Life Insurance and Annuity Company which allocate funds toward individual policies. The total premiums paid for the plan year ending December 31, 2011 were \$0.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Insurance information including sales commissions paid by insurance carriers; and
4. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C., 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2011 to December 31, 2011. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$21,883,176 as of December 31, 2011 compared to \$23,731,867 as of January 1, 2011. During the plan year the plan experienced a decrease in its net assets of \$1,848,691. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$61,308,202. This income included employer contributions of \$59,992,796, realized gains of \$225,851 from the sale of assets and earnings from investments of \$871,470. Plan expenses were \$63,156,893. These expenses included \$8,002,804 in administrative expenses and \$55,154,089 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below

are included in that report:

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD/NMU assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD/NMU about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD/NMU.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a

role in the development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2011 calendar

year, the fee cost associated with this representation amounts to 82.31 percent of the dues amount. This means that the agency fee based upon the dues would be \$411.55 (four hundred eleven dollars fifty-five cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2013 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2012 and November 30, 2013 will have this calculation applied to their 2013 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2014, your objection must be received by December 1, 2013.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2011.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction

may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel
Secretary-Treasurer

SIU Official, Other Speakers Point Out Benefits of MLC

SIU Secretary-Treasurer David Heindel was a featured speaker Nov. 16 at a symposium co-sponsored by the Seamen's Church Institute, the Charleston (S.C.) School of Law, and the Charleston Maritime Law Institute. He and other guest speakers discussed the importance of the Maritime Labor Convention, 2006 (MLC), and its anticipated effects on the U.S. maritime industry.

In addition to his duties with the SIU, Heindel serves as chairman of the Seafarers' Section of the International Transport Workers' Federation (ITF), to which the union is affiliated. He was joined at the symposium (which took place in Charleston) by fellow guest speakers Bruce Carlton, head of the U.S. delegation to the International Labor Organization; and Joseph Cox, president and CEO of the Chamber of Shipping of America. All of them played roles in helping advance the MLC.

Heindel described the MLC as among the most important pieces of international maritime legislation in the last 100 years, both for the U.S. and other nations. He briefly reviewed the history of maritime conventions as a way of explaining the general state of today's industry. That description included a candid look at so-called flags of convenience or runaway flags and how they affect mariners.

He also stated, "The MLC incorporates the fundamental principles of many

ILO conventions and updates standards of 68 existing ILO conventions into one document. This new seafarers bill of rights is truly the Magna Carta of the modern merchant marine and is argu-



David Heindel
SIU Secretary-Treasurer

ably the most important convention covering migratory workers which has ever been adopted. It sets out comprehensive international standards for seafarers."

Set to take effect in August 2013, the

MLC "provides solutions to contemporary economic and social challenges and is a way forward to secure justice, equality, fairness and human dignity for everyone concerned," Heindel noted. "The MLC provides comprehensive minimum rights and protection at work for the world's more than 1.5 million seafarers. It aims to achieve both decent employment for seafarers and secure economic interests in fair competition for quality shipowners. As an estimated 90 percent of world trade is carried on ships, seafarers are essential to international trade and the international economic and trade system."

He then examined some of the convention's details and finished by telling or reminding audience members that the MLC "will have an impact on all vessels in the international trades whether their flag state has ratified it or not. The impact on our laws and regulations are minimal and what they do not cover is mostly covered by our collective bargaining agreements. In fact, U.S. laws and regulations exceed most of the provisions provided for under the code."

In closing, he called on the U.S. to ratify the MLC, stating, "As the leader of the free world, the United States has an obligation to ratify and enforce the new convention to assure a level playing field for responsible shipowners and the occupational well-being of the world's seafarers."

Union, School Continue Progress on New STCW Training Requirements

The SIU and its affiliated Paul Hall Center for Maritime Training and Education (PHC) continue to collaborate closely with the U.S. Coast Guard to help foster a seamless transition to the 2010 Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). These amendments establish new endorsements and add and/or revise mariner training requirements.

The school's and union's efforts to date have been substantial and have included working with the Coast Guard's National Maritime Center (NMC) to properly update Paul Hall Center courses so they meet the requirements of the amended convention. When this issue of the *LOG* went to press, two classes (Basic Safety Training Refresher and Electronic Chart Display Information Systems) already had been updated and were approved by the NMC. Several more are expected to be approved in the very near future.

"It's important for Seafarers to remember that the amendments are training requirements, not manning requirements," pointed out PHC Director of Training J.C. Wiegman. "It's an evolving process and it will mean some new terminology. For example, a current mariner who renewed his or her document might see a new term like Able Seafarer Deck. But the first people to really feel the effects will be next year's trainees."

Wiegman added that Seafarers are welcome to contact the school with questions related to the Manila Amendments. For now though, the Coast Guard has not issued final rules on how the amendments will be implemented, and in any case, they will be phased in over a period of several years.

Meanwhile as reported in the November edition of the *Seafarers LOG*, the Coast Guard in October issued three policy letters offering guidance to mariners and vessel operators that must comply with the new amendments.

The first letter, titled "Hours of Rest Policy," addressed new minimum rest periods for mariners while the second, titled "Security Endorsements Policy," covered "issuance of endorsements and approval of training for Vessel Personnel with Designated Security Duties (VPDSD) and vessel personnel requiring security awareness training." The final piece of correspondence, "Endorsements and Training Approval Policy" pointed out that the most recent STCW amendments "establish new endorsements, and revise other existing endorsements." The current efforts of the union and PHC are driven by requirements outlined in the last two letters.

Curriculum experts at the Piney Point, Md.-based PHC are working relentlessly to secure approvals for training courses that meet requirements outlined in the 2010 amendments to the STCW for the following ratings:

- Able Seafarer-Deck (AS-D)
- Able Seafarer-Engine (AS-E)

These endorsements correspond to the domestic rating endorsements of Able Seaman Limited/Unlimited and Qualified Member of the Engine Department (QMED). The 2010 amendments to STCW also revise the requirements for endorsements for personnel serving on oil, chemical, and liquefied gas tank vessels. The Coast Guard will make changes to the verbiage of the STCW endorsements that are currently being issued, and expand the scope of mariners who may qualify for STCW endorsements for service on tank vessels. Mariners who currently hold Tanker Assistant internationally will now see Basic Oil and Chemical Tanker Cargo Operations on their respective endorsements after renewal.

Also now listed on international MMC pages, mariners will find the verbiage "Basic Safety Training" written out.

The 2010 amendments establish mandatory competency requirements for chief mates, masters, and officers in charge of navigational watches who serve on vessels of 500 gross tons (GT) or more that are equipped with Electronic Chart Display Information Systems (ECDIS). These STCW requirements enter into full effect beginning Jan. 1, 2017. The recent guidance provides for a limitation on the endorsements of mariners who have not met these competency requirements by the 2017 implementation date.

In addition to the changes described above, the Coast Guard will begin granting interim approval for the following types of training in anticipation of implementing additional provisions of the 2010 STCW amendments:

- Able Seafarer-Deck;
- Able Seafarer-Engine;
- Leadership and Teamworking Skills;
- Leadership and Managerial Skills;
- Basic Safety Training Renewal;
- Proficiency in Survival Craft Renewal;
- Proficiency in Fast Rescue Boats Renewal;
- Advanced Fire Fighting Renewal;
- Engine Room Resource Management; and
- Electronic Chart Display and Information System (ECDIS).

The *LOG's* coverage of the Manila Amendments will be ongoing.

SIU Captain Receives Rare Honor

SIU member Capt. **Kenneth Graybill** has achieved something no mariner had done before.

Graybill recently became the first mariner receive Crowley Maritime Corporation's Thomas Crowley award – an exclusive recognition that only a handful of the company's 5,300 employees have gotten. Touted as Crowley's highest honor, the Thomas Crowley Award has been presented to only 54 employees since its establishment in 1985. On Oct. 17, Graybill became the first person in company history to receive the award as a mariner.

"It was quite the honor," Graybill said later. "It feels pretty good."

Presenting the award to Graybill during a ceremony in Jacksonville, Fla., Crowley CEO Tom Crowley Jr.—the grandson of the company's founder – said the event was meaningful for a variety of reasons.

"The honor for Capt. Graybill ... takes on additional meaning not only because he is the first seagoing employee to be presented with this award, but also because he was nominated earlier this year by Capt. Vic Goldberg," Crowley said.

Goldberg worked as vice president

of marine operations for Crowley's petroleum transportation group and died unexpectedly in October. In his nomination letter, Goldberg described Graybill as a natural leader.

"Capt. Graybill has been the sea trial master for all of [Crowley's] new ATBs prior to their delivery. This requires long periods away from home during his vacation time," Goldberg wrote. "Kenny has never refused to help when it is needed. I believe he measures up to all the values that this trophy embodies."

Graybill said Goldberg was never far from his thoughts as he accepted the award.

"I was thinking about Capt. Goldberg a lot," he said. "I was kind of speechless. I kept saying 'wow' and 'thank you.'"

Graybill may have earned an unprecedented honor, but those who've known and worked with him say they weren't surprised to hear about it. SIU Tacoma Port Agent Joe Vincenzo said he's known Graybill for 10 years, adding he's a living example of how someone can rise to the top of their profession with hard work and help from the SIU.

"It's a big deal to see an SIU member get that award. It speaks straight to the

heart of the quality of the membership," Vincenzo said. "Cream rises to the top and he rose to the top. My experience with Ken is he's been an upstanding member of the union and just a very dependable mate and now captain."

SIU Ft. Lauderdale Port Agent Kris Hopkins, who has also worked with Graybill, said he wasn't surprised to hear Graybill was being honored, either. Graybill's reputation, he added, was that of a hard-working and fair guy.

"My dealings with him have always been good. My experience with him is he's a great guy," Hopkins said. "I could see how he got that award. The people on the crews all seemed to like him."

Graybill, 52, lives in Brunswick, Maine, and has been sailing since 1979. He joined the SIU in 1998 and has worked for Crowley since 2002. He also has upgraded several times at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

"I have family that went to sea – my father and uncles – and I got caught up in that. Where I come from you either went fishing or went to sea," Graybill said, adding that his family back home was excited to hear about the award. "They're all proud of me."

Recipients of the Thomas Crowley Award receive a limited edition bronze statue depicting company founder Thomas Crowley ferrying goods to and from ships on San Francisco Bay in the 1890s. According to Crowley's website, the trophy "serves not only as a tribute to the founder of the company, but also to those honorees who have aligned themselves closely with the company's values displaying outstanding performance, dedication, leadership and initiative."

Graybill said those characteristics could also describe the SIU and the Seafarers he works with. The award, he added, honors their hard work as well.

"We have professional people in our union who do a good job for these companies," he said. "It shows we have some good mariners."



Crowley CEO Tom Crowley Jr. (center) presents the Thomas Crowley Award to SIU member Capt. Kenneth Graybill (left) and Crowley Port Everglades General Manager Sal Menoyo in Jacksonville, Fla.

