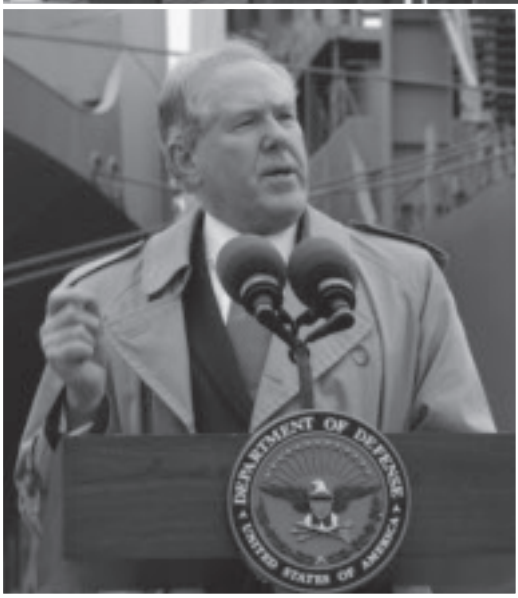


# SEAFARERS LOG

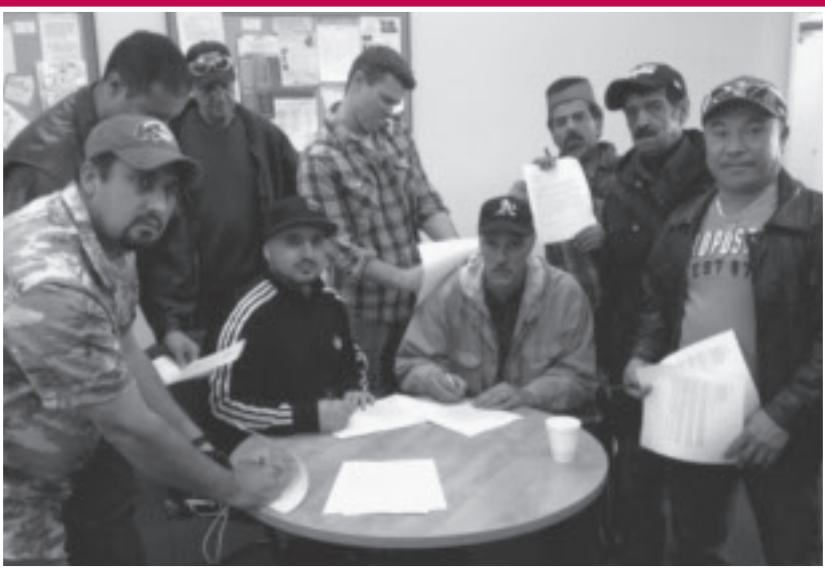
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## SIU Members Answer Nation's Call For Chemical Weapons Disposal

*Mariners Spotlited as Cape Ray Assists in Syria Mission*

The Seafarers-crewed *Cape Ray* got underway last month for what is expected to be a lengthy mission to destroy Syrian chemical weapons. Some of the SIU members on the Keystone-operated vessel (photo above) are pictured with SIU VP Contracts George Tricker (sixth from right) in Norfolk, Va., the week of Christmas. SIU VP Government Services Kermet Mangram and Port Agent Georg Kenny also met with the crew. In the photo at left (courtesy of the U.S. Army), Frank Kendall, Under Secretary of Defense for Acquisition, Technology and Logistics, speaks at a Jan. 2 news conference next to the ship. Page 2.



## Seafarers Speak Up as MARAD Seeks to Bolster Industry

Hundreds of Seafarers contacted the U.S. Maritime Administration last month as the agency hosted a three-day gathering aimed at launching the development of a national maritime strategy. Members (including the ones pictured above, at the hall in Oakland, Calif.) submitted comments reminding the administration that America's national and economic security depends on a strong U.S. Merchant Marine. Union officials participated in the symposium in the nation's capital, which took place Jan. 14-16. Page 3.

## Members Brighten Holidays for Others

SIU Members' Philanthropy Shines Through Around Globe

Their charitable efforts aren't confined to one season, but Seafarers have a strong tradition of stepping up during the winter holidays to help others. The most recent efforts included an annual toy drive in Tacoma, Wash., that benefited military families. Pictured at the hall with military personnel and representatives from Santa's Castle (a local charity) are Port Agent Joe Vincenzo (fourth from left in the back) and Safety Director Ben Anderson (far right). Page 24.



STCW News  
— Page 3

Updates on New Tonnage  
— Page 4

Tax Tips  
Pages 12-14

# President's Report

## Good Start to New Year

Although our work is never finished, the spending bill passed last month by Congress and signed by the president is good news for the U.S. Merchant Marine. It includes full funding for the U.S. Maritime Security Program (MSP), supports the Food for Peace program, and requires our government, working with the Defense Department, to develop "a national sealift strategy that ensures the long-term viability of the U.S. Merchant Marine."



Michael Sacco

Collectively, our industry took a potentially important step toward securing such a strategy last month during a three-day meeting hosted by the Department of Transportation's Maritime Administration (MARAD). While sealift capability wasn't the only topic, it was an important one, as noted by speakers from Congress, the administration and the military.

The head of the MARAD described that symposium as a first step toward developing and finalizing a national maritime strategy. Understandably, the event wasn't perfect, but MARAD deserves credit for being inclusive and bringing together people from different segments of the industry to voice their positions. In particular, I agree with the repeatedly stated sentiment that regardless of what our individual interests are, our best chance for success by far will be to work together as much as possible.

No matter what happens moving forward, the SIU will not be shy or slow about standing up for our members' jobs. The best part about that practice is that I know it's not just good for us — our work is important to America's national and economic security. Our record of delivering the goods for 75 years is rock-solid.

Not all of the recent positive news was confined to the nation's capital. In Mobile, Ala., progress continued in the Navy's joint high-speed vessel (JHSV) program, signaling new jobs for members of the SIU Government Services Division. One ship was christened, another completed acceptance trials, and another (the first in the program) got its initial deployment orders.

Sea trials also were under way for the second vessel in the Navy's mobile landing platform (MLP) new-build program, the *USNS John Glenn*. Those prepositioning ships, being constructed in San Diego, also mean more SIU jobs and boost U.S. sealift capability. Operated by Ocean Ships Inc., the *John Glenn* is slated for delivery in March.

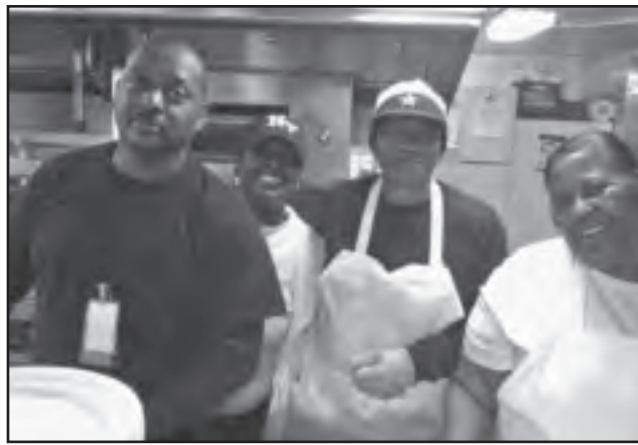
In the northeast, Aker Philadelphia Shipyard began production on a tanker that's part of a joint venture with Seafarers-contracted Crowley, while New Jersey-based NY Waterway announced plans to build two new Seafarers-crewed ferry boats for its popular service.

Speaking of NY Waterway, you may have seen media coverage in January of the fifth anniversary of the event known as the Miracle on the Hudson. Captain Sully and the airline crew (all union members, by the way) weren't the only heroes from US Airways Flight 1549, which crash landed in the Hudson River. SIU members from NY Waterway boats rescued them and most of the passengers (the rest also were brought to safety by others on the scene). All 155 people from the airplane survived, and most were uninjured.

While the focus of the anniversary coverage remained where it belonged — on the survivors — it was fitting that the rescuers also were acknowledged in some of the features.

Along those lines, as the SIU-crewed *Cape Ray* recently geared up for an important, challenging mission assisting in the disposal of chemical weapons overseas, I appreciated the fact that crew members were recognized and the SIU was mentioned by name at the government-run news conference next to the ship in Norfolk, Va. The mission is another in a long, long line of examples of SIU members stepping up as America's fourth arm of defense. (Not only are union members crewing the ship, union members from the Machinists are sailing on it and will be handling the weapons.)

Overall, we are off to a strong start in 2014, and with your ongoing support we will continue working hard to build on every success.



Pictured from left are steward department Seafarers Emanuel Spain, Jacqueline Sivels, Helen Mitchell and Mary Slade.



Capt. Rick Jordan, left, and SIU Norfolk Port Agent Georg Kenny

## Seafarers Play Role in Historic Mission

### *Cape Ray* Crew to Destroy Syrian Chemical Weapons

Seafarers are taking part in an historic at-sea mission to destroy some of Syria's chemical weapons stockpile.

Sailing out of Portsmouth, Va., in January, the SIU-crewed *MV Cape Ray* was positioned as an integral part of the American mission to eliminate Syria's ability to unleash any further chemical attacks during its prolonged civil war.

The crew of the 648-foot *Cape Ray* includes 35 civilian mariners, more than 60 U.S. Army chemical specialists, a security team and representatives from U.S. European command. Owned by the U.S. Maritime Administration, the vessel was turned over to the Military Sealift Command (MSC) once it left Virginia for its mission. The ship is operated by SIU-contracted Keystone.

Acting Maritime Administrator Paul "Chip" Jaenichen praised the U.S. Merchant Marine during a press conference aboard the vessel, adding the mission "demonstrated the versatile resources we have" available.

"And that's the Ready Reserve Force ships and our U.S. Merchant Mariners who are ready and able and, when called, serve our nation so capably," Jaenichen said, specifically pointing to the Seafarers aboard the ship. "I'd like to make a couple of thanks to the Marine Engineers' Beneficial Association (MEBA) and the Seafarers International Union. It's no small effort to keep a 30-year-old vessel like these ready to serve with little to no advanced warning."