Monthly Membership Meetings Keep Seafarers Informed About Issues Affecting Their Livelihoods

Attending monthly membership meetings is a key avenue through which Seafarers can remain current on news that directly affects them.

Conducted in SIU halls around the country, these forums keep members aware of important union and maritime issues, many of which could affect their livelihood

and those of their family members.

Below is the schedule of meetings which will be held in 2013. Each issue of the *Seafarers LOG* also lists the dates for the next two monthly meetings that have been scheduled for each port. Meeting dates also are posted on the SIU website.

2013 Union Membership Meeting Dates

| Port | Traditional Date | January | February | March | April | May | June | July | August | September | October | November | December |
|-----------------|-------------------------------|---------|----------|-------|-------|-----|------|------|--------|-----------|---------|----------|----------|
| Piney Point | Monday after first Sunday | 7 | 4 | 4 | 8 | 6 | 3 | 8 | 5 | 2 | 7 | 4 | 2 |
| New York | Tuesday after first Sunday | 8 | 5 | 5 | 9 | 7 | 4 | 9 | 6 | 3 | 8 | 5 | 3 |
| Philadelphia | Wednesday after first Sunday | 9 | 6 | 6 | 10 | 8 | 5 | 10 | 7 | 4 | 9 | 6 | 4 |
| Baltimore | Thursday after first Sunday | 10 | 7 | 7 | 11 | 9 | 6 | 11 | 8 | 5 | 10 | 7 | 5 |
| Norfolk | Thursday after first Sunday | 10 | 7 | 7 | 11 | 9 | 6 | 11 | 8 | 5 | 10 | 7 | 5 |
| Jacksonville | Thursday after first Sunday | 10 | 7 | 7 | 11 | 9 | 6 | 11 | 8 | 5 | 10 | 7 | 5 |
| San Juan | Thursday after first Sunday | 10 | 7 | 7 | 11 | 9 | 6 | 11 | 8 | 5 | 10 | 7 | 5 |
| Algonac | Friday after first Sunday | 11 | 8 | 8 | 12 | 10 | 7 | 12 | 9 | 6 | 11 | 8 | 6 |
| Houston | Monday after second Sunday | 14 | 11 | 11 | 15 | 13 | 10 | 15 | 12 | 9 | *15 | *12 | 9 |
| New Orleans | Tuesday after second Sunday | 15 | 12 | 12 | 16 | 14 | 11 | 16 | 13 | 10 | 15 | 12 | 10 |
| Mobile | Wednesday after second Sunday | 16 | 13 | 13 | 17 | 15 | 12 | 17 | 14 | 11 | 16 | 13 | 11 |
| Oakland | Thursday after second Sunday | 17 | 14 | 14 | 18 | 16 | 13 | 18 | 15 | 12 | 17 | 14 | 12 |
| Port Everglades | Thursday after second Sunday | 17 | 14 | 14 | 18 | 16 | 13 | 18 | 15 | 12 | 17 | 14 | 12 |
| Joliet | Thursday after second Sunday | 17 | 14 | 14 | 18 | 16 | 13 | 18 | 15 | 12 | 17 | 14 | 12 |
| St. Louis | Friday after second Sunday | 18 | 15 | 15 | 19 | 17 | 14 | 19 | 16 | 13 | 18 | 15 | 13 |
| Honolulu | Friday after second Sunday | 18 | 15 | 15 | 19 | 17 | 14 | 19 | 16 | 13 | 18 | 15 | 13 |
| Wilmington | Monday after third Sunday | *22 | *19 | 18 | 22 | 20 | 17 | 22 | 19 | 16 | 21 | 18 | 16 |
| Guam | Thursday after third Sunday | 24 | 21 | 21 | 25 | 23 | 20 | 25 | 22 | 19 | 24 | 21 | 19 |
| Tacoma | Friday after third Sunday | 25 | 22 | 22 | 26 | 24 | 21 | 26 | 23 | 20 | 25 | 22 | 20 |

Certain meeting dates were changed from normal dates because of holidays:

*Wilmington changes created by Martin Luther King Jr.'s birthday and Presidents' Day holidays.

*Houston changes created by Columbus Day and Veterans Day holidays.

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.

MEMBER RIGHTS/LMRDA. The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights: Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

Copies of Collective Bargaining Agreements: Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

Officer Removal: Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates

to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov.)

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



The USNS Henson is pictured in the Bay of Morotai, Indonesia.

USNS Henson Boosts International Relations

SIU Crew Members Greet Indonesian President, Other Dignitaries

A crew consisting of several excited SIU members recently took part in an international event that had them interacting with foreign heads of state and other high-ranking officials and dignitaries.

The Seafarers-crewed Military Sealift Command (MSC) oceanographic survey ship USNS Henson joined vessels from Indonesia, Australia and Singapore near Morotai Island, Indonesia, Sept. 15 in a formation exercise commemorating an important World War II battle. Sixty-eight years earlier, U.S. forces led by Army Gen. Douglas MacArthur fought off Japanese troops on Morotai Island, allowing the establishment of airstrips and other military facilities that played a major role in the liberation of the Philippines from Japanese occupation.

The recent exercise commemorating that event had the Henson joining other vessels in a carefully choreographed "parade of ships." Positioned fourth in the column, the Henson passed within 100 yards of dignitaries and the "podium of honor" upon which Indonesian President Bambang Yudhoyono was positioned. The Henson's crew joined a uniform liaison officer from the Indonesian Navy in manning the rails and saluting the president and dignitaries as the ship passed.

MDR Brandon Maeda said he and the rest of the Henson's crew were honored to take part in something of such importance.

"It was the first time I was ever involved in a parade of ships and small craft of all sizes," he said. "We represented the U.S., so it was a great honor and I have to say that it was very exciting for everyone in the crew."

MSC oceanographic survey ships have a long-standing relationship with the Indonesian Navy. The U.S. Naval Oceanographic Office (NAVOCEANO) has completed more than 200 joint survey missions to aid in the navigation of Indonesia's territorial waters.

"USNS Henson was the perfect choice to represent the U.S. Navy in this important event," said Capt. Greg Gillotte, who serves as the Henson's civilian master. "This sail exercise demonstrates our continued commitment to our Indonesian partner."

Calvin Martin, NAVOCEANO's program representative for Southeast Asia, said such exercises have a real impact on

international relations. Aside from the high-ranking Indonesian officials, Rear Adm. Hugh Wetherald, deputy chief of staff for plans, policies and requirements, U.S. Pacific Fleet was also in attendance.

"Our hope is that participating in this formation exercise will continue to build relations and possibly lead to more cooperation in the future," Martin said.

September's hour-long exercise was the result of several days' worth of coordination with Indonesian officials both aboard the ship and ashore. For the Henson, the exercise included constant minor course and speed changes to ensure its successful execution. Gillotte used the ship's state-of-the-art dynamic position system – a computer-controlled steering system operated by joystick on the bridge that maneuvers the ship via rotating propellers instead of a traditional rudder.

Gillotte thanked the crew for their hard work, praising the skill it took to pull off such an important exercise.

"Each member of my crew makes an important contribution to the success of every mission and this sail exercise was no exception," he said.



MDR Brandon Maeda



Storekeeper Noel Cunanan



Bosun Louis Sorito



AB Tracy Austin



AB Ricky Hernandez



QMED Noli Aguirre



QMED Michael Durago



AB Gary Turner



OS Rico Ecalnir



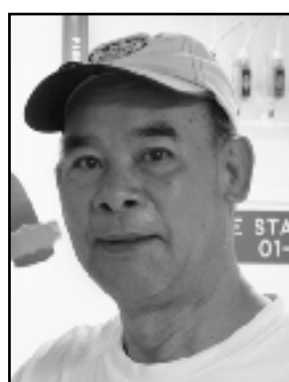
OS Todd Kasler



The Island of Morotai, Indonesia, is seen from the Henson.



Chief Steward Peter Williams



Chief Cook Robert Borro



GVA Jesus Derramas



GVA Sabrina Long

Union-Supported Candidates Claim Election Victories

Continued from Page 2

"This year the labor program was able to reach beyond union members, powering a person-to-person ground effort that reached out to other working families in our communities," Trumka said, adding that grassroots work made all the difference in battleground states like Ohio, Wisconsin, Pennsylvania and Virginia. "By a huge majority, people believe President Obama will help working people while they saw Mitt Romney as more interested in helping the wealthy."

That was certainly the case in Virginia, said Kermet Mangram, SIU vice president Government Services. Mangram led a team of Seafarers and other volunteers as part of an aggressive grassroots outreach program. Joining up with the local AFL-CIO team, Seafarers in Virginia volunteered at phone banks, registered voters, put up signs and did everything they could to elect pro-worker candidates.

"It did pretty well and we had a lot of people voting. Our members were great," Mangram said. "Everybody helped out and everybody did their part. I think we had an impact."

Motivating the volunteers, Mangram added, was the sense that a victory by anti-worker candidates would have a serious impact on the jobs of union workers.

"They were working for their future," Mangram said. "I didn't see where we could just go down and do nothing."

Created in August 2011, the AFL-CIO's national voter outreach program had 400,000 volunteers making more than 80 million phone calls to working class households, knocking on more than 14 million doors and having conversations with more than 3 million employees in the workplace. The program also sent out more than 75 million pieces of mail and registered more than 450,000 union members to vote.

"We're proud to see what difference our efforts made in key states like Ohio, Wisconsin and Nevada," Trumka said.

While the election of union-supported candidates was seen as a victory, SIU officials say they will still continue to keep close ties to Washington. The threats against cargo preference, the Jones Act and collective bargaining are always there, Schoeneman said, and the SIU and others will continue to look out for working people.

"We're going to have to stay vigilant," he said.

That spirit was also seen in the post-election meeting labor leaders, including Trumka, held with Obama a week after the election. Discussing the country's economic future, Trumka said he and the other labor officials were confident things were looking up for working people. The president, Trumka said, assured labor leaders that middle-class voters would not have to shoulder any further tax cuts for the wealthy or cuts in essential government programs.

"We are very, very committed to making sure that the middle class and workers don't end up paying the tab for a party we didn't get to go to and the president is committed to that as well," he said.

CIVMARS Get Particulars of CMPI 610



Members gather aboard the *USS Ponce* in Bahrain.

As reported in detail in the September *LOG*, the updated Civilian Marine Personnel Instruction (CMPI) 610 features numerous improvements secured through long negotiations. Union officials in recent months visited SIU CIVMARS on vessels around the world to help explain the updates and to assist in the full implementation of the Instruction. These photos of SIU Government Services Division crews were taken during some of those shipboard meetings. Additional photos will be published in an upcoming issue. (Thanks to SIU Government Services Division Representative Kate Hunt, second from left in the *USNS Lenthall* photo, for submitting the images.) A related video produced by the Military Sealift Command is available on the SIU website, www.seafarers.org.



USNS John Lenthall
Souda Bay, Crete



USNS Big Horn
Bahrain

Summary Annual Report For Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2011 to December 31, 2011. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting

liabilities of the plan, was \$71,301,754 as of December 31, 2011 compared to \$61,236,749 as of January 1, 2011. During the plan year the plan experienced an increase in its net assets of \$10,065,005. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$62,611,306. This income included employer contributions of \$58,141,205, employee contributions of \$569,600, realized gains of \$231,461 from the sale of assets and earnings from investments of \$3,543,008. Plan expenses were \$52,546,301. These expenses included \$11,049,991 in administrative expenses and

\$41,496,310 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and

accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C., 20210.

SHBP Offers \$132,000 for 2013 Educational Scholarships

Union Encourages Seafarers, Dependents to Apply

Today's skyrocketing tuition costs, state budget cuts, volatile economy and growing numbers of applicants each contribute to the stress levels experienced by students who are contemplating attending college.

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

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

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

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

available at SIU halls.

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

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

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

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



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

Don't let the rapidly increasing costs of higher education prevent you from

realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has made for other Seafarers and dependents. In the last nine years alone, the SHBP has awarded more than \$1 million in scholarships to 68 college-bound individuals – 18 Seafarers and 50 dependents.

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

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

This application is for:

Self

Dependent

Mail this completed form to:

Scholarship Program
 Seafarers Health and Benefits Plan
 5201 Auth Way
 Camp Springs, MD 20746

Union Plus Makes Funds Available To Prospective College Bound Students



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

This year's application is entirely online—which will allow students to complete their applications over a period of time and save their responses. To apply, interested individuals should visit UnionPlus.org/Education. The application deadline is January 31, 2013.

Eligibility Requirements

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

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

gram in order to apply.

Union Plus since 1991 has distributed more than \$3.2 million in scholarships to working families. In addition to the Union Plus Scholarships, the following benefits are available to help union families afford higher education:

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

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

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



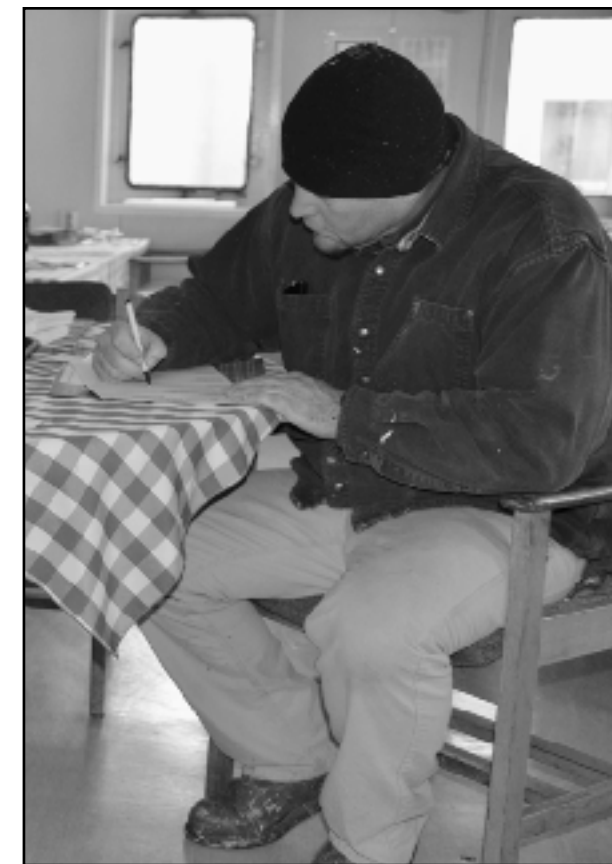
Therman Ames
Cape Wrath



AB Al Barnett
Cape Wrath



SA Raul Ventanilla
Tyco Dependable



Recertified Bosun Rick James
Cape Washington



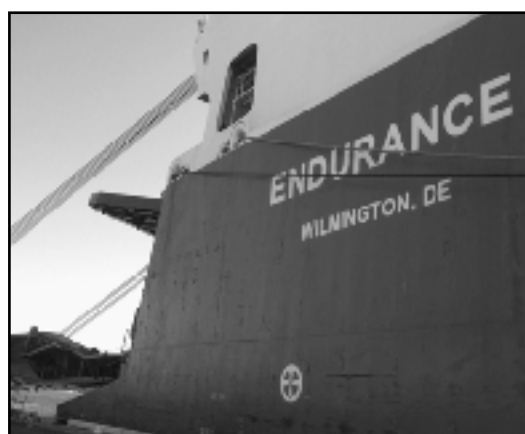
QMED Bob Oppel
Cape Wrath

Seafarer Snapshots from Baltimore

These photos of SIU members at work in Baltimore were taken on Election Day – with the exception of the pictures from the *Endurance*, which were snapped in mid-October.



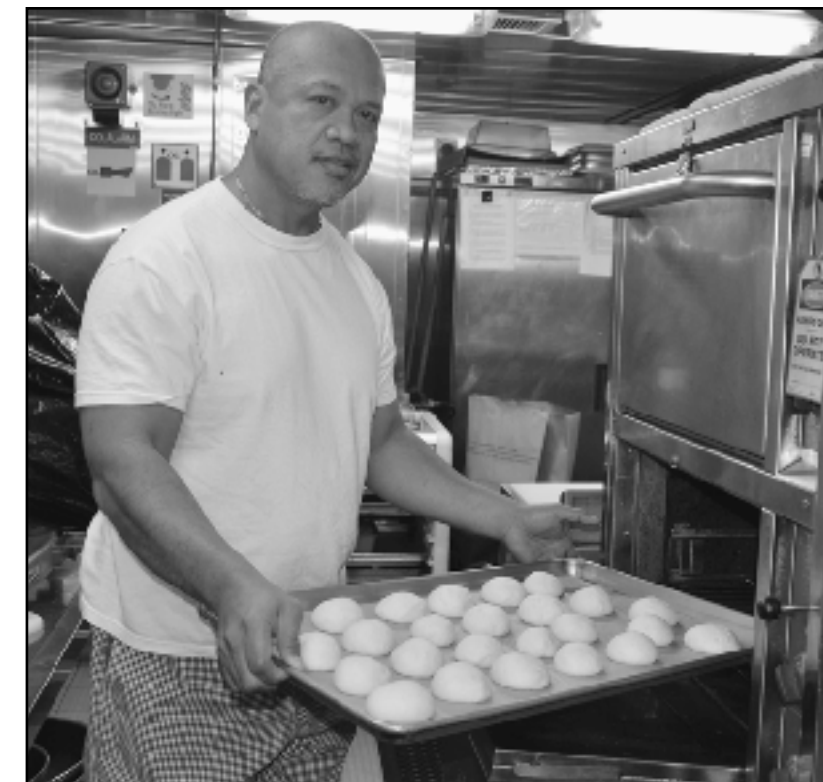
Recertified Bosun Trevorous Ellision (left), Port Agent Elizabeth Brown and Recertified Steward Howard Lewis are pictured aboard the *Endurance*.



Electrician Dave Sexton
Cape Washington



GUDE Michael Alghafelli
Cape Washington



Recertified Steward Emmanuel Laureta
Tyco Dependable



Recertified Bosun Billy Dowzicky
Cape Wrath



Among the SIU members pictured aboard the *Tyco Dependable* are Emmanuel Laureta, John Salarda, Romeo MacAraeg Jr., Leonardo Cortez, Albert Beneman, Raul Ventanilla, Jermin Matthews, Clovis Pomare, Todd Conley, Joselito Vicente, Cecilio Banga, Jose Bautista and Jerry Dingal. Port Agent Elizabeth Brown is standing at far right.



AB Mariette Wright
Cape Washington

College Edge

Education services for union members

GOING BACK TO SCHOOL?

SENDING YOUR CHILDREN TO COLLEGE?

Get an edge with education benefits from Union Plus that can help college dreams come true.



UNION PLUS SCHOLARSHIP

- \$150,000 in awards ranging from **\$500** to **\$4,000** are available annually to students attending college, trade or graduate schools.
- To apply, download an application at UnionPlus.org/Scholarship.



COLLEGE SAVINGS GRANT

- **\$500 grant** for union members who start a new 529 college savings plan for children under 12.
- For info and to apply visit UnionPlus.org/CollegeSavings.

COLLEGE PREP DISCOUNTS

- **Save up to 50%** on college prep courses from **The Princeton Review**.
- **Classroom, online** and **private tutoring** for the SAT®, ACT®, GMAT®, LSAT®, GRE®, MCAT®.
- To enroll or learn more call **1-888-243-7737** or visit UnionPlus.org/CollegePrep.



NLC SCHOLARSHIPS

- Union Scholarships for **National Labor College** degree programs.
- NLC offers **unique online degree programs** tailor-made for full-time working men and women.
- To learn more about NLC programs call **1-888-427-0300** or visit NLC.edu.



For details about all the **education benefits** available to union members, visit

UnionPlus.org/Education

12/12



Union Plus Assists Storm Victims

Shortly after Hurricane Sandy struck the East Coast, Union Plus announced the availability of \$500 disaster relief grants "to help eligible participants in the Union Plus Credit Card, Insurance or Mortgage programs who are facing financial hardship due to the disaster. The money does not have to be repaid. Funds are limited to the nearly \$370,000 available in the Union Plus Disaster Relief Fund."

In order to qualify for a grant, an individual must:

Have been a victim of the severe weather in counties designated by FEMA as qualifying for individual assistance. (List of qualifying counties available at UnionPlus.org/Sandy.)

Have experienced a significant loss of income or property within the last six months due to the disaster.

Have had a Union Plus Credit Card, Union Plus Insurance policy or Union Plus Mortgage for at least 12 months with the account or policy in good standing (be up-to-date on payments).

Describe his or her circumstances and document the income or property loss.

To apply for a disaster relief grant, union members who participate in any of the following programs may call: Union Plus Credit Card: 1-877-761-5028; Union Plus Insurance: 1-800-472-2005; or Union Plus Mortgage: 1-800-472-2005.

Union Plus Credit Card also may contact Capital One, the new Union Plus Credit Card issuer, at 1-877-761-5028, if they need additional assistance. Capital One has programs in place to help customers who are experiencing difficulties due to the storm.

Union Plus Mortgage holders, including anyone who is in the process of receiving a new Union Plus mortgage, are encouraged to contact Chase, who provides Union Plus Mortgages, at 1-888-356-0023 or tweet @ChaseSupport, for additional assistance and information.

For more information about the Union Plus disaster benefits, visit UnionPlus.org/Sandy.