Vessel master Capt. Rick Jordan also had high praise for the SIU crew. Jordan said he sailed with most of the mariners before and called them "some of the best guys" he's ever worked with.

"We've got some really good folks on here," Jordan said. "The whole key here is teamwork. And there's been an unbelievable amount of teamwork."

The mission comes after the international community banded together last year to disarm Syria of its chemical weapons stockpile following a confirmed chemical weapons attack that killed more than 1,400

people in the Damascus suburb of Ghouta. A Nobel Prize has already been awarded to the weapons inspectors for their part in the chemical weapons removal process.

Expected to last around 90 days, the *Cape Ray's* mission has the ship sailing to an undisclosed port to retrieve the weapons and then sailing to an undisclosed location in international waters to destroy them at sea.

Frank Kendall, under secretary of Defense for acquisition, said disposing the weapons at sea is vital to safely destroying the chemical weapons stockpile.

"This avoids having to put these materials on somebody's territory, where you have to deal with all the political and environmental conditions associated with doing that under local law," he said.

To prepare the *Cape Ray* for the mission, the ship was equipped with two massive units designed to break down and destroy the chemical weapons, which include mustard gas and a form of sarin nerve gas.

"We expect to deal with about 700 tons (of chemical weapons)," Kendall said. "And we have the capacity to deal with that."

Installed in the center of the *Cape Ray's* cargo hold, the two weapons disposal units are covered with a thick plastic tent that will protect the crew from the chemicals during the destruction process. Inside, the system uses a water and chemical cocktail to break down chemical weapons within a titanium reactor. The remaining waste will be destroyed at an undisclosed chemical site.

Since the technology had never been tested under at-sea conditions, the *Cape Ray* conducted several sea trials in preparation for the mission.

"The crew conducted several training drills and assessed all systems aboard," Pentagon spokesman Army Col. Steve Warren said following the final trial on Jan. 10.

Aside from preparing and testing the equipment, officials said they would also be closely monitoring and adjusting to Mother Nature.

"Weather is the single most important factor a mariner has to consider," Jordan said. "Far and away, weather is our single biggest obstacle on this trip."

Kendall, meanwhile, said safety would be the top priority when conducting the actual mission.

"We're going to make sure that we dispose of the materials that we have to handle in a very safe manner," he said. "We're going to give the ship back to the Maritime Administration as clean as we got it."

The SIU crew aboard the *Cape Ray* includes: Bosun **William Lima**, ABs **Walter Ott**, **Jonathan Davis**, **George Phillips**, **Mark Brownell** and **Shaun Wood**, QE4 **James Anthony Fells**, QEEs **Kevin Quinlan** and **Mark Maduro**, Oiler **Andre Mitchell**, GVAs **Lance Spain** and **Dionta Winstead**, Steward/Baker **Edward Banks**, Chief Cooks **Jose David**, **Helen Mitchell**, **Emanuel Spain** and **Sandra Vann**, and SAs **Cornelius Taylor**, **Arica Shaw**, **Jacqueline Sivels**, **Mary Slade** and **Emanuel Spain**.



The ship is carrying two hydrolysis systems (including this one) designed to neutralize up to 25 metric tons of chemical warfare agents a day. (U.S. Army photo by Todd Lopez)



Bosun William Lima, left, and AB Shaun Wood

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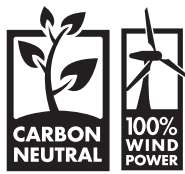
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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.

# SIU Speaks Up for Mariners, Key Programs At National Maritime Strategy Symposium

SIU officials and rank-and-file members made sure their voices were heard as the U.S. Department of Transportation's Maritime Administration (MARAD) hosted a three-day symposium in mid-January. The agency described the gathering as being "aimed at supporting the growth of the U.S. maritime industry and ensuring the availability of U.S.-flag vessels for our nation's economic and national security."

SIU Executive Vice President Augie Tellez, Vice President Contracts George Tricker and Legislative Director Brian Schoeneman attended the meeting Jan. 14-16 in Washington, D.C. Additionally, SIU President Michael Sacco and hundreds of Seafarers submitted written comments to the government docket associated with the symposium.

More than 200 people from all segments of the industry participated in the meeting, which included a number of breakout sessions and also featured remarks from Transportation Secretary Anthony Foxx, U.S. Rep. John Garamendi (D-Calif.), U.S. Rep. Duncan Hunter (R-Calif.), U.S.

Transportation Command (TRANSCOM) Deputy Commander Vice Adm. William Brown, Coast Guard Rear Adm. Joseph Servidio, Adam Yearwood of the Office of the Assistant Deputy Under Secretary of Defense (Transportation Policy), Acting Maritime Administrator Paul "Chip" Jaenichen and many others.

"More than 75 percent of all U.S. trade is transported by water, making maritime trade a critical part of our country's economy," said Foxx. "We must strengthen America's ability to move products on the oceans, lakes, rivers and waterways, and chart a sustainable future course for the U.S. maritime industry."

Garamendi called for continued support of the Jones Act, which he described as "foundational for a vibrant U.S. Merchant Marine." He also said policymakers "need to recognize the U.S. Merchant Marine is a public-private enterprise."

He added that new trades and new cargo must be found to revitalize the U.S.



Transportation Secretary Anthony Foxx (right) met with industry leaders following the recent Maritime Administration symposium. At left is Acting Maritime Administrator Paul "Chip" Jaenichen.

*Continued on Page 5*

## NMC Begins Issuing New Medical Certificates

### Coast Guard Announces Final Rule for Latest STCW Amendments

Seafarers who hold endorsements under the International Convention on Standards of Training, Certification and Watchkeeping (STCW) need to keep an eye on their mailbox.

On Jan. 2, the U.S. Coast Guard's National Maritime Center (NMC) began issuing and mailing new medical certificates to all mariners who hold STCW endorsements. While no action is required of mariners to obtain the medical certificate, those who do not receive them by March 31 are asked to contact the NMC at 1-888-IASKNMC (1-888-427-5662).

Those medical certificates are now issued to all mariners taking part in the STCW application process for the first time, as well. Once received, the medical certificate must be signed, folded and inserted in the plastic pocket in the back of each individual's Merchant Mariner Credential (MMC) book.

The medical certificates are part of the Coast Guard's recently issued final rule on a set of new amendments to the

STCW. Released in December, the final rule spanned more than 200 pages and was closely reviewed by officials with the SIU and the union-affiliated Paul Hall Center for Maritime Training and Education.

While the medical certificates bring mariners into compliance with STCW standards that are set to go into effect in 2017, they also serve a more immediate purpose. They ensure American crews are in compliance with the International Labor Organization's Maritime Labor Convention, 2006 (MLC) – an international set of requirements that have already gone into effect.

In a letter to the maritime industry about the implementation of the new STCW amendments, Rear Adm. Joseph Servidio, U.S. Coast Guard assistant commandant for prevention policy, emphasized the importance of the medical certificates, especially for American mariners who sail to foreign ports.

"Since it will eventually be required under STCW (in 2017), and since it is

required now under the MLC, the Coast Guard is pressing forward to issue medical certificates as quickly as possible within the timing of the rule," Servidio said. "One very important additional reason why the United States is eager to issue medical certificates to our mariners traveling internationally is that U.S.-registered vessels that visit ports of nations that have adopted the MLC will be at risk of detention if they cannot demonstrate adequate compliance with the MLC."

Though unlikely, a vessel could be detained in an MLC-compliant country if members of its crew do not have the medical certificates. Currently, there are more than 50 MLC-compliant countries, including Canada, France, Japan, Germany, Spain and the United Kingdom.

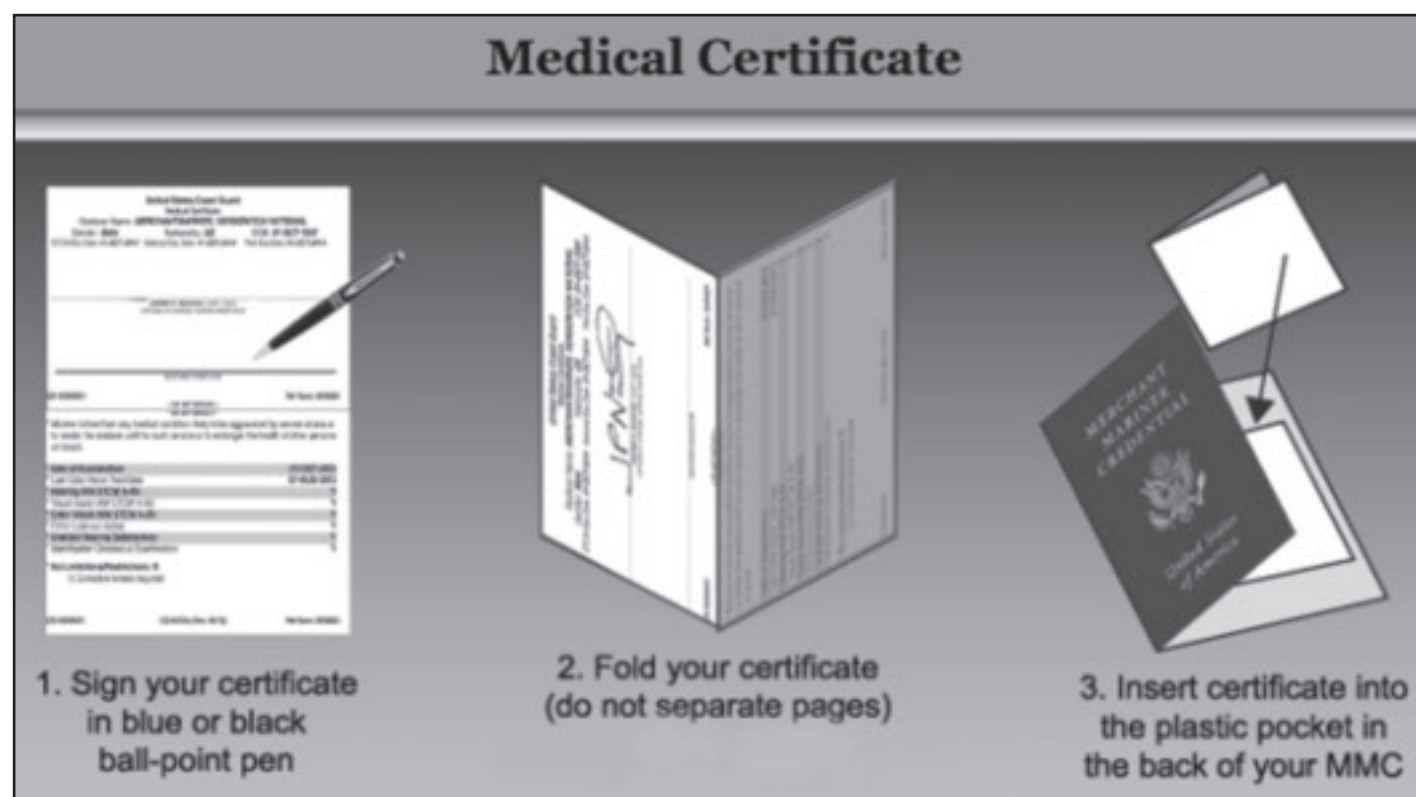
The NMC has updated its website with comprehensive information about the STCW-mandated medical certificates at the following web address:

[http://www.uscg.mil/nmc/medical/medical\\_cert.asp](http://www.uscg.mil/nmc/medical/medical_cert.asp)

### U.S. Coast Guard Releases Key Points Of STCW Final Rule

The Coast Guard made several noteworthy changes with the implementation of the final rule on the STCW amendments. Those changes will:

- Clarify transitional provisions for STCW endorsements and for the issuance of medical certificates.
  - Provide additional training topics for STCW endorsements as part of approved formal training.
  - Clarify the application of security requirements.
  - Provide additional means for mariners holding a domestic tankerman endorsement to qualify for STCW tankerman endorsements.
  - Remove the chief engineer (limited-near-coastal) endorsement.
  - Exempt pilot vessels engaged in pilotage duty from STCW requirements.
  - Amend requirements for sea service credit for cadets serving onboard academy training ships if sea service is part of an approved training program.
  - Revise sea service requirements for Offshore Supply Vessel endorsements, provide the option to complete an approved course and provide a career progression path.
  - Clarify the training requirements and definition for the position of qualified assessor.
  - Add the endorsement for mate of ocean self-propelled vessels of less than 200 GRT.
  - Add formal training requirements for STCW endorsements as electro-technical officer and electro-technical rating.
  - Add provisions for mariners serving on STCW-compliant vessels to also hold an STCW endorsement.
- More information is available at <http://www.uscg.mil/nmc/>



This graphic, created by the NMC, instructs mariners on what to do once they receive their new STCW medical certificate.

# NY Waterway Adds Two New Vessels to Fleet



A NY Waterway vessel makes its way up the Hudson River with the New York skyline in the background.

## Additions Will Replace Pair of Aging Platforms

An SIU-contracted company has announced that it plans to replace a pair of aging ferries in its fleet with two modern vessels by the year 2015.

Officials from Weehawken, N.J.-based NY Waterway in December revealed that an \$11 million contract has been awarded to Yank Marine, Inc., to build two new state-of-the-art platforms. The two yet-to-be-named ferries – each of which will be crewed by SIU mariners – will be capable of carrying 400-passengers, up from 350 on the older boats. The new builds will replace the *Bravest* and the *Finest*, each of which are 15 years old and had been purchased as used ships, according to Patrick Smith, a NY Waterway spokesman.

“The *Bravest* and the *Finest* have required more maintenance than other ferries,” Smith said. “We pride ourselves on our reliability and the *Bravest* and the *Finest* were not up to our standards. We saw this (construction of the new ferries) as a way to deal with that.”

Sources say the new 109-foot-long, 32-foot-wide aluminum vessels will be among the fastest in New York Harbor service, boasting the ability to reach speeds of 28

knots, or about 33 mph. Passengers will be treated to LED lighting, WiFi, flat-screen TVs and a refreshment area.

“Right now, this is the most luxurious commute in the metropolitan area,” Smith said. “We give you a better, faster commute.” Construction on the new vessels was slated to commence late last year. The first ferry is expected to begin service in early 2015 with the second joining the NY Waterway fleet during the third quarter of 2015.

NY Waterway, a privately owned passenger ferry service, employs more than 100 SIU members on 25 vessels. Workers at the company have made headlines over the years for their heroic actions following major events and disasters. They were among the first responders, helping evacuate tens of thousands from lower Manhattan following the 9/11 terrorist attacks in 2001.

In 2009, NY Waterway workers rushed to the aid of a downed US Airways plane in the Hudson River. In a saga known as the Miracle on the Hudson, NY Waterway boats led the way in the rescue of 155 people from the frigid waters.

## Crowley Tanker Construction Begins at Aker Philadelphia

The New Year began with the promise of new jobs for SIU members thanks to a tanker construction program in Philadelphia.

On Jan. 6, Aker Philadelphia Shipyard (APSI) started production on the first product tanker that it is building for its new joint venture with Seafarers-contracted Crowley Maritime. Crowley and APSI (which employs members of shipyard unions) have signed contracts for the first four tankers, all to be crewed by SIU members. There are options for four additional ships.

A small ceremony with representatives from Crowley and APSI was held in the shipyard’s fabrication shop to commence cutting on the ship’s first steel plate. That plate will become part of the double hull of the tanker that protects the cargo tanks. When completed in 2015, the vessel will be 600 feet long and be capable of carrying 50,000 tons of crude oil or refined petroleum products.

APSI President and CEO Kristian Rokke stated, “We are excited to partner with Crowley to provide safe and reliable long-term transportation options for the growing U.S. petroleum market. APSI has a strong history of building similar product tankers that are each playing a fundamental role in moving our nation’s energy today.”

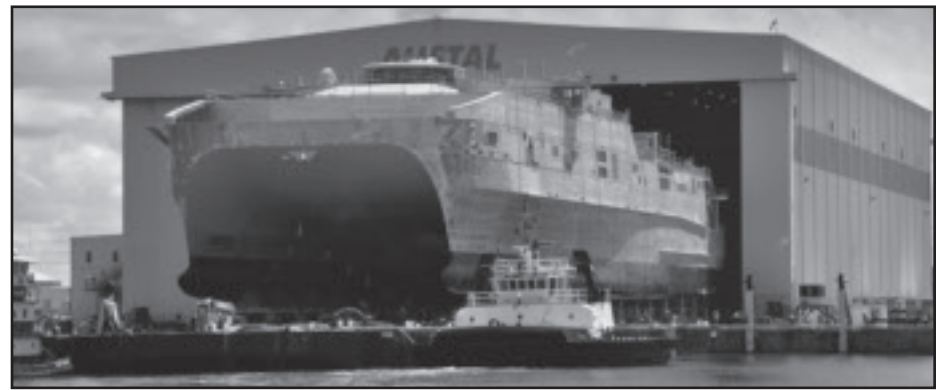
According to APSI, the new 50,000 DWT product tankers, which will sail in the Jones Act trade, “are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The vessels will be constructed with consideration for the use of LNG for propulsion in the future.”

When the joint venture was announced last year, Crowley Maritime President/CEO Tom Crowley said, “Through this expansion and cooperative agreement with Aker we will be providing our customers with more options for transporting their product with greater safety and efficiency than they can get from any other U.S. service provider. We expect these new ships to be well-received by longstanding customers as well as new customers, who should clearly be able to see the advantages of utilizing Crowley’s multi-dimensional fleet and operational expertise.”

The Jones Act requires that cargo moving from one domestic port to another is carried aboard vessels that are crewed, built, flagged and owned American. The law helps sustain around 500,000 U.S. jobs and generates billions of dollars for the economy.



Aker Philadelphia Shipyard, a union facility, is building tankers for SIU-contracted Crowley.



The *USNS Millinocket* (above) successfully completed acceptance trials just days before the *USNS Fall River* (photo at bottom right) was christened. (Photos courtesy Austal USA)

## Progress Continues in JHSV Program

Two more milestones have been reached in a Navy shipbuilding program that is bringing new jobs to Seafarers.

On Jan. 11, the fourth ship in the joint high-speed vessel (JHSV) program – the *USNS Fall River* – was christened in Mobile, Ala. Just two days earlier, the third JHSV – the *USNS Millinocket* – successfully completed acceptance trials in the Gulf of Mexico. The *Millinocket* was slated for delivery in late January.

The JHSV program calls for 10 ships, the first four of which are being crewed by members of the SIU Government Services Division. The remaining vessels will be manned by mariners who are employed by private operators under contract to the Navy’s Military Sealift Command.

A little more than a year after the first ship in the program (*USNS Spearhead*) was delivered, Secretary of the Navy Ray Mabus delivered the keynote address for the *USNS Fall River* ceremony, hosted by builder Austal USA in Mobile. More than 400 people attended the christening; they gathered between the *Fall River*’s twin hulls.

“The christening of *USNS Fall River* marks the culmination of the hard work, skill and dedication of the hundreds of shipyard workers who have labored tirelessly to produce this modern marvel,” Mabus said. “This highly advanced platform not only represents a key part of our Navy’s future, but also celebrates the long and proud partnership enjoyed by the

U.S. Navy and the state of Massachusetts; a partnership dating back to the founding of the service.”

The vessel is named for Fall River, Mass., and the service of the men and women from that city. The ship’s sponsor is Mrs. Diane Bemus Patrick, the first lady of Massachusetts.