January & February 2013 Membership Meetings

| | |
|----------------------|--|
| Piney Point..... | Monday: January 7, February 4 |
| Algonac..... | Friday: January 11, February 8 |
| Baltimore..... | Thursday: January 10, February 7 |
| Guam..... | Thursday: January 24, February 21 |
| Honolulu..... | Friday: January 18, February 15 |
| Houston..... | Monday: January 14, February 11 |
| Jacksonville..... | Thursday: January 10, February 7 |
| Joliet..... | Thursday: January 17, February 14 |
| Mobile..... | Wednesday: January 16, February 13 |
| New Orleans..... | Tuesday: January 15, February 12 |
| New York..... | Tuesday: January 8, February 5 |
| Norfolk..... | Thursday: January 10, February 7 |
| Oakland..... | Thursday: January 17, February 14 |
| Philadelphia..... | Wednesday: January 9, February 6 |
| Port Everglades..... | Thursday: January 17, February 14 |
| San Juan..... | Thursday: January 10, February 7 |
| St. Louis..... | Friday: January 18, February 15 |
| Tacoma..... | Friday: January 25, February 22 |
| Wilmington..... | *Tuesday: January 22 *Tuesday: February 19 |

* Wilmington changes created by Martin Luther King Jr.'s birthday and Presidents Day holidays.

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

Attention: Seafarers

Another New Ship!



SPAD
Works For
You!

Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

October 16, 2012 - November 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 | 13 | 10 | 0 | 8 | 10 | 1 | 3 | 13 | 11 | 0 |
| Anchorage | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 1 |
| Baltimore | 7 | 9 | 1 | 5 | 5 | 0 | 0 | 11 | 9 | 3 |
| Fort Lauderdale | 11 | 10 | 2 | 12 | 13 | 0 | 12 | 18 | 17 | 6 |
| Guam | 3 | 6 | 1 | 3 | 2 | 0 | 0 | 3 | 11 | 3 |
| Honolulu | 10 | 1 | 0 | 4 | 1 | 0 | 2 | 21 | 9 | 1 |
| Houston | 45 | 13 | 1 | 36 | 12 | 0 | 17 | 92 | 23 | 6 |
| Jacksonville | 37 | 20 | 4 | 32 | 22 | 0 | 19 | 57 | 39 | 6 |
| Joliet | 3 | 5 | 1 | 2 | 6 | 2 | 0 | 7 | 6 | 2 |
| Mobile | 17 | 4 | 1 | 9 | 4 | 1 | 4 | 17 | 3 | 6 |
| New Orleans | 10 | 1 | 2 | 8 | 2 | 0 | 4 | 23 | 5 | 3 |
| New York | 33 | 19 | 6 | 29 | 22 | 3 | 18 | 78 | 27 | 5 |
| Norfolk | 18 | 22 | 6 | 13 | 15 | 2 | 4 | 31 | 39 | 11 |
| Oakland | 26 | 8 | 4 | 15 | 6 | 1 | 9 | 49 | 16 | 6 |
| Philadelphia | 7 | 3 | 1 | 2 | 6 | 0 | 2 | 8 | 5 | 1 |
| Piney Point | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 |
| Puerto Rico | 9 | 12 | 1 | 6 | 4 | 0 | 2 | 16 | 12 | 4 |
| Tacoma | 30 | 10 | 4 | 24 | 5 | 1 | 17 | 65 | 29 | 6 |
| St. Louis | 3 | 2 | 3 | 0 | 3 | 0 | 0 | 5 | 0 | 4 |
| Wilmington | 31 | 13 | 1 | 21 | 11 | 0 | 14 | 69 | 41 | 8 |
| TOTALS | 313 | 170 | 40 | 231 | 150 | 11 | 129 | 585 | 307 | 82 |
| Engine Department | | | | | | | | | | |
| Algonac | 0 | 4 | 1 | 3 | 1 | 1 | 0 | 2 | 7 | 0 |
| Anchorage | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Baltimore | 3 | 4 | 0 | 3 | 6 | 1 | 1 | 5 | 6 | 2 |
| Fort Lauderdale | 8 | 6 | 3 | 5 | 2 | 0 | 1 | 14 | 10 | 3 |
| Guam | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 |
| Honolulu | 9 | 3 | 0 | 5 | 4 | 0 | 1 | 14 | 5 | 0 |
| Houston | 12 | 14 | 2 | 10 | 11 | 2 | 8 | 30 | 13 | 3 |
| Jacksonville | 14 | 16 | 3 | 22 | 11 | 0 | 10 | 35 | 38 | 6 |
| Joliet | 5 | 2 | 1 | 2 | 2 | 1 | 1 | 6 | 1 | 1 |
| Mobile | 12 | 6 | 1 | 3 | 1 | 0 | 0 | 14 | 5 | 2 |
| New Orleans | 6 | 3 | 0 | 2 | 2 | 0 | 1 | 12 | 4 | 0 |
| New York | 13 | 8 | 0 | 10 | 5 | 1 | 7 | 27 | 16 | 4 |
| Norfolk | 13 | 17 | 4 | 13 | 12 | 1 | 4 | 19 | 24 | 6 |
| Oakland | 12 | 11 | 0 | 9 | 5 | 1 | 7 | 23 | 10 | 1 |
| Philadelphia | 3 | 3 | 0 | 4 | 1 | 1 | 3 | 2 | 3 | 0 |
| Piney Point | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 0 |
| Puerto Rico | 2 | 6 | 2 | 0 | 5 | 1 | 3 | 4 | 15 | 2 |
| Tacoma | 16 | 8 | 0 | 13 | 5 | 0 | 7 | 33 | 17 | 2 |
| St. Louis | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| Wilmington | 9 | 11 | 1 | 6 | 8 | 1 | 1 | 25 | 32 | 7 |
| TOTALS | 144 | 125 | 20 | 114 | 81 | 11 | 55 | 272 | 210 | 43 |
| Steward Department | | | | | | | | | | |
| Algonac | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 3 | 2 | 3 |
| Anchorage | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| Baltimore | 3 | 2 | 0 | 1 | 3 | 0 | 1 | 7 | 1 | 0 |
| Fort Lauderdale | 11 | 2 | 1 | 12 | 0 | 0 | 6 | 11 | 7 | 1 |
| Guam | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 |
| Honolulu | 13 | 3 | 1 | 8 | 3 | 1 | 4 | 19 | 2 | 0 |
| Houston | 15 | 8 | 0 | 10 | 4 | 0 | 2 | 34 | 14 | 2 |
| Jacksonville | 19 | 3 | 0 | 16 | 8 | 0 | 8 | 30 | 6 | 1 |
| Joliet | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 0 |
| Mobile | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 4 | 5 | 3 |
| New Orleans | 4 | 1 | 1 | 4 | 1 | 0 | 3 | 12 | 3 | 3 |
| New York | 18 | 8 | 0 | 24 | 2 | 0 | 11 | 26 | 14 | 0 |
| Norfolk | 8 | 8 | 1 | 4 | 10 | 0 | 4 | 20 | 14 | 1 |
| Oakland | 17 | 4 | 1 | 14 | 3 | 1 | 5 | 23 | 6 | 5 |
| Philadelphia | 3 | 0 | 2 | 1 | 2 | 1 | 1 | 5 | 0 | 1 |
| Piney Point | 6 | 3 | 0 | 3 | 1 | 0 | 1 | 6 | 2 | 0 |
| Puerto Rico | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 6 | 1 | 1 |
| Tacoma | 15 | 2 | 0 | 9 | 3 | 0 | 5 | 29 | 4 | 0 |
| St. Louis | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 |
| Wilmington | 19 | 1 | 1 | 22 | 1 | 1 | 15 | 48 | 4 | 1 |
| TOTALS | 157 | 56 | 12 | 134 | 47 | 5 | 67 | 288 | 95 | 24 |
| Entry Department | | | | | | | | | | |
| Algonac | 2 | 6 | 9 | 0 | 7 | 8 | 0 | 4 | 15 | 23 |
| Anchorage | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| Baltimore | 0 | 2 | 3 | 0 | 1 | 6 | 0 | 1 | 3 | 8 |
| Fort Lauderdale | 1 | 5 | 1 | 0 | 5 | 0 | 1 | 1 | 10 | 2 |
| Guam | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Honolulu | 1 | 5 | 6 | 1 | 1 | 0 | 1 | 3 | 6 | 13 |
| Houston | 2 | 15 | 7 | 1 | 6 | 0 | 2 | 6 | 30 | 10 |
| Jacksonville | 2 | 16 | 8 | 2 | 16 | 6 | 3 | 4 | 28 | 14 |
| Joliet | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Mobile | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 1 |
| New Orleans | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 5 | 4 |
| New York | 4 | 13 | 14 | 3 | 15 | 16 | 2 | 12 | 49 | 23 |
| Norfolk | 0 | 24 | 19 | 0 | 8 | 9 | 1 | 0 | 38 | 51 |
| Oakland | 3 | 15 | 11 | 0 | 8 | 4 | 4 | 6 | 23 | 17 |
| Philadelphia | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Piney Point | 0 | 3 | 4 | 0 | 3 | 1 | 1 | 0 | 5 | 6 |
| Puerto Rico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Tacoma | 4 | 12 | 4 | 1 | 7 | 1 | 2 | 4 | 20 | 7 |
| St. Louis | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Wilmington | 3 | 8 | 7 | 3 | 8 | 3 | 5 | 14 | 42 | 31 |
| TOTALS | 24 | 136 | 98 | 12 | 89 | 56 | 22 | 59 | 284 | 214 |
| GRAND TOTAL: | 638 | 487 | 170 | 491 | 367 | 83 | 273 | 1,204 | 896 | 363 |

Seafarers International Union Directory

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

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by Seafarers aboard vessels in Baltimore (the Cape Wrath, Cape Washington and Tyco Dependable).

Question: Why did you enter this industry, and why have you stuck with it?

Al Barnett
AB

Next June will be 40 years since my first SIU ship, the *Steel Advocate* out of Brooklyn. I guess it kind of grew on me. Back then, there was time in port: two

weeks in Casablanca, New Zealand, Thailand. Now, if you get 24 hours, you brag about it. But it has worked out pretty good for me.

Juan Amaya
GUDE

I had sailed with MSC before, and came to the SIU in 2009. This is really working out for me – I have more time with my family and I feel great about being in the SIU. I've stuck with it because I have to work, but I like it, too. The best part is I get along with the guys.



Mariette Wright
AB

I love the water and the work. It's a fascinating job; you meet new people, see new places. I'm on an ROS ship now, so that may sound silly, but that's why I stayed. This industry offers a freedom that most jobs don't have. You meet people from every walk of life, and in general, seamen are very sociable people.

Michael Alghafeili
GUDE

I came to this country (from Yemen) on the sea and I've been



and the SIU since 2003. I like the money for sure, the adventure, the travel. I've had a lot of fun and it's been a challenge. It's just a good job. It's paid the bills and made everyone in my family happy.

Jermin Matthews
Chief Cook

My whole family has sailed ships. My father did it, his father did it. It's part of the family. I like it because I get to do what I enjoy, which is cooking. I like the fact that we're traveling and we only work a few months a year. I get to be with my family a lot.

here 40 years. This is a beautiful country and I like this job. I like everything about it.

Dave Sexton
Electrician

First I went to sea with the Navy in 1970, then the MSC in 1981



Pic-From-The-Past



Deckhand John Monaco tightens the bearing cap of the main drive gear on a Great Lakes Dredge and Dock dredge during Great Leaks fit out in early 1979.

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

WILLIE CARTER

Brother Willie Carter, 66, was born in Alabama. He joined the NMU in 1991. Brother Carter's most recent vessel was the *USNS Watson*. He sailed in the deck department and resides in Philadelphia.



PAULO CASTILLO

Brother Paulo Castillo, 66, signed on with the Seafarers in 1988. As a member of both the steward and deck departments, Brother Castillo upgraded on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He was born in Honduras. Brother Castillo initially worked on the *Nuevo San Juan*. His most recent trip was aboard the *Maersk Missouri*. Brother Castillo calls Brooklyn, N.Y., home.

DAVID DINNES

Brother David Dinnes, 55, joined the SIU ranks in 1977. His earliest trip was on the *Banner*. Brother Dinnes was born



in San Bernardino, Calif., and worked in the deck department. He enhanced his skills often at the Piney Point school. Brother

Dinnes most recently sailed aboard the *Ascension*. He settled in Navarre, Fla.

LAWRENCE DUDEK

Brother Lawrence Dudek, 61, became a union member in 1976. He first worked on the *Paul Thayer* as a deck department member. Brother Dudek was born in Detroit. He took advantage of educational opportunities at the Piney Point school. Brother Dudek's final vessel was the *Presque Isle*. Brother Dudek makes his home in Orange Park, Fla.

ALI ELMADARI

Brother Ali Elmadari, 66, donned the SIU colors in 1977. His first voyage was aboard the *Over Anchor*; his last was on the *H. Lee White*. Brother Elmadari attended classes in 2008 at the maritime training center in Piney Point, Md. The engine department member makes his home in Cloquet, Minn.

WILBUR ENSMINGER

Brother Wilbur Ensminger, 65, began sailing with the union in 1990 while in the port of Jacksonville, Fla. He first worked aboard the *Lawrence Gianella*. Brother Ensminger sailed in the engine department, most recently on the *USNS Bruce Heezen*. On numerous occasions, he trained at the Paul Hall Center. Brother Ensminger is a resident of Saint Mary's, Ga.



CHARLES FINCHER

Brother Charles Fincher, 64, signed on with the SIU in 1990. He originally sailed aboard the *USNS Chauvenet*. Brother



Fincher enhanced his skills on three occasions at the Piney Point school. The Georgia native sailed as a mem-

ber of the steward department. Brother Fincher last shipped on the *Westward Venture*. He lives in Belle Chasse, La.

JOHN FOREST

Brother John Forest, 64, joined the union NMU in 1990. He was born in Pennsylvania. Brother Forest upgraded in 2001 at the Piney Point school. He last worked aboard the *Green Bay* as a member of the deck department. Brother Forest lives in Shelter Cove, Calif.

ROBERT FOWLER

Brother Robert Fowler, 70, became an SIU member in 1965 while in the port of Houston. He initially sailed with Hudson Waterways. The North Carolina native worked in the engine department. Brother Fowler attended classes at the Paul Hall Center on two occasions. His most recent trip was on a Michigan Tankers vessel. Brother Fowler calls Norfolk, Va., home.

MAHDY GABER

Brother Mahdy Gaber, 60, joined the SIU in 2001 as the NMU



merged in the Seafarers International Union. The deck department member's most recent trip was aboard the *Washington Express*. Brother

Gaber attended classes in 2001 at the union-affiliated school in Piney Point, Md. He was born

in Yemen but now resides in Detroit.

FREDERICK GILBERT

Brother Frederick Gilbert, 65, was born in Meadville, Pa. He became a union member in 2000 in the port of New York. Brother Gilbert's earliest trip was aboard the *Patriot*. He enhanced his skills often at the Paul Hall Center. Brother Gilbert last worked on the *USNS John McDonnell*. He sailed in the steward department and calls Boynton Beach, Fla., home.

FEDERICO GIRAY

Brother Federico Giray, 65, donned the SIU colors in 1989.



His first voyage was aboard the *Independence*; his most recent was on the *Horizon Enterprise*.

Brother Giray was a member of the engine department. In 2000, he attended

classes at the Piney Point school. He makes his home in Honolulu.

VIRGILIO HOFFMANN

Brother Virgilio Hoffman, 70, started shipping with the union in 1972 from the port of Honolulu. He originally sailed aboard the *Santa Mercedes* as a member of the steward department. Brother Hoffmann, a Chile native, last sailed on the *Lightning*. He resides in Seattle.



SALIM IBRAHIM

Brother Salim Ibrahim, 64, joined the SIU ranks in 1976.

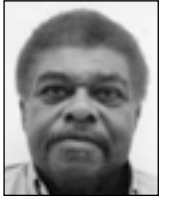


His earliest trip was aboard the *Overseas Joyce*. Brother Ibrahim was born in Singapore and worked in the deck department.

He was a frequent upgrader at the Piney Point school. Brother Ibrahim was last employed with Maersk Line, Limited. He settled in Kissimmee, Fla.

GEORGE LOCKETT

Brother George Lockett, 68, began his SIU career in 1990. He initially shipped with Vulcan Carriers Inc. Brother Lockett was born in Texas and worked in the engine department.



In 1998 and 2001, he attended classes at the Paul Hall Center. Brother Lockett most recently sailed on the *Cape Hudson*. He calls Vallejo, Calif., home.

DAVID MCGREW

Brother David McGrew, 65, signed on with the union in 1989. He originally sailed on

Continued on next page

This Month In SIU History

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

1950

SIU seamen sailing the five designated areas off the China coast will be covered by the present war risk bonuses and insurance until March 31, 1951, it was announced by headquarters. Originally scheduled to expire on December 31 of this year, the supplementary agreement was extended by SIU-contracted operators on December 21. In addition to the wages and allowances covered by the general agreements, crew members in these covered areas will receive 100 percent of their basic wages for each day spent in these waters, a \$100 attack bonus and be covered by a \$10,000 insurance policy.

1953

Seafarer-fathers who have received maternity benefits passed the 1,000 mark last week when Seafarer Dominick Chirichella became eligible for the \$200 maternity benefit plus a \$25 bond from the union. Chirichella became the 1,000th man on the list since benefits were first issued as of April 1, 1952. That means that in 21 months since the benefits began an average of approximately 48 Seafarers per month have received the record-breaking \$200 maternity benefit. Chirichella, who was at his East New York home when the benefit was delivered, was pleased to learn that his first son, Joseph, had the distinction of being the 1,000th SIU maternity baby. "It was quite a pleasant surprise," he said. "We haven't figured out exactly what we will do with the money, but we intend to use it for expenses around the house, for baby clothes and other things that we need."

1975

The chairwoman of the House Merchant Ma-

rine and Fisheries Committee, Rep. Leonor K. Sullivan (D-Mo.), has written a letter to President Gerald Ford urging him to reconsider his opposition to cargo preference laws for U.S.-flag tankers because without the assurance of cargoes, she warned, "we will be defaulting on a trust and ignoring a situation with grave implications for our national security and commerce." Sullivan initiated an oil cargo preferences bill last year which was passed by both the House and Senate but was eventually vetoed by Ford because he felt the measure was "inflationary." It was through SIU support and through voluntary contributions to SPAD that the legislation passed in both Houses of Congress. In her letter, Sullivan pointed to the changes in the U.S. employment situation and international attitudes toward cargo preferences since Ford's veto of the measure as reason for drafting the new legislation.

1984

The Soviet Union has purchased more than 14 million tons of grain from the United States in the past two years. None of that grain was shipped to the U.S.S.R. on an American vessel. If a previous U.S./U.S.S.R. maritime agreement was still in effect, almost 5 million tons of that grain would have traveled on U.S.-flag ships. SIU President Frank Drozak, in an attempt to secure part of that lucrative grain market and up the number of American seamen and ships working, has asked Secretary of State George Schultz, Secretary of Transportation Elizabeth Dole, U.S. Trade Representative William Brock and MarAd chief Adm. Harold Shear to begin negotiations with the Soviets for a new maritime deal. A 10-year agreement, which expired in 1981, reserved one-third of the trade for U.S.-flag ships. Negotiations for a new maritime agreement were suspended in 1981 when Poland imposed martial law in an attempt to crush that country's solidarity movement.

Welcome Ashore

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the *USNS Regulus*. Brother McGrew upgraded often at the Seafarers-affiliated school. The deck department member most recently worked aboard the *Horizon Navigator*. Brother McGrew is a resident of Vancleave, Miss.

PATRICK MCNAMARA

Brother Patrick McNamara, 65, became a union member in 1968 while in New York. He first worked aboard the *Kyska* as an engine department member. Brother McNamara was born in Philadelphia. His most recent vessel was the *Shughart*. Brother McNamara makes his home in Mechanicsburg, Pa.

CHALLIS MITCHELL

Brother Challis Mitchell, 69, began shipping with the SIU in 1964. His earliest trip was with Windward Steamship Corporation. Brother Mitchell was born in Mississippi and sailed as an engine department member. In 1978, he attended the Piney Point school. Brother Mitchell's most recent ship was the *Robert E. Lee*. He makes his home in Prentiss, Miss.

FERNANDO ONATIVIA

Brother Fernando Onativia, 66, started sailing with the SIU in 1980 while in Wilmington, Calif. He was born in Puerto Rico. Brother Onativia's first voyage was aboard the *Santa Magdalena*. The steward department member last shipped on the *Intrepid*. Brother Onativia lives in Carson, Calif.



DAVID PARK

Brother David Park, 64, donned the SIU colors in 1987 while in Norfolk, Va. He first sailed on *USNS Bartlett*. Brother Park was born in West Virginia and sailed in the deck department. His final trip was aboard the *Lt. John Page*. He resides in Norfolk.



MOHAMED RIZK

Brother Mohamed Rizk, 69,

joined the SIU in 2001 as the NMU merged into the Seafarers International Union. The deck department member's most recent trip was aboard the *Green Cove*. Brother Rizk attended classes in 2000 at the union-affiliated school in Piney Point, Md. He was born in Yemen and now lives in Milwaukee, Wisc.

SAMUEL SOLOMON

Brother Samuel Solomon, 65, started sailing with the union in 1965. His earliest trip was with Hudson Waterways. Brother Solomon worked in the deck department. He last sailed aboard the *Golden Monarch*. Brother Solomon calls Pensacola, Fla., home.



MELVIN TEBBETS

Brother Melvin Tebbets, 66, became a union member in 1967. A native of New Hampshire, Brother Tebbets enhanced his seafaring abilities at the maritime training center in Piney Point. The engine department member first sailed on Moore McCormack's *Rob Good*. Brother Tebbets last shipped with Michigan Tankers Inc. He makes his home in Philadelphia.

RONALD WHITFIELD

Brother Ronald Whitefield, 66, began sailing with the union in 1993. He first sailed on the *Independence*. Brother Whitefield worked in the steward department and upgraded often. He was born in Berkeley, Calif., and most recently sailed aboard the *USNS Charlton*. Brother Whitefield is a resident of Oakland, Calif.

INLAND

ALEJANDRO BERRIOS

Brother Alejandro Berrios, 62, joined the SIU in 1984. He sailed mostly with Crowley Puerto Rico Services. Brother Berrios worked in both the engine and deck departments. He resides in



Manati, P.R.