“Fall River is a scrappy city in Massachusetts,” she said. “It is home of hard-working, blue-collar citizens, and in so many ways this ship represents what the people of Fall River represent.”

Each of the JHSVs is a 338-foot-long aluminum catamaran designed for fast, intra-theater transportation of troops, military vehicles, supplies and equipment. They are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots and can operate in less-than-ideal ports and waterways, providing U.S. forces added mobility and flexibility. JHSVs also have an aviation flight deck and berthing space for up to 104 personnel and airline-style seating for up to 312, according to Austal USA.



# Report Reminds Members About New Eligibility Rules

During the January membership meetings, Seafarers were reminded about new rules for eligibility under the Seafarers Health and Benefits Plan (SHBP).

As previously reported, the SHBP was required to make some changes – effective at the start of 2014 – in order to comply with mandates of the Affordable Care Act (ACA). These changes are detailed in a letter that was mailed to individual SHBP participants and posted on the SIU website; they were also described at membership meetings last year and in prior issues of the *LOG*.

“These new rules are now effective,” SHBP Administrator Maggie Bowen said in her January report. “Beginning this year, eligibility for existing employees will be based upon a defined six-month period, instead of based on the prior calendar year. The year will be divided into two six-month periods (Jan. 1-June 30 and July 1-Dec. 31). You will need 60 days in each six-month period to maintain your eligibility.”

The report continued, “During the first six months of 2014, the old eligibility rule will apply. This means that from Jan. 1,

2014 through June 30, 2014 you will be eligible for benefits if you had 125 days of covered employment in 2013, and one day of covered employment in the past six months prior to the date a claim accrues.

“For purposes of maintaining eligibility for benefits, there is no change in the way that the Plan will count the days you attend upgrading classes at the Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center, days when you receive Sickness and Accident benefits and days when you receive Maintenance and Cure.

“If you did not have eligibility on Dec.

31, 2013 you will establish eligibility on the ninety-first day of covered employment.”

While the new rules allow members to obtain eligibility much faster compared to the old system, the SIU and the SHBP recognize that this type of change generates questions about various individual scenarios. Members are encouraged to read the participant letter and the article in the November *LOG* (both also available online), contact their port agents and call the SHBP at 1-800-252-4674 with any questions.

## SIU Makes Case for Strong U.S.-Flag Fleet

*Continued from Page 3*

fleet, and emphasized that if oil and gas is to be exported from the U.S., “it must be on the bottoms of U.S.-flagged ships. Made in America is fundamental to any U.S. maritime strategy.”

Hunter reiterated his support for the industry and said he plans to help strengthen cargo preference laws where U.S.-flag shipments are concerned.

“We’re going to reverse a trend that’s been going on since the 1980s,” he said, adding that he also has long-term plans to beef up MARAD’s Title XI shipbuilding loan guarantee program, among other efforts.

Brown said the military relies on the sealift capacity available through private American-flag ship operators and U.S. crews.

“It would take a lot of money to replace the capacity and capability” of those crews and vessels, he said.

Yearwood made similar points and said the Defense Department (DOD) regularly relies on mariners. He said the DOD depends on a healthy and viable U.S. Merchant Marine, and therefore supports developing a sound maritime policy. He also spoke in support of the U.S. Maritime Security Program (MSP) and its related Voluntary Intermodal Sealift Agreement (VISA).

“Without the U.S.-flag fleet, we cannot respond to contingencies,” he pointed out, using the industry’s highly praised efforts in Operation Iraqi Freedom and Operation Enduring Freedom as examples of civilian crews supporting our troops.

President Sacco also serves as president of the Maritime Trades Department, AFL-CIO (MTD), which consists of 21 national and international unions – with

membership of nearly 5 million working men and women – as well as 18 port councils across the U.S. It was in that capacity that he submitted formal comments to aid in developing a national maritime strategy.

In addition to reaffirming the department’s support for current maritime programs, he also called on MARAD to back using U.S.-flag vessels to move liquefied natural gas (LNG) exports from the U.S.

“Since its founding, the United States has been and remains a maritime nation,” he concluded. “The maritime industry directly affects all 50 states as well as the territories. The industry has provided American workers with good, steady, dependable jobs at sea and ashore. It is vital to the nation’s economic and defense interests.”

In individual letters submitted to the hosting agency, SIU members stressed that any national maritime policy should start with protecting existing programs and laws – and any new ideas should build upon them, not replace them. Seafarers stated that proven

laws and programs including the Jones Act, cargo preference, and the MSP are vital to national and economic security, and they help sustain large numbers of good American jobs.

Jaenichen thanked the participants and noted that the symposium, while important, is only “the first step in a year-long effort to develop a structured, systematic and inter-connected strategy that will strengthen and expand our nation’s maritime transportation system. We have come together to lay the foundation for a truly robust national maritime strategy – one that encompasses all aspects of our industry.”



SIU Exec. VP Augie Tellez addresses government officials and other industry leaders during the meeting with DOT Secretary Foxx.

## Congresswoman, SIU Official Talk Food for Peace



SIU Asst. VP Nick Celona (right) recently had a chance to discuss the importance of the Food for Peace program with U.S. Rep. Jackie Speier (D-Calif.), who serves on the House Armed Services Committee and the Committee on Oversight and Government Reform. Her district includes San Francisco.

# ICC Study: Incidents of Piracy on the High Seas Hit 6-Year Low

Piracy is continuing to drop in prevalence around the world and has reached its lowest level in six years, according to a study by the International Chamber of Commerce’s (ICC) International Maritime Bureau (IMB).

The IMB’s report showed there were 264 incidents of piracy around the world in 2013, down from 297 in 2012. The latest figures illustrate a 40 percent drop in piracy since the number of incidents peaked with 439 in 2011.

Officials said much of the drop in worldwide piracy was due to a crackdown in Somali piracy off the East African coast.

In 2013, there were only 15 acts of piracy reported in the waters near Somalia. That’s down from 75 in 2012 and 237 during the piracy peak in 2011.

“The single biggest reason for the drop in worldwide piracy is the decrease in Somali piracy off the coast of East Africa,” said IMB Director Pottengal Mukudan. He added pirates have been deterred thanks to international navies, the use of private security teams and improved stabilization of the Somali government.

“It is imperative to continue combined international efforts to tackle Somali piracy,” Mukudan said. “Any complacency

at this stage could re-ignite pirate activity.”

The report also found that out of the 300 people taken hostage by pirates last year, 21 were injured, nearly all of them with guns or knives. In total, 12 vessels were hijacked, 202 were boarded, 22 were fired upon and 28 reported attempted attacks.

While they said the falling prevalence of piracy off the East African coast is encouraging, officials added West African piracy has remained troubling.

In 2013, West African piracy made up 19 percent of the attacks worldwide. Nigerian pirates were especially aggressive,

accounting for 31 of the region’s 51 attacks. Nigerian pirates also had a presence in the waters off Gabon, Ivory Coast and Togo and were linked to at least five of the region’s seven reported vessel hijackings.

The IMB also reported a number of “low-level and opportunistic” attacks in Asian waters. These events – which the organization emphasized were not as serious as the African incidents – took place mainly in waters off the coasts of Indonesia, India and Bangladesh. The IMB said it is working with authorities on increased patrols and other measures to reduce the number of incidents.



The SIU-crewed *USNS Bobo* is part of the Military Sealift Command's prepositioning fleet.



Pictured from left to right are SA Jasmine Garrett, SA Oscar Catabay, Chief Cook Casey Pearson, SA Randy Soriano, Steward/Baker Robert Wright and SA Hazza Hussein.

## USNS Bobo Galley Gang Receives Recognition

Six SIU steward department members recently received kudos for their efforts aboard the *USNS 2nd Lt. John P. Bobo*.

The vessel, operated by Maersk Line, Limited, hosted several distinguished guests late last year in Palau. Those visitors included Thomas E. Daley, head of the U.S. Embassy in Koror; Ismael Aguon, Palau's public safety director; Gustav Aitaro, director, Ministry of State; and Joyce Isechal of the U.S. Embassy.

Vessel master Capt. Paul K. Davis sent a letter to the mariners that read:

"On Dec. 9, 2013 while anchored in Koror, Palau, you served a spectacular meal for our distinguished visitors. The entrees were delicious. The time and effort you put into making all the wonderful appetizers and desserts is truly commendable.

"Your hard work and extra effort are a credit to the *USNS 2nd Lt. John P. Bobo*, Maersk Line, Limited and the Seafarers International Union. I am proud to have all of you in my crew. Your work ethic sets a high standard and a goal for others to emulate. I look forward to sailing with

you again."

The steward department consisted of Steward/Baker **Robert Wright**, Chief Cook **Casey Pearson** and SAs **Jasmine Garrett**, **Hazza Hussein**, **Randy Soriano** and **Oscar Catabay**.

During that same stop, seven U.S. Navy Sailors from the *Bobo* visited Palau High School to play volleyball and mentor students Dec. 11. Sailors and students played four games on the courts and talked about military life and the importance of volunteering in one's community.

"It is always a blessing having U.S. ships come into Palau and these Sailors did not have to volunteer their time," said Isechal, a political specialist. "When we have community relations programs, even when it is something simple like playing volleyball with the children, we are very grateful for the time and effort..."

The *Bobo*, a prepositioning ship, was participating in what the Navy described as a "theater security cooperation mission that was coordinated and facilitated by the U.S. Defense Representative Political-Military Affairs office."

### Remembering Jim Ott



Jim Ott, a familiar face at the SIU hall in Tacoma, Wash., for the last 10 years, passed away Dec. 19 after a courageous fight with cancer. He was 75. Prior to his employment at the hall, Ott worked for more than 30 years in various capacities elsewhere in the maritime industry, including seagoing jobs with Matson and APL. He was active in community services and worked until just a week before his death. This photo was taken on Dec. 11, his last day on the job.