KEVIN BRADY

Brother Kevin Brady, 62, started sailing with union in 1973. The German-born mariner

upgraded often at the Paul Hall Center. A member of the deck department, Brother Brady last shipped aboard a Penn Maritime Inc. vessel. He makes his home in Suffolk, Va.

RUPERT CARTER

Brother Rupert Carter, 62, donned the SIU colors in 1969. He worked with the Association of Maryland Pilots for the duration of his career. Brother Carter was a deck department member. He lives in Parkton, N.C.



ROBERT ELLINGSON

Brother Robert Ellingson, 55, started sailing with the SIU in 1983 while in Seattle. His first ship was the *Manhattan Island*; his most recent, the *Terrapin Island*. Brother Ellingson, a member of the deck department, lives in Renton, Wash.

JOHN HALLER

Brother John Haller, 56, was born in Camden, N.J. He became a Seafarer in 1972, originally shipping in the deep sea division aboard the *Allegiance*. Brother Haller took advantage of educational opportunities at the Piney Point school. He sailed as a member of the engine department. Brother Haller most recently worked with Crowley Liner Services. He settled in Franklinville, N.J.

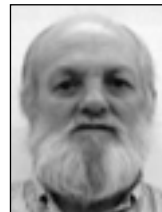


MICHAEL HORN

Brother Michael Horn, 58, started shipping with the union in 1980 while in Jacksonville, Fla. His first vessel was the *Sugar Island*; his most recent, the *Dodge Island*. Brother Horn worked in the deck department. He calls Rogers City, Mich., home.



DANIEL LOONEY



Brother Daniel Looney, 62, signed on with the SIU in 1976. The Louisiana native primarily sailed in the deck department

of vessels operated by Crescent Towing & Salvage of New Orleans. Brother Looney resides in Star Lake, N.Y.

SIDNEY POIRRIER

Brother Sidney Poirrier, 55, was born in Louisiana. He began sailing with the union in 1976. Brother Poirrier mainly sailed with Crescent Towing & Salvage of New Orleans. He worked in the deck department. Brother Poirrier lives in Covington, La.

JAMES RUTTER

Brother James Rutter, 50, joined the union in 1996 while in the port of Philadelphia. He sailed with Crowley Liner Services for the duration of his career. Brother Rutter was a deck department member. He continues to reside in his native state of New Jersey.

CARL SANDERSON

Brother Carl Sanderson, 61, donned the SIU colors in 1980. He initially sailed aboard the *Achilles*. Brother Sanderson was a member of the deck department. In 2001, he attended classes at the Piney Point school. Brother Sanderson was born in Merced, Calif. He was last employed with Great Lakes Dredge & Dock. Brother Sanderson is a resident of Wilmer, Ala.



DONALD VANCE

Brother Donald Vance, 63, signed on with the Seafarers in 1966 while in Norfolk, Va. Brother Vance initially worked on the *Northern Lights*. He was born in North Carolina. Brother Vance's most recent trip was with Allied Transportation Company. He makes his home in Poplar Branch, N.C.

DONNIS WARS

Brother Donnis Wars, 67, became a union member in 1997 while in Houston. The engine department member and Michigan native originally worked aboard the *Performance*. Brother Wars' most recent vessel was operated by G&H Towing. He was born in Groveton, Texas, and lives in Trinity, Texas.



GREAT LAKES

ALIE MUTAHR

Brother Alie Mutahr, 65, began sailing with the SIU in 1968. He initially sailed on the *Bob-Lo Island*. Brother Mutahr was born in Arabia and worked in the steward department. He was last employed on the *Alpena*. Brother Mutahr is a resident of Dearborn, Mich.



WILLIAM PADGETT

Brother William Padgett, 66, joined the union in 1976. His earliest trip to sea was on the *Merle McCurdy*. Brother Padgett was a deck department member. He upgraded frequently at the Paul Hall Center. Brother Padgett's most recent vessel was the *Indiana Harbor*. He was born in Michigan and now calls Superior, Wisc., home.



NATIONAL MARITIME UNION

STEPHEN GALLANT

Brother Stephen Gallant, 56, started his NMU career in 1982. He was born in Boston. Brother Gallant most recently sailed with Boston Towing & Transportation Company. He is a resident of Knox, Maine.



RONALD NEILL

Brother Ronald Neill, 55, was born in Michigan. He signed on with the NMU in 1977. Brother Neill was a member of the deck department. Prior to his retirement, he sailed on the *Chemical Pioneer*. Brother Neill makes his home in Plainfield, Ill.



Final Departures



JOHN BERTOLINO

Pensioner John Bertolino, 74, passed away June 10. He signed on with the union in 1962 while in New York. Brother Bertolino's earliest trip to sea was on a Moore-McCormack Lines vessel. His final ship was the *Atlantic*. Brother Bertolino, a member of the deck department, retired in 1999. He was born in Pennsylvania but called Las Vegas home.



LUIS DEJESUS

Brother Luis Dejesus, 64, died May 30. He began sailing with the SIU in 2005 while in the port of Philadelphia. Brother Dejesus' first ship was the *Sea Venture*; his last was the *Energy Enterprise*. He was a member of the engine department. Brother Dejesus lived in Vineland, N.J.

GEORGE EVANS

Pensioner George Evans, 74, passed away May 9. Brother Evans was born in New Jersey. The engine department member joined the Seafarers in 1961 while in the port of New York. Brother Evans first sailed with Trans Western Association. His final voyage was on the *Elizabeth*. Brother Evens went on pension in 1996 and settled in Keyport, N.J.



JOHN FANOLI

Pensioner John Fanoli, 87, died May 10. Brother Fanoli became an SIU member in 1952. He was born in Brooklyn, N.Y., and sailed in the steward department. Brother Fanoli initially worked on a Pacific Coast Transportation Company vessel. His last ship was the *Elizabeth*. Brother Fanoli made his home in East North Port, N.Y.



WALTER FLEISHMAN

Pensioner Walter Fleishman, 89, passed away May 11. Brother Fleishman first donned the SIU colors in 1944 while in New York. The deck department member was born in California. Brother Fleishman's final trip was aboard the *Leader*. He started collecting with the union in 1994. Brother Fleishman was a resident of New Orleans.



ALBERTO GARCIA

Pensioner Alberto Garcia, 76, died May 4. Brother Garcia started shipping with the union in 1976. He originally sailed with Crowley Puerto Rico as an engine department

member. Brother Garcia was born in Puerto Rico. He last worked on the *San Juan*. Brother Garcia became a pensioner in 2002 and resided in Carolina, P.R.



THOMAS GUTHRIE

Brother Thomas Guthrie, 32, passed away May 29. He signed on with the SIU in 2005. Brother Guthrie's earliest trip was aboard the *Benavidez*. He was born in Ketchikan, Alaska. Brother Guthrie was a member of the deck department. He most recently shipped on the *Seabulk Pride*. Brother Guthrie called Seattle home.

JOHN HARTMAN

Pensioner John Hartman, 89, died June 15. Brother Hartman became a Seafarer in 1953 in New York. His first vessel was the *Steel Chemist*; his last, the *Steel Flyer*. Brother Hartman went on pension in 1979. The Pennsylvania native made his home in Mountain Home, Ark.



WILLIE HOWARD

Pensioner Willie Howard, 78, passed away June 18. Brother Howard joined the union in 1981. He initially shipped aboard the *President Taft*. Brother Howard worked in both the engine and steward departments. His final ship was the *Reliance*. Brother Howard retired in the 1998. He resided in Pomona, Calif.



ALFRED LANG

Pensioner Alfred Lang, 65, passed away April 29. Brother Lang began sailing with the Seafarers in 1965. He was originally employed with CSX Lines as a member of the engine department. Brother Lang was born in Alabama. His final voyage was on the *Overseas Boston*. Brother Lang retired in 2002 and was a resident of Mobile.



RUSSELL LUTHER

Pensioner Russell Luther, 81, died June 6. Brother Luther was a native of Pennsylvania. He started sailing with the union in 1988. Brother Luther's first trip to sea was on the *Liberty Sea*. He shipped in the deck and engine departments. Brother Luther last worked aboard the *Mercury*. He became a pensioner in 2002 and called



Trenton, Mich., home.

PAUL MATSOS

Pensioner Paul Matsos, 73, passed away May 31. Brother Matsos was born in Greece. He joined the SIU in 1956. Brother Matsos was initially employed with Ore Navigation Corporation. He worked in the deck department. Brother Matsos's last voyage was aboard the *Enterprise*. He began collecting his retirement compensation in 2004. Brother Matsos settled in Baltimore.



ROY McCAULEY

Pensioner Roy McCauley, 86, died May 1. Brother McCauley became an SIU member in 1970. His first voyage was with Waterman Steamship Corporation. Brother McCauley was born in Alabama and sailed in the engine department. Prior to his retirement in 1991, he sailed on a vessel operated by Pronav Ship Management. Brother McCauley lived in Baltimore.



JOHN McLAUGHLIN

Pensioner John McLaughlin, 93, passed away May 30. Brother McLaughlin signed on with the union in 1943 while in the port of New York. His first ship was the *Yarmouth*; his last, the *American Heritage*. Brother McLaughlin was a Boston native and sailed in the engine department. He went on pension in 1985 and made his home in Baltimore.



CHING ONG

Pensioner Ching Ong, 95, died May 18. Brother Ong began sailing with the Seafarers in 1952. He originally worked with AH Bull Steamship Company. Brother Ong was a member of the engine department. Before retiring in 1985, he sailed on the *Oakland*. Brother Ong was a resident of San Francisco.



VICTOR RODRIGUEZ

Pensioner Victor Rodriguez, 81, passed away June 18. Brother Rodriguez was born in Honduras. He joined the union in 1966, initially shipping aboard the *Bangor*. Brother Rodriguez worked in the engine department. His final trip was on the *Stonewall Jackson*. Brother Rodriguez became a pensioner in 1996 and resided in New Orleans.



JOHN ROE

Brother John Roe, 60, died June 27. He signed on with the SIU in 1971 in the port of New York. Brother Roe's earliest trip was aboard the *Houston*. The deck department member was born in Portland, Ore. Brother Roe most recently worked on the *Midnight Sun*. He lived in Beaverton, Ore.

JAMES SAUNDERS

Brother James Saunders, 62, passed away May 18. He became a Seafarer in 1989. Brother Saunders' first ship was the *American Eagle*; his last, the *Alliance St. Louis*. He was born in Derry, N.H., and sailed in the deck department. Brother Saunders called St. Augustine, Fla., home.

THOMAS SCHROEDER

Pensioner Thomas Schroeder, 79, died May 4. Brother Schroeder first donned the SIU colors in 1982. His first voyage was aboard the *Independence*. Brother Schroeder, a Honolulu native, was a member of the deck department. His final trip was on the *Horizon Kodiak*. Brother Schroeder retired in 2004 and made his home in Tacoma, Wash.