### SIU Participates in 'Military to Mariner' Event in Puerto Rico

On Dec. 3, the union participated in a U.S.-flag maritime career forum for military veterans at the Crowley Marine Terminal in San Juan, Puerto Rico. The gathering promoted training and employment opportunities. Pictured from left to right in the group photo at the bottom are Herbert Correa, Army Reserve; Lt. Luis Rivas U.S. Coast Guard; Crowley President/CEO Thomas B. Crowley, SIU Port Agent Amancio Crespo and Jose Piñero of the Puerto Rico Department of Labor. The photo immediately below (left) shows Crowley Chief Counsel Mike Roberts addressing the crowd.





**BOOKS PRESENTED IN OAKLAND** – GUDE Clark Castrodes (left in photo above, with SIU Asst. VP Nick Celona) is pictured at the hall in Oakland, Calif., shortly after being sworn in as a full B-seniority member. In the photo at immediate right, ACU Nagi Saeed (right, with Patrolman Nick Marrone II) receives his A-book.



**ASSISTING WITH RELIEF EFFORT** – The SIU, other maritime unions and APL Maritime have teamed up to donate thousands of dollars to victims of Typhoon Haiyan. Pictured above on the *APL Pearl* are Recertified Steward Denis Burke (right) and Chief Cook Francisco Arzu, SIU members who helped with the philanthropy.

## *At Sea and Ashore with the SIU*



**WELCOME ASHORE IN BALTIMORE** – Bosun Nelson Poe (center) picks up his first pension check at the hall in Baltimore. Congratulating him on a well-earned retirement are SIU VP Atlantic Coast Joseph Soresi (left) and Baltimore Port Agent Elizabeth Brown.



**A-BOOK ON USNS WILLIAMS** – SIU Guam Port Agent John Hoskins (right) presents AB John Nersten with an A-seniority book aboard the *USNS Dewayne T. Williams*.



**CATCHING UP IN PUERTO RICO** – Discussing the latest union news at the hall in San Juan, P.R., are (from left) Port Agent Amancio Crespo, Chief Engineer Armando Garayua and aspiring apprentice Ryan Agosto.



**A-BOOK IN ANCHORAGE** – At the hall in Anchorage, Alaska, Port Agent Tracey Mayhew (right) gives Junior Engineer Michael Iverson his A-seniority book.



**WELCOME ASHORE IN JACKSONVILLE** – A Seafarer since 1979, Crowley Capt. Andy Smith (left) visited the hall in Jacksonville, Fla., Dec. 27 to pick up his first pension check. Congratulating him is Patrolman Brian Guiry.



**WELCOME ASHORE IN NORFOLK** – Stopping by the Norfolk, Va., hall as he drops the hook is AB/Tankerman Howard Blount (right), who most recently sailed with Allied Towing. Port Agent Georg Kenny (left) called him "a great shipmate."

# Scenes from Around The Port of Honolulu



Late last year, the SIU and several other maritime unions endorsed the reelection campaign of U.S. Sen. Brian Schatz (D-Hawaii), based on his commitment to the industry and to working families. The senator (third from left) is pictured with SIU Port Agent Hazel Galbiso (directly next to him) and other supporters following the endorsement.



Youthful appearances notwithstanding, these three recertified stewards (photo above) – Jennifer Jim, Karen Fensel and Ruti Demont – have a combined 81 years of service with the SIU, including time aboard the old American Hawaii Cruises "white ships" *Independence* and *Constitution*.



Briefly pausing for these photos aboard the TOTE car carrier *Jean Anne* are Chief Electrician Martin Hamilton (above), and (clockwise from lower left in the photo at immediate right) Steward/Baker Sam Sinclair, Chief Cook Will Dalton, AB Billy Cooley and Bosun Dan Davenport.



Pictured at the SIU hall in late December (photo above, from left) are Seafarers Arman Deblois, George Tidwell (pensioner), Joel Ababa, Michael Bautista, Jerwin Ablan (and son, Jayden) and Gaudencio Damas Jr.



A reduced-operating status crew remains aboard Maersk's *USNS Sumner* in Pearl Harbor, including (photo at right) GVA Karen Suzuki and (photo above, from left) QMED Getolio Medallo and AB Abdoulla Alssoudi.



TOTE's Seafarers-crewed *SBX-1* is shown with the SIU-crewed tug *American Emerald* (American Marine Corporation) in front.



SIU VP West Coast Nick Marrone (standing at right, in the back) meets with apprentices aboard NCL America's *Pride of America* – the only deep-sea U.S.-flag cruise ship.



# SIU Members Celebrate Holidays Aboard Ships, at Halls

Both at sea and ashore, SIU members got together during the winter holidays to celebrate the season. Traditional holiday fare was featured on many Seafarers-crewed vessels and at union halls including the ones in Baltimore, Houston, Jacksonville, Norfolk, Oakland, San Juan and Tacoma

(some of which were featured in last month's *LOG*).

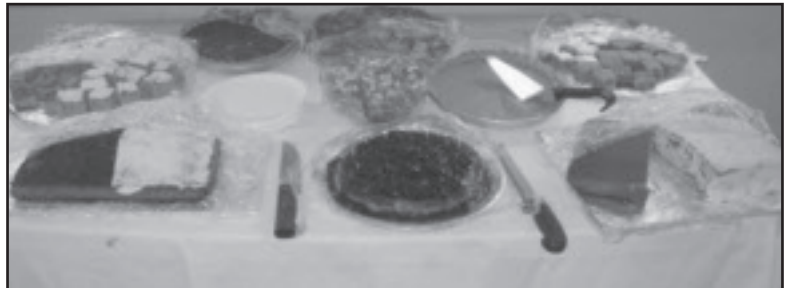
Photos from some of these gatherings appear on the next three pages. Some of the photos also are featured on the SIU Facebook page (which is linked on our home page, [www.seafarers.org](http://www.seafarers.org)).

## Port of Baltimore



## Maersk Alabama

Vessel Master Capt. Paul Rochford sent these photos from the Christmas meal and a Dec. 29 cookout. In addition to those pictured, the steward department also included SA Rolando Batiz.



Pictured in the photo above are Chief Cook Natividad Zapata, Chief Mate Shelley and Recertified Steward Tyler Laffitte. Zapata and Laffitte also appear in the photo at right.

## Sealand Lightning

Recertified Bosun Gerry Gianan sent these photos from the *Sealand Lightning*.



Chief Steward Christina Mateer, Chief Cook Wiley Owens



AB Norman Taylor, AB Samuel Lampshire

GUDE Julius Gimutao Jr.



AB Dan Murley, AB Jim Romeo, GUDE Justino Riascos-Sanchez, QMED Syed Iqbal, Recertified Steward Tyler Laffitte, Electrician John Conn



## Port of Wilmington, Calif.



## Courage

The handiwork of Steward/Baker Susanne Cake aboard the *Courage*



## Sealand Intrepid

Christmas on the *Sealand Intrepid*. Thanks to vessel master Capt. Kyle J. Hamill for the photos and this note: "Just wanted to show you guys the absolutely amazing job our Stewards Department did for our Christmas dinner on the *Sealand Intrepid*. Can't say enough about how good it all looked and tasted. Steward Cleto Lindong, Chief Cook Carlton McMiller II, and SA Diosdado Abugotal Jr. put out a tremendous amount of extra effort to make it a nice day for us all. Everything except the tin foil was edible. That beach scene with octopus, crabs, turtles, whales and cranes was made with dough and sweet potato and that flower bouquet was all veggies. We're all very grateful to have those guys on board for the holidays."



SA Diosdado Abugotal Jr., Chief Cook Carlton McMiller II, Recertified Steward Cleto Lindong



## USNS Henson



Thanksgiving aboard the *USNS Henson*. Pictured from left: SA Joseph Martin, GVA Francisco Ocado, GVA Ahmed Sultan, Chief Cook Larry Bachelor and Chief Steward Edgardo Ong. MDR Brandon Maeda submitted the photo and wrote, "The steward department put on quite a spread - I am still full."

## Port of San Juan



Chief Steward Ismael Garayua (right) and guests



Seafarer A. Mendez



OMU Hector Ginel (right), his wife, Marilyn, and SIU administrative assistant Maria Gomez



GUDE Dion Tury (left), Port Agent Amancio Crespo



Bosun Abel Vasquez (left), Recertified Steward Juan Vallejo (right) and his wife, Odalis

*Port of Norfolk*



SIU VP Kermet Mangram, Maersk Port Captain Jeff Londonsky



OMU Arnido Sindac, BREC James Orlanda, QMED Ibarra Mangaya, AB Chris Hunnings, GVA Ruden Perez, Mrs. Aquino and QMED Aristeo Aquino



Woodrow Hughes



QMED Randolph Patterson, QEE Wendell Brown, Mo Brown and SA Fred Spencer



Chief Cook Avis Hawkins (right) and guest



AB Elmo Davis (right) and Janice



Recertified Bosun Mike Moore



Retiree John Cooper (right) and his sister, Gloria



Captain Pete Madden, Retiree Butch Vane, AB Phil, Chief Cook Dave Rodak



Retired BREC Tony Maben, two guests, AB Dionce Bright, AB Corrie Stockton

## What's New

### What's New for 2014

Following are some of the changes that took effect in 2013 and 2014, along with provisions that remain in effect from 2012. Please check [www.irs.gov](http://www.irs.gov) before filing your return.

#### Due date of return - File Form 1040 by April 15, 2014.

**Exemptions** - The personal exemption and the dependency exemption increased to \$3,900 for 2013. For tax year 2013, the phase-out is reinstated at the higher threshold of \$250,000 for single individuals, \$275,000 for heads of household, \$300,000 for married filing joint, and \$150,000 for married filing separately.

For tax year 2014, the phase-out has increased to \$254,200 for single individuals, \$279,650 for heads of household, \$305,050 for married filing joint, and \$152,525 for married filing separately.

**Standard Deductions** - The standard deduction for married couples filing a joint return increased to \$12,200 for 2013. The standard deduction for single individuals and married couples filing separate returns has increased to \$6,100 for 2013. The standard deduction for heads of household increased to \$8,950 for 2013.

You can use the 2013 Standard Deduction Worksheet or see page 143 from Publication 17 which can be found on [irs.gov](http://irs.gov) to figure your standard deduction.

**Itemized Deductions** - For tax year 2013, the phase-out is reinstated at the higher threshold of \$250,000 for single individuals, \$275,000 for heads of household, \$300,000 for married filing joint, and \$150,000 for married filing separately.

For tax year 2014, the phase-out has increased to \$254,200 for single individuals, \$279,650 for heads of household, \$305,050 for married filing joint, and \$152,525 for married filing separately.

High-income taxpayers are also subject to limits on exemptions and deductions in 2013. The income threshold for the Pease and PEP (personal exemption phaseout) limitations is \$300,000 in adjusted gross income (AGI) for joint filers and \$250,000 for singles. The Pease limitation reduces the value of charitable contributions; mortgage interest; state, local, and property taxes; and miscellaneous itemized deductions. For 2013, this limitation is the lesser of 3% of AGI above the threshold up to 80% of the amount of the itemized deductions otherwise allowable. The PEP limitation reduces the total personal exemption by 2% for every \$2,500 of income above the same income thresholds with no upper limitations. That means it's possible for some taxpayers to completely phase-out of their personal exemptions.

**Medical Care Itemized Deduction Threshold** - For 2013, the threshold for the itemized deduction for unreimbursed medical expenses has increased to 10% of adjusted gross income for regular income tax purposes. In years 2013 - 2016, if either the taxpayer or the taxpayer's spouse has turned 65 before the end of the tax year, the threshold remains at 7.5% of adjusted gross income.

**Earned Income Credit (EIC)** - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax. The maximum amount of income you can earn and credit available increased for 2013:

- Credit of \$6,044 if you have three or more qualifying children and you earn less than \$46,227 (\$51,567 if married filing jointly)
- Credit of \$5,372 if you have two qualifying children and you earn less than \$43,038 (\$48,378 if married filing jointly)
- Credit of \$3,250 if you have one qualifying child and you earn less than \$37,870 (\$43,210 if married filing jointly), or
- Credit of \$487 if you do not have a qualifying child and you earn less than \$14,340 (\$19,680 if married filing jointly)

The maximum amount of investment income you can have and still get the credit has increased to \$3,300 in 2013.

**Social Security and Medicare Taxes** - The maximum amount of wages subject to the Social Security tax for 2013 is \$113,700. There is no limit on the amount of wages subject to the Medicare tax. New for 2013, hospital insurance tax in addition to the Medicare tax will be an additional 0.9% tax on wages that exceed the following threshold amounts: \$250,000 for married filing jointly and surviving spouses, \$125,000 for married filing separately and \$200,000 for all others. This additional assessment also applies to self-employed workers. Also for 2013, the old rate of 6.2% has been reinstated.

For 2014, the maximum amount of wages subject to Social Security tax is \$117,000. The hospital insurance tax in addition to the Medicare tax will not increase.

**Self-Employment Tax Rate and Deduction** - The FICA portion of the self-employment tax is 12.4% in 2013. The Medicare portion of the SE tax is 2.9% not including the 0.9% additional tax on the amounts above the applicable thresholds as noted above. As a result, the SE tax rate increased to 15.3%. The deduction is equal to one-half of self-employment tax.

**Capital Gains and Losses** - Continuing from 2012 you must report your capital gains and losses on Form 8949 and report the totals on Schedule D. If you sold a covered security in 2013, your broker will report the cost basis on your Form 1099-B. Refer to the IRS website at [www.irs.gov/form8949](http://www.irs.gov/form8949) for additional information and other new developments affecting this form and Schedule D.

**Qualified Dividend and Capital Gains Tax Rate** - Starting 2013, the tax rate on long-term gains and qualified dividends will increase from 15% to 20% for income that exceeds the threshold amount of:

- \$450,000 for married filing jointly and surviving spouses
- \$425,000 for head of household
- \$225,000 for married filing separately
- \$400,000 for single

Also beginning in 2013, capital gain income will be subject to an additional 3.8% Medicare tax for income that exceeds the threshold amounts listed above.

**Medicare Tax on Investment Income** - New for 2013, a tax equal to 3.8% of the lesser of the individual's net investment income for the year or the amount the individual's modified adjusted gross

income (AGI) exceeds the threshold amount. The threshold amounts for the additional Medicare tax are as follows:

- \$250,000 for married filing jointly and surviving spouses
- \$125,000 for married filing separately
- \$200,000 for all others

Investment income reduced by deductions properly allocable to that income is net investment income. Investment income includes income interest, dividends, annuities, royalties and rents and net gain from disposition of property, other than such income derived in the ordinary course of a trade or business. However, income from a trade or business that is a passive activity and from a trade or business of trading in financial instruments or commodities is included in investment income.

Modified adjusted gross income for the purpose of calculating the additional Medicare tax is a person's adjusted gross income with the foreign earned income exclusion or foreign housing exclusion added back in.

**Adoption Credit** - The maximum adoption credit has increased to \$12,970 per child with adjusted gross income phase out starting at \$194,580. For 2013, the credit is nonrefundable. Any unused credit can be carried forward for five years. In general, the adoption credit is based on the reasonable and necessary expenses related to a legal adoption, including adoption fees, court costs, attorney's fees and travel expenses. Income limits and other special rules apply. In addition to filing out Form 8839, Qualified Adoption Expenses, eligible taxpayers must include with their 2013 tax returns one or more adoption-related documents.

For 2014, the projected amount of credit will be \$13,190.

**Child Tax Credit** - The American Taxpayer Relief Act of 2012 extends the enhanced child tax credit of \$1,000 maximum credit per child through the end of 2017.

For 2013 tax year the child tax credit starts to be reduced when income reaches the following levels:

- \$55,000 for married couples filing separately
- \$75,000 for single, head of household, and qualifying widow(er) filers, and
- \$110,000 for married couples filing jointly

In the phase-out range, the child tax credit is reduced by \$50 for each \$1,000 of income above these threshold amounts. The child tax credit is generally nonrefundable credit that is limited to regular tax liability plus alternative minimum tax liability. However, a portion of the credit is refundable for certain taxpayers (see Form 8812 and IRS Pub. 972).

**Child and Dependent Care Credit** - For 2013, there is a credit of \$3,000 for cost to care for one child under age of 13 or up to \$6,000 for two or more children so that the parents can either go to work or be in process of looking for work. There must be earned income in order to take the credit.

**The American Opportunity Tax Credit** - For tax year 2013, the maximum credit amount can be up to \$2,500 and up to \$1,000 of that credit amount may be refundable. The credit applies to the first 4 years of post-secondary education in a degree or certificate program.

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

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

The American Opportunity Tax Credit is extended under the American Taxpayer Relief Act of 2012 through the end of 2017.

**Lifetime Learning Credit** - For tax year 2013, the maximum credit amount per tax return can be up to \$2,000. The credit is calculated by taking 20% of the educational expenses on the first \$10,000 of qualified educational expenses. The credit is gradually reduced if you Modified AGI exceeds \$53,000 (\$107,000 if married filing joint return) and is completely eliminated if your Modified AGI exceeds \$63,000 (\$127,000 if married filing joint return). The credit cannot be claimed if your filing status is "married filing separately".

There is no limit on the number of years for which the credit can be claimed for each student.

**Tuition and Fees Deductions** - This deduction was extended under the American Taxpayer Relief Act of 2012. For tax year 2013, you may be able to deduct up to \$4,000 for taxpayers with AGI of \$65,000 or less (\$130,000 for joint filers) and \$2,000 for taxpayers with AGI above \$65,000 but less than or equal to \$80,000 (\$130,000 and \$160,000, respectively, for joint filers) for qualified educational expenses paid for yourself, spouse or dependent even if you do not itemize deductions on Schedule A.

Taxpayers cannot claim tuition and fees tax deduction in the same year they claim American Opportunity Credit or Lifetime Learning Credit.

Taxpayers who choose to claim the tuition and fees deduction must fill out and attach Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19.

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

**Educator Expenses** - The deduction for eligible elementary and secondary school teachers of up to \$250 per year (\$500 if you and your spouse were both eligible educators) for expenses paid or incurred for books, certain supplies, computer and other equipment, and supplementary materials used in the classroom has been extended under the American Taxpayer Relief Act of 2012 through December 31, 2017.

**State & Local Sales and Use Tax Deduction** - The election to deduct state and local general sales and use taxes instead of state and local income taxes as an itemized deduction has been extended under

### How to Prepare A Tax Return

**Step 1.** Get all records together.  
**Income Records.** These include any Forms W-2, W-2G and 1099  
**Itemized deductions and tax credits**

- Medical and dental payment records
- Real estate and personal property tax receipts
- Interest payment records for items such as a home mortgage or home equity loan

**Records of payments for child care** so an individual could work  
**Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 titled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS website at [www.irs.gov](http://www.irs.gov) for forms, instructions and publications.

**Step 3.** Fill in the return.  
**Step 4.** Check the return to make sure it is correct.

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

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

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

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

## Tax Tips For Members

that prepare his or her own return can access most commonly used Federal tax forms from the IRS website and directly submit the forms electronically. Free electronic filing is no longer subject to any income limitations. For more information, visit the IRS website at [www.irs.gov](http://www.irs.gov).

### What Are Considered Deductions and Credits

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents is \$3,900 per person. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

**Standard Deduction:** The standard deduction, or dollar amount that reduces the amount that is taxed, increased for married couples filing jointly in 2013 to \$12,200. The standard deduction for single individuals and married couples filing separate returns is now \$6,100. The standard deduction for heads of household increased to \$8,950 for 2013 (see box on this page).