RICHARD WILSON

Brother Richard Wilson, 55, passed away May 1. He joined the Seafarers in 1977 while in Piney Point, Md. Brother Wilson originally shipped aboard the *Houston*. He worked in the engine department. Brother Wilson's last ship was the *Gemini*. He lived in Boynton Beach, Fla.

INLAND

CLIFTON BRYANT

Brother Clifton Bryant, 73, died May 19. He signed on with the SIU in 1976. Brother Bryant was employed with the National Marine Service for the duration of his career. He was born in Mississippi but called Kenner, La., home.

OTTIS FOSTER

Pensioner Ottis Foster, 72, passed away May 30. Brother Foster started shipping with the union in 1992. He primarily sailed in the steward department on Express Marine vessels. Brother Foster went on pension in 2006 and resided in Belhaven, N.C.



DONALD GRINNELL

Brother Donald Grinnell, 67, died May 28. He first donned the SIU colors in 1968. Brother Grinnell mainly worked with Allied Transportation Company. He continued to reside in his native state of Virginia.

RONNIE POWELL

Brother Ronnie Powell, 61, died May

17. He joined the SIU in 1993, initially sailing aboard a Penn Maritime vessel. Brother Powell's final trip was with Allied Towing. He was a resident of Newport News, Va.

JOSEPH RAPPOLD

Pensioner Joseph Rappold, 74, passed away June 22. Brother Rappold was born in Portsmouth, Va. The deck department member joined the SIU in 1962 and sailed with McAllister Towing of Virginia. He was last employed aboard a Northeast Towing vessel. Brother Rappold became a pensioner in 2005. He settled in Norfolk, Va.



JAMES ROLIN

Brother James Rolin, 57, died April 24. He became an SIU member in 1977. Brother Rolin first sailed with Dixie Carriers as a member of the deck department. His most recent trip was on a Crowley Towing & Transportation of Wilmington vessel. Brother Rolin made his home in Harrison, Mich.

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

ASHTON CHANTILATE

Brother Ashton Chantilate, 84, passed away May 30. He was born in Cuba. He became a pensioner in 1993 and called North Miami, Fla., home.



ELDER CHURCH

Brother Elder Church, 86, died July 9. The Florida-born mariner went on pension in 1968. He made his home in Andalusia, Fla.



| Name | Age | DOD |
|---------------------|-----|----------|
| Belsky, Robert | 78 | April 23 |
| Bridges, Julius | 89 | June 26 |
| Clemente, Juan | 90 | May 14 |
| Del lantis, Dorothy | 81 | May 8 |
| Ebanks, Carley | 93 | April 26 |
| Fairman, Carsie | 73 | June 3 |
| Guillote, Etienne | 88 | April 27 |
| Lawrence, William | 91 | May 2 |
| Murdock, Daniel | 85 | May 13 |
| Oberg, Lars | 93 | April 6 |
| Ortiz, Alejandro | 76 | March 31 |
| Ortiz, Louis | 89 | April 9 |
| Pimentel, David | 82 | April 3 |
| Sebastian, Abraham | 82 | May 15 |
| Waddy, Gastonia | 68 | May 2 |

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.

ALLIANCE BEAUMONT (Maersk Line, Limited), September 16 – Chairman **Roan Lightfoot**, Secretary **Lauren Oram**, Educational Director **Paul Pagano**, Deck Delegate **Mark Butler**, Engine Delegate **Charles Walker**, Steward Delegate **Larry Griffin**. Chairman thanked crew for helping keep ship clean. He announced upcoming payoff in Beaumont, Texas. He mentioned new contract in effect. Secretary said to see her for fresh linens for crew change and please clean rooms for next crew. She thanked all for helping keep house clean. Educational director said make sure to check documents, allow plenty of time for renewals, and upgraded at Piney Point. No beefs or disputed OT reported. Crew discussed importance of reading *Seafarers LOG* and also noted that both the newspaper and other info are available at www.seafarers.org. Crew passed motions concerning dayman position and reimbursement for travel from Houston to Beaumont. Crew also asked for increased pension and health benefits. Crew thanked steward department for good meals and clean galley.

AMERICAN MARINER (American Steamship Company), September 26 – Chairman **Scott Krajniak**, Secretary **Daniel Kane**, Educational Director **Robert Crosby**. Chairman reminded crew to use chain of command to solve union issues. He commended galley gang on outstanding job. He encouraged crew to vote in union and national elections, and noted absentee forms available in rec room. He also stressed importance of SPAD and MDL. Secretary reminded everyone to register at union hall within 72 hours of discharge. Also clean rooms and provide clean linen for your relief. Educational director advised fellow mariners to check all documents for expiration dates. He suggested Lakes-area crew members should renew BST this winter at Piney Point – and while you're there, it's a perfect time to upgrade. Crew discussed importance of

dressings for winter weather and watching for ice. No beefs or disputed OT reported. Next port: Superior, Wis.

AMERICAN SPIRIT (American Steamship Company), September 30 – Chairman **Paul Gohs**, Secretary **Joyce Sufak**, Educational Director **Michael Kruse**, Deck Delegate **Jeffrey Lalande**, Engine Delegate **Henry Willmarth**. Chairman discussed pension plan and encouraged members to vote in upcoming election. Educational director said list of upcoming courses at Paul Hall Center posted on bulletin board. She encouraged everyone, including recently graduated apprentices, to upgrade as soon as they accrue the required sea time. No beefs or disputed OT reported. Crew requested better internet service.

H LEE WHITE (American Steamship Company), September 17 – Chairman **William Mulcahy**, Secretary **Robert Klemens**, Educational Director **Walid Ahmed**. Chairman asked for copy of current agreement. He talked about taking all precautions now that cold weather is arriving. Secretary said everything is running smoothly. Educational director reminded fellow mariners to be aware of all document expiration dates and keep paperwork reflecting sea time needed for any and all upgrading. No beefs or disputed OT reported. Steward delegate asked everyone to keep up the good housekeeping practices. Crew said satellite boxes are aging and may need to be replaced. Internet service also can use an upgrade.

HORIZON SPIRIT (Horizon Lines), September 30 – Chairman **Samuel Lampshire**, Secretary **Adele Williams**, Educational Director **Dimarko Shoulders**, Deck Delegate **Luisito Balatbat**, Steward Delegate **Susano Cortez**. Under old business, crew asked for improved pension benefits and also requested clarification on base wages. Chairman announced upcoming payoff at sea and also read president's report from *Seafarers*

Aboard the Endurance



FOWT Mark Santoli is pictured in the engine room of the car carrier *Endurance* earlier this year. The vessel is operated by Crowley for American Roll-On/Roll-Off Carrier.

LOG. Secretary reminded crew to review the ratified contract wage increases, which are posted in the crew lounge/crew mess. Also, departing members were reminded to clean rooms and leave clean linens. Educational director recommended attending union-affiliated school in Piney Point, Md., to upgrade. Also make sure documents are up-to-date, and verify that your endorsements have been properly applied to your merchant mariner credential. No beefs or disputed OT reported. Vote of thanks given to steward department for good food and service. Next port: Long Beach, Calif.

CHAMPION (Maersk Line, Limited), September 20 – Chairman **Ion Irimia**, Secretary **Willie Massaline**, Educational Director **Dennis Baker**, Deck Delegate **Michael Ratigan**, Engine Delegate **Harry Kinsman**, Steward Delegate **Jose David**. Chairman reminded members to read president's report from *LOG*. He said inspection today went well, and thanked deck gang for safe voyage. Secretary reiterated importance of reading *LOG*, contributing to SPAD and MDL, and backing the union's leadership. Also stressed importance of "performing our jobs in top fashion." He thanked officials for securing new contract. Educational director advised checking schedule for Piney Point course dates, adding that upgrading is very important. Also make sure shipping documents are current. He pointed out STCW Manila Amendments fully take effect in the year 2017. No beefs or disputed OT reported. Crew thanked steward department for job well done and said food has been excellent. Steward then thanked chief cook and SA for support. Crew wants fewer

days to be required for retirement and also asked for increase in pension amount. Crew asked *LOG* to publish more information pertaining to medical and pension benefits, plus the Seafarers Money Purchase Pension Plan. Next port: Elizabeth, N.J.

MAERSK GEORGIA (Maersk Line, Limited), September 9 – Chairman **Darryl Goggins**, Educational Director **Eric Bain**, Deck Delegate **Frank Vogler**, Steward Delegate **Christopher Coston**. Crew received response from headquarters on earlier inquiry. Chairman thanked crew for safe voyage and added this is one of the best crews he's sailed with in a long time of going to sea. Secretary reminded crew members who are leaving to clean rooms and leave clean linens. Educational director recommended upgrading at Piney Point. No beefs or disputed OT reported, but crew wants a wiper to be added. Votes of thanks given to deck and engine departments. Crew requested increased vacation benefit and asked for unrelated clarifications on wages.

MAERSK OHIO (Maersk Line, Limited), September 11 – Chairman **Jim Joyce**, Secretary **Fidelis Oliveira**, Educational Director **Joaquim Figueiredo**, Engine Delegate **Richard Sandiford**, Steward Delegate **Jerry Stuart**. Chairman thanked crew for safe voyage and good seamanship. Educational director urged crew to take advantage of union-affiliated Paul Hall Center, and pointed out lots of information about the school is available online. No beefs or disputed OT reported, but engine delegate reported that QMED requested copy of job description. Crew

asked for slight adjustment in menu, and steward responded that it would be done.