**Personal Interest Deductions:** For 2013, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

**Interest on Secured Loans**  
**Deductible:** In most cases you can deduct all your home mortgage interest depending on the date of your mortgage, the amount of the mortgage and how the proceeds were used. Interest paid on investments is also 100 percent deductible but limited to the amount of investment income earned each year. Any excess can be carried forward to the next year.

**Union Dues Deduction:** Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. The self-employed may deduct union dues as a business expense.

**Club Dues Deduction:** No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

**Deductions Subject to 2 Percent of Adjusted Gross Income:** These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, unreimbursed employee expenses, safe deposit box rental and tax preparation fees.

**Deducting Work-Related Expenses:** Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other

equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

**Deducting Work-Related Car Expenses:** Use of a personally owned automobile in work-related travel can result in deductible expenses.

Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate. The rate for 2013 is 56.5 cents. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including insurance, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. The IRS recommends keeping a log book or diary listing all expenses related to travel, for both the standard mileage rate and actual cost method, to ensure accurate records. Only work-related expenses not reimbursed by an employer can be claimed.

**Deducting Work-Related Meals When Traveling:**

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

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

If this applies to you, you can claim a standard meal allowance of \$59 a day (\$65 for travel outside the continental United States) from January 1 through December 31, 2013. Using special rates for transportation workers eliminates the need for you to determine the standard meal allowance for every area where you stop for sleep or rest. If you choose to use the special rate for any trip, you must use the special rate (and not use the regular standard meals allowance rates) for all trips you take that year.

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

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

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

### Other Tax Information

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

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

be able to make your payment electronically.

### Which Records to Keep

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

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

**Death of a Taxpayer:** If a taxpayer died before filing a required return for 2013, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

### Which Income To Report

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

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

■ Fees received as an executor or administrator of an estate.  
 ■ Embezzled or other illegal income.

### Which Income Need Not Be Reported

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

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

### Filing An Extension

Taxpayers can get an automatic 6-month extension if, no later than April 15, 2014, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

### Where Is My Refund

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

### Why Seafarers Must Pay State Income Tax

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

### Where To Get Information

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

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

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

## Away At Tax Time

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

laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

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

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

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

## Standard Deduction

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$1,200 for a married person or "spouse" or \$1,500 for an unmarried person). Note that the personal exemption deduction is \$3,900.

Filing Status	Standard Deduction
Single and Married filing separate	\$ 6,100
Married filing joint return or qualifying widow(er) with dependent children	\$12,200
Head of household	\$ 8,950

Continued on Page 14

# Assorted Changes Greet Filers During Current Tax Season

Continued from Page 12

the *The American Taxpayer Relief Act of 2012*. Under the new tax act, this deduction will be available for 2013.

## Individual Retirement Accounts:

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

**Traditional IRAs** - For 2013, the contribution limit to a traditional IRA is the lesser of \$5,500 (increased to \$6,500 for taxpayers age 50 or older at the end of 2013) or your compensation. For the deduction, the Modified Adjusted Gross Income (AGI) phase-out range in 2013 is \$59,000-\$69,000 for single, head of household, \$95,000-\$115,000 for married couples filing jointly or qualifying widow(er), and less than \$10,000 for married individuals filing separate returns when a taxpayer is covered by an employer's retirement plan at any time during the year.

**Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is the lesser of \$5,500 (increased to \$6,500 for taxpayers age 50 or older at the end of 2013) or your compensation. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$112,000 and \$127,000, for joint filers and qualifying widow(er) with an AGI between \$178,000 and \$188,000, and married filing separate filers with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

**Special Charitable Contributions for Certain IRA Owners** - This provision, now available through the end of 2013, offers older owners of IRAs a different way to give to charity. An IRA owner age 70 and one-half or older can directly transfer, tax-free, up to \$100,000 per year to eligible charities. Known as a qualified charitable distribution (QCD), this option is available for distributions from IRAs, regardless of whether the owners itemize their deductions. Distributions from employer-sponsored retirement plans, including SIMPLE IRAs and simplified employee pension (SEP) plans, are not eligible to be treated as a qualified charitable distribution.

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

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

All QCDs from an IRA to eligible chari-

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

**Foreign Financial Assets** - If you had foreign financial assets in 2013, you may have to file Form 8938 with your return. In addition, a separate FBAR document must be e-filed by June 30, 2014 if the aggregate value of the foreign accounts exceed \$10,000.

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

**Repayment of First-Time Homebuyer Credit** - If you have to repay the credit, you may be able to do so without attaching Form 5405.

**Mortgage Insurance Premiums** - Mortgage insurance premiums for qualified mortgage insurance on debt to acquire, construct, or improve a first or second residence can potentially be treated as deductible qualified residence interest. *The American Taxpayer Relief Act of 2012* extends this provision through December 31, 2013.

**Nonbusiness Energy Property Credit** - This credit is available for eligible property placed in service before 2014. The credit has a lifetime limit of \$500, of which only \$200 may be used for windows. This credit still consists of qualified energy efficiency improvements and residential energy property costs. Subject to the lifetime limits, only 10% of qualified energy efficiency improvements are allowed. Subject to the lifetime limits, the residential energy property costs are limited to \$300 for energy-efficient building property, \$150 for any qualified natural gas, propane, or oil furnace or hot water boiler, and \$50 for any advanced main air circulating fan.

**Residential Energy Efficient Property Credit** - This credit remains unchanged from 2012 and equals 30 percent of what a homeowner spends on qualifying property such as solar electric systems, solar hot water heaters, geothermal heat pumps, and fuel cell property. Generally, labor costs are included when calculating this credit. Also, no cap exists on the amount of credit available except in the case of fuel cell property, which is \$500 for each one half kilowatt of capacity.

Eligible homeowners can claim both Energy Property and Energy Efficient Property Credit when they file their 2013 federal income tax return.

**Standard mileage rates** - The standard mileage rate for 2013 is 56.5 cents per mile for business miles driven and was increased to 24.0 cents per mile for medical or moving expenses. The rate for providing services for a charity is set by statute and equals 14 cents per mile.

**Deduction for corrosive drywall** - You

may be able to claim a casualty loss deduction for amounts you paid to repair damage to your home and household appliances that resulted from corrosive drywall installed in homes between 2001 and 2009. The deduction is limited if you have a pending claim for reimbursement (or intend to pursue reimbursement) through property insurance, litigation, or other means.

**Personal Casualty & Theft Loss** - This loss remains unchanged from 2012. The loss is limited to the excess of the loss over \$100. The 10% of AGI limit still applies.

**Foreign Earned Income Exclusion** - For tax year 2013, the maximum foreign earned income exclusion amount is \$97,600. This amount is up \$2,500 from tax year 2012.

**The Alternative Minimum Tax (AMT) Exemption** - AMT exemptions have been permanently extended and indexed for inflation. Exemption amounts help prevent some middle income earners from being subject to the AMT, and help keep any AMT adjustments less than they otherwise might have been.

For tax year 2013, the alternative minimum tax exemption increases to the following levels:

- \$80,800 for married couples filing a joint return and qualifying widows and widowers up from \$78,750 in 2012.

- \$40,400 for married couples filing separately, up from \$39,375.

- \$51,900 for singles and heads of household, up from \$50,600.

**Tax Rates for 2013** - President Bush Era tax rates are made permanent with a new 39.6% bracket (for single individuals at \$400,000, head of household at \$425,000, married filing jointly at \$450,000 and married filing separately at \$225,000). Trust and estates will hit the 39.6% bracket at \$11,950. The rate for capital gains and dividends will increase from 15% to 20% if the income is in excess of the threshold amount:

- \$400,000 for single individuals

- \$425,000 for heads of household

- \$450,000 for married filing joint.

**Exclusion of Cancellation of Indebtedness on Principal Residence** - Cancellation of indebtedness income is generally includible in income. However the *2010 Tax Relief Act* excludes from income cancellation of debt on a principal residence of up to \$2 million. *The American Taxpayer Relief Act of 2012* extends the provision through 2013.

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

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

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

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

of the year, or any age and totally and permanently disabled.

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

**Consumer Alert** - The IRS warns taxpayers to be on the alert for emails and phone calls they may receive which claim to come from the IRS or other federal agencies and which mention their tax refund.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The emails and calls usually state that the IRS needs the information to process a refund or deposit it into the taxpayer's bank account. The emails often contain links or attachments to what appears to be the IRS Web site or an IRS "refund application form." However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

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

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

## April 15 Marks Official Deadline for 2014 SHPB Scholarship Applications

The Seafarers Health and Benefits Plan (SHBP) each year offers scholarships to qualified Seafarers and dependents who are hoping to continue their education. Designed to ease the financial challenges associated with college and vocational studies, the 2014 SHBP Scholarship Program will offer eight awards totaling \$132,000.

Three scholarships will be designated for Seafarers and five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study.

The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to send

for the 2014 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 fill out the form provided at the right and mail it to Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.

All requests should include the requesting individual's name, Social Security number (Seafarer sponsor's Social Security number if a dependent), a complete mailing address including zip code and a telephone number. Requestors should indicate whether the booklet is for themselves or their dependents.

The scholarship program booklet request form can also be downloaded from the Seafarers website by going to the membership tab and scrolling down to forms. Scholarship program booklets also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2014.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these

tests no later than this month. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Please send me the 2014 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 2/14

## March & April 2014 Membership Meetings

Piney Point.....	Monday: March 3, April 7
Algonac.....	Friday: March 7, April 11
Baltimore.....	Thursday: March 6, April 10
Guam.....	Thursday: March 20, April 24
Honolulu.....	Friday: March 14, April 18
Houston.....	Monday: March 10, April 14
Jacksonville.....	Thursday: March 6, April 10
Joliet.....	Thursday: March 13, April 17
Mobile.....	Wednesday: March 12, April 16
New Orleans.....	Tuesday: March 11, April 15
New York.....	Tuesday: March 4, April 8
Norfolk.....	Thursday: March 6, April 10
Oakland.....	Thursday: March 13, April 17
Philadelphia.....	Wednesday: March 5, April 9
Port Everglades.....	Thursday: March 13, April 17
San Juan.....	Thursday: March 6, April 10
St. Louis.....	Friday: March 14, April 18
Tacoma.....	Friday: March 21, April 25
Wilmington.....	Monday: March 17, April 21

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

## Personal

Reynard Gibbs would like Bosun Pablo Borja to contact him at [norfolkstateray@hotmail.com](mailto:norfolkstateray@hotmail.com). They sailed together on-board the *Endurance* from January-May 2013.