OCEAN ATLAS (Crowley), September 2 – Chairman **David Hertrick**, Secretary **Connie Denoma**, Deck Delegate **Russell Macomber**, Engine Delegate **Samir Tarsha**. Under old business, it was reported that a beef has been filed concerning restricted-to-ship pay in Ghana. Crew also has asked for clarifications on reliefs in foreign ports and STCW-stipulated hours of rest. Chairman reported new booklets on retirement benefits are in crew mess. Secretary said decision on Venezuela crisis should come tomorrow. Educational director advised upgrading in Piney Point: "You are in charge of your destiny." No new beefs or disputed OT reported. Crew asked about getting satellite radio, and mentioned that internet service aboard the ship is expensive and slow. Crew reported that they are being detained in Venezuela. (*Editor's note: The October LOG contains an article about the resolution of this situation, and the story is online as well.*)

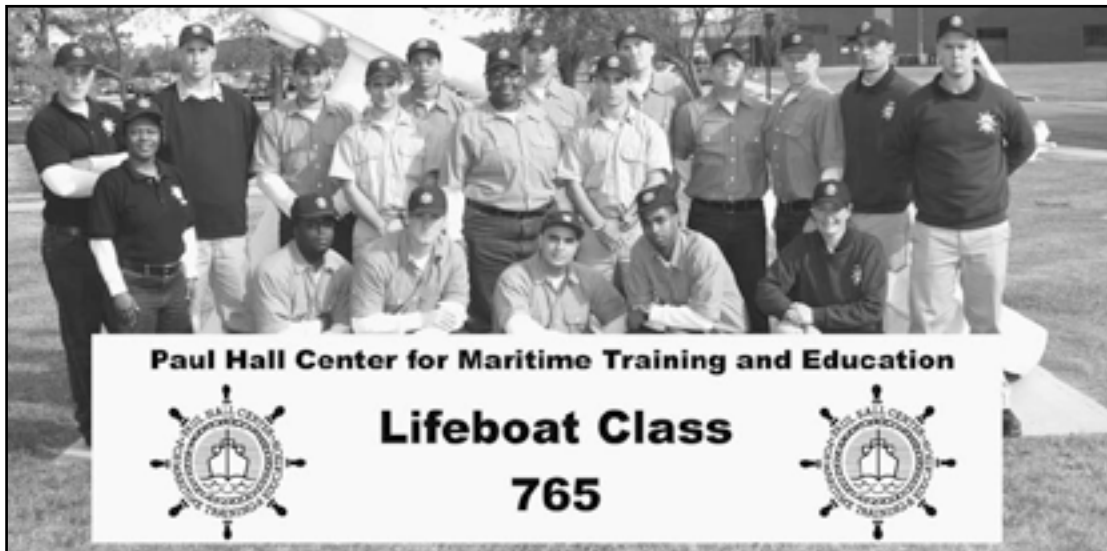
ST. CLAIR (American Steamship Company), September 30 – Chairman **Gerald Freeman**, Secretary **Juan Palacios Clother**, Educational Director **Donald Jaegle**. Chairman thanked crew for good job and always keeping safety first. Secretary reminded members to check all shipping documents for expiration dates. He reminded everyone about the new extended expiration date TWIC. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Cleveland.

Artistic Touch in Mobile



The union hall in Mobile, Ala., recently gained a unique piece of art as the Rev. Bernie Maret (far left) donated a painting he'd done in celebration of the SIU's 75th anniversary, which is next year. Also helping display the artwork for the camera are (from left) AB Derrick Lott, OMU Edward Shamburger and Lauren Liles, secretary at the hall.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class #765 – Nineteen Phase I unlicensed apprentices completed this course Oct. 26. Graduating (above, in alphabetical order) were: Kasim Ahmed, Tinika Anderson, Kenneth Biddle Jr., Robert Bove, Anthony Cronk, Anthony Ellison, Kyle Fitzgerald, John Greggs, Karleen Grenier, Cody Kingsford, Jon Mahannah, LeDaron McIntosh, Nicholas Panagakos, Joshua Rawls, James Rodweller, Pharon Simmons, Chase Smith, Nicole Stephenson and Brandon Thornton.



Welding – Six upgraders completed their requirements in this course Oct. 5. Graduating (above, in alphabetical order) were: Majed Alsharif, Antoine Best, Rodney Davis, Eric Martin, William Mercer and Kareem Walters. Class Instructor Buzzy Andrews is at the left.



BAPO – The following individuals, (above, in alphabetical order) graduated from this course Oct. 12: Tenereo Cacpal, Oscar Cordero, Jeremy Jendrusiak, Todd Lander, Joshua Moton, Steven Patton, Raymond Roldan, Santiago Ruiz, Frank Sambula, Corey Sanders, Matthew Thomas and Jose Vega Caraballo. Tim Achorn, their instructor, is at the far right.



Government Vessels – Nineteen upgraders completed their requirements in this course Oct. 5. Graduating (above, in alphabetical order) were: Maximo Aguiran, Mian Ahmad, Alex Amarra, Franklin Beck, Reuben Brown, John Bukowsky, Dominador Diaz, Alonzo Griswell, McKinley Jones, Florante Labtingao, Mustafa Malik, Michael Murner, John Penrose, Frank Pivik, Arturo Reyes, Leanne Smith, McKinley Thorne, Jamaal Waring and Furman Watson. Class Instructor Tom Truitt is at the far right in the back row. (Note: Not all are pictured.)



ECDIS – The following individuals (above, in alphabetical order) graduated from this course Oct. 5: Robert Bakerman, John Daunoras, Basil D'Souza, Michael Moore, Ellic Mottram and Christopher Pinkerton. Their instructor, Brad Wheeler, is at the far right.



Radar Observer – Seven individuals completed this course Oct. 26. Graduating (above, in alphabetical order) were: Michael Andrew, Richard Crutchfield, Xerxes Cunanan, Jason Davis, Michael Harris Jr., Frank Pivik and Felix Somorostro.

Junior Engineer – The following upgraders (photo at right, in alphabetical order) finished this course Oct. 19: Ja'Quaral, Derrick Clark, Jacob Diefenbach, Egar Dionio, Demetrius Esclovon, Kabir Garcia-Santiago, Darrell Goggins, William Harrison, Herbert Hyde, David Kabasinskas, Andre MacCray, Michael Maldonado, Ann Mensch, Kwame Owusu, Anton Popescu, Mark Santoli, Edwin Simene, Ticer Sutthipong, Anthony Thomas, Brett VanPelt, Aleksey Vigovskiy, Charles Wescott, Enoch Winrod and Randy Wurr. Class Instructor Jay Henderson is standing at the far left. (Note: Not all are pictured.)



Paul Hall Center Classes



Tankship Familiarization DL- Two classes of Phase III unlicensed apprentices graduated from this course Nov. 2. Completing their requirements (photo at left, in alphabetical order) were: Pedro Abuda, Jose Alicea-Sanchez, Juan Cardona, Carson Crowder, Elliot Duncan, Dominique Greer, Olympia Harley, Randolph Harrell, Rene Hernandez Ramos, Tristan Jones, Andrew Kritz, Bonnie Kropolinsky-Hinkle, Prasert Mastrototaro, Mason Melland, Kyle Nielsen, James O'Hara, Robert Resurreccion, Dennis Saggese, Marc Silvester, Grant Simonson, Joseph Spencer, Jessie Ticer, Jayson Velez-Cruz and Danylo Zayats.

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.



Medical Care Provider – Nine upgraders graduated from this course Oct. 5. Completing their requirements (above, in alphabetical order) were: Joseph Benavente Jr., Jason Davis, Archie Eldridge Jr., Braden Horne, Kevin Lewis, Keith Marion, Rodney Payne, Robert Puckett and Reylan Tendido. Class Instructor Wayne Johnson Jr., is at the far left.



Basic and Advanced Firefighting – The following individuals (above, in alphabetical order) graduated from this course Oct. 19: Nathaniel Balos, Rob Ballia, John Browning, John Garrett and Alvin Hansley. Wayne Johnson, their instructor, is at the far right.



Basic and Advanced Firefighting – Three upgraders completed their requirements in this course Oct. 26. Graduating (above, in alphabetical order) were: Antoine Best, Do Luong and David Quade.



BST (Hawaii) - The following individuals (above, in no particular order) graduated from this course Sept. 29 at the Seafarers Training facility in Barbers Point, Hawaii: Tamala Baldwin, David Henry, Tekka Kelly, Lucille Racine, Amber Kasak, Brandon Nobles, Ariel Prochilo, Victoria Inboden, Richard Taylor, Erika Peckhardt, Kylin Brady, Adam Winfield, Angela Siler, Kenneth Francoeur, Christopher Chianesi, Katharine Edwards, Jordyn Linkous and Carlos Gonzalez.



BST (Hawaii) - Eighteen individuals completed their requirements in this course Oct. 6 at the Seafarers Barbers Point, Hawaii-based training facility. Graduating (above, in no particular order): were David Toma, William Disch, Erin Laffey, Carter Scott, Ashley Lamanna, Jamie Motheral, Corleone McNaughton, Dexter Jack, Carolyn Henderson, Michael Fahl, Donnika Campbell, Stephen Poulakos, Marc Levesque, Gladys Torio, John San Nicolas, Mindy Bustamante, Lauren Burrows and Carlos Gonzalez Jr.



BST (Hawaii) - The following individuals (above, in no particular order) finished this course Oct. 13 in Hawaii: Donald Spafford, Joseph Getlein, Roberto Serna, Jerica Snyder, John Otten, Joseph Cavallaro, Asly Agbuggo, Anthony Weingartz, Marianna LaFave, Erika Boreta, Deon Mister, Jordan Espena, Yuliam Rosado, Leonel Moncada, James Doutherd, Tony Tuyen, Isaiah Eatman and Cameron Valdez.



BST (Hawaii) – Sixteen individuals graduated from this course Oct. 27 at the Seafarers Training facility in Hawaii. Completing their requirements (above, in no particular order) were: Kevin Bell, Brian Benitez, Siobhan Carr, Derrick Clayton, Anthony Fisher, Greg Isidore, Michael Masci, Alexa Murray, Nicholas Ortiziblass, Meghan Osullivan, Rod Ramos, Gerard Russo, Phillip Schoeb, Diana Vasquez, Joseph Wilczewski and Andrea Stevens.



The

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SEAFARERS ASSIST WITH JLOTS – Three SIU-crewed ships played key roles in this year's Joint Logistics Over the Shore (JLOTS) exercise, which took place off the Virginia coast in July and August. The Navy describes JLOTS as "one of the U.S. military's most unique capabilities to provide offshore operations in support of national defense and to provide humanitarian assistance/disaster relief." The exercise offers a chance to practice transporting equipment from vessels at sea when no useable port facilities exist. The SIU-crewed *USNS Obregon* (shown in the photos above and at right, courtesy of the Navy) served as the primary cargo platform for this year's exercise, while the *Gopher State* and *Cape May* also contributed to the event's success. The *Obregon* is operated by Keystone, the *Gopher State* by Interocean American Shipping/TOTE and the *Cape May* by Ocean Shipholdings.

At Sea and Ashore with the SIU



OATH TAKEN IN TACOMA – During the October membership meeting in Tacoma, Wash., Port Agent Joe Vincenzo (right in photo above) gave the union oath to members Junior Engineer Paula Gomez (center) and AB Ian Harding as they received their respective full books. Vincenzo noted, "One of our stewards remarked that while for some, our oath may be a matter of words to honor, for others it is a matter of who we are and what we stand for: fellow unionists."



ABOARD TYCO DECISIVE – SIU Guam Port Agent John Hoskins (in both photos, wearing striped shirt) submitted these pictures from the cable ship *Tyco Decisive*, where he spent part of Columbus Day "with old shipmates I'd worked with aboard the *Global Mariner*." He's joined by Bosun Eric "Thor" Young in the photo above, while the other image includes Recertified Steward Shawn Fujiwara (front) and Chief Electrician Gregory Thomas.



BOSUN HONORED IN HOUSTON – Fellow members and officials at the October membership meeting in Houston surprised Recertified Bosun Rafael "Monte" Pereira (center) with a certificate celebrating his 35 years of sobriety. SIU VP Gulf Coast Dean Corgy (left) and Asst. VP Jim McGee (right) helped congratulate the longtime Seafarer, who credits the late SIU Exec. VP Joey Sacco and the Seafarers Addictions Rehabilitation Center in Valley Lee, Md., as instrumental in his success. "Things change when you make an effort," said Pereira, who happily shares his story.