"We need two workers, Ms. Sanders. Congratulations, you are they."



"Working part-time wouldn't be so bad except the bills are full-time."

## Dispatchers' Report for Deep Sea

December 16, 2013 - January 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	26	10	0	6	5	0	1	34	16	1
Anchorage	1	0	0	0	1	0	0	2	3	0
Baltimore	14	7	0	8	6	0	5	19	4	0
Fort Lauderdale	26	15	4	11	11	4	8	31	22	6
Guam	5	3	0	4	2	0	0	4	5	0
Honolulu	9	5	1	5	3	1	3	19	12	1
Houston	53	10	0	33	5	2	10	87	25	4
Jacksonville	31	24	3	22	13	2	12	60	36	9
Joliet	11	5	1	1	3	1	1	13	9	0
Mobile	14	8	3	7	3	2	5	17	9	3
New Orleans	11	3	0	14	7	1	7	20	3	0
New York	53	22	1	28	9	0	15	91	31	2
Norfolk	27	24	3	16	16	4	9	29	31	4
Oakland	27	6	1	10	7	0	5	43	7	2
Philadelphia	7	4	2	5	2	1	4	8	6	3
Piney Point	1	2	0	1	0	0	0	1	3	0
Puerto Rico	9	7	0	6	1	2	3	15	11	1
Tacoma	34	13	3	34	8	2	18	59	15	3
St. Louis	3	6	0	2	4	0	2	4	2	1
Wilmington	32	14	1	32	6	1	12	76	25	1
<b>TOTALS</b>	<b>394</b>	<b>188</b>	<b>23</b>	<b>245</b>	<b>112</b>	<b>23</b>	<b>120</b>	<b>632</b>	<b>275</b>	<b>41</b>
<b>Engine Department</b>										
Algonac	5	8	0	3	2	2	0	4	10	2
Anchorage	1	0	0	1	0	0	0	1	0	0
Baltimore	4	6	0	2	2	1	1	6	8	0
Fort Lauderdale	8	7	0	5	8	0	5	11	5	1
Guam	1	2	1	0	0	0	0	1	2	1
Honolulu	5	3	0	7	2	0	2	17	10	1
Houston	19	10	0	11	4	0	3	36	18	0
Jacksonville	13	18	1	12	13	2	10	35	23	9
Joliet	3	5	0	2	1	0	0	3	7	0
Mobile	11	2	1	1	1	1	2	12	2	3
New Orleans	3	2	1	5	3	0	2	3	2	1
New York	16	12	1	11	8	1	5	26	16	2
Norfolk	7	12	0	6	5	0	2	19	19	2
Oakland	10	5	2	7	3	0	3	14	8	3
Philadelphia	5	1	0	4	1	0	4	6	2	1
Piney Point	1	6	0	0	0	0	0	2	6	0
Puerto Rico	2	5	1	1	2	1	1	6	11	0
Tacoma	12	7	0	12	5	0	4	18	12	2
St. Louis	3	2	0	1	0	0	0	2	5	0
Wilmington	11	9	0	13	8	1	10	19	32	4
<b>TOTALS</b>	<b>140</b>	<b>122</b>	<b>8</b>	<b>104</b>	<b>68</b>	<b>9</b>	<b>54</b>	<b>241</b>	<b>198</b>	<b>32</b>
<b>Steward Department</b>										
Algonac	2	1	1	0	0	1	0	5	4	1
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	2	0	1	1	0	2	5	7	0
Fort Lauderdale	6	2	2	7	2	1	3	17	3	2
Guam	1	0	0	0	0	0	0	1	1	0
Honolulu	15	3	0	9	4	0	2	27	3	0
Houston	18	6	2	11	2	3	8	30	12	0
Jacksonville	20	8	2	12	8	1	8	32	9	2
Joliet	4	3	0	1	0	0	0	2	4	1
Mobile	5	1	1	1	0	0	0	7	2	2
New Orleans	2	1	1	3	2	1	2	8	3	3
New York	15	4	0	15	3	0	13	30	10	0
Norfolk	14	6	2	9	8	2	7	19	8	5
Oakland	19	5	2	17	1	0	8	31	8	3
Philadelphia	1	0	0	1	0	0	0	4	0	1
Piney Point	3	3	0	2	1	0	1	5	5	0
Puerto Rico	3	4	2	2	3	0	3	7	6	1
Seattle	16	3	0	8	4	0	6	25	4	1
St. Louis	4	0	0	1	0	0	0	4	1	0
Wilmington	24	2	0	14	2	0	8	39	5	1
<b>TOTALS</b>	<b>174</b>	<b>54</b>	<b>15</b>	<b>114</b>	<b>41</b>	<b>9</b>	<b>71</b>	<b>298</b>	<b>96</b>	<b>23</b>
<b>Entry Department</b>										
Algonac	4	27	10	0	3	4	0	5	29	16
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	0	3	1	1	1	1	0	0	2	1
Fort Lauderdale	0	8	1	1	3	1	3	1	12	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	3	7	5	1	4	4	3	6	10	12
Houston	4	10	3	3	8	2	2	8	18	8
Jacksonville	0	15	8	1	7	12	2	3	15	14
Joliet	0	9	0	0	0	0	0	0	9	1
Mobile	2	4	0	0	3	0	1	2	5	4
New Orleans	0	3	0	0	1	1	0	1	5	1
New York	2	18	4	3	10	7	3	12	31	14
Norfolk	1	16	16	0	15	8	4	1	31	32
Oakland	4	14	5	2	13	4	3	8	22	4
Philadelphia	1	1	1	0	0	0	0	1	2	2
Piney Point	0	1	0	0	1	0	0	0	1	1
Puerto Rico	1	0	0	0	1	0	0	1	1	0
Tacoma	6	7	7	1	7	4	4	10	20	11
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	7	21	10	1	8	6	3	8	34	32
<b>TOTALS</b>	<b>35</b>	<b>166</b>	<b>71</b>	<b>14</b>	<b>86</b>	<b>54</b>	<b>28</b>	<b>67</b>	<b>249</b>	<b>154</b>
<b>GRAND TOTAL:</b>	<b>743</b>	<b>530</b>	<b>117</b>	<b>477</b>	<b>307</b>	<b>95</b>	<b>273</b>	<b>1,238</b>	<b>818</b>	<b>250</b>

## Seafarers International Union Directory

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



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

### NORFOLK

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

### OAKLAND

1121 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 members at the SIU hall in Ft. Lauderdale, Fla.*

## Question: Why is the U.S. Merchant Marine so important?



**Jamison  
McIntyre**  
AB

It's important because it helps with America's national security in many ways, and also because it provides good jobs for United States citizens.



**Richard  
Lee**  
SA

To me, it's important because it fills a missing link. It works as a backup for government transportation and trade. It does things the government can't do with cargo. It's economically important.



**Martin  
Buck**  
Recertified  
Steward

It's important because we carry things over to the soldiers. It's what I'm doing now, working aboard the *Alliance Fairfax*.



**Terence  
Brennan**  
AB

Because we should rely on ourselves to get things done. We can't have all our cargo moved by other people and other countries.



**Domingo  
Martinez**  
AB

One of the reasons it's important is because we have a lot of good benefits and good pay. It's a great job being a mariner.



**Angela  
Corbitt**  
AB

Trade never stops, and we have to have a U.S.-fleet to take things to our troops. It's America – we have to have the workers and we should have more ships. It's important to save American jobs with the Jones Act.

## Pic-From-The-Past



Seafarer Anthony Tonelli shows off one of our favorite license plates outside headquarters in New York in 1964. He was there to earn his AB ticket.

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

# Welcome Ashore

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



## DEEP SEA

### ROBERTO BOTIN

Brother Roberto Botin, 65, started sailing with the Seafarers in 1999 in Norfolk, Va. He was originally employed on the *USNS Bowditch*. Brother Botin shipped in the steward department. He enhanced his skills often at the maritime training center in Piney Point, Md. Brother Botin's most recent ship was the *Maersk Wisconsin*. He is a resident of Norfolk.



### EDILBERTO CAMIT

Brother Edilberto Camit, 65, became an SIU member in 1992 in San Francisco. He initially worked aboard the *USNS Silas Bent*. Brother Camit was born in the Philippines and sailed in the steward department. His most recent trip to sea was on the *USNS Petersburg*. Brother Camit now makes his home in Alameda, Calif.



### HERBERT DANIELS

Brother Herbert Daniels, 66, signed on with the Seafarers in 1998 while in Jacksonville, Fla. He initially worked with Moran Towing of Texas. The engine department member was born in Daytona, Fla. Brother Daniels upgraded on two occasions at the Paul Hall Center for Maritime Training and Education. His last ship was the *Achiever*. Brother Daniels lives in Louisville, Ky.



### WILLIE FRANKS

Brother Willie Franks, 61, joined the SIU ranks in 1971 in the port of New York. His first ship was the *Bethlor*; his most recent, the *Overseas Boston*. Brother Franks was born in Mobile, Ala., and sailed in the engine department. He upgraded frequently at the Piney Point school. Brother Franks continues to reside in Alabama.



### LEON JOHNSON

Brother Leon Johnson, 71, donned the SIU colors in 1988.

He initially shipped on the *USNS Bartlett* as a member of the deck department. Brother Johnson enhanced his skills on three occasions at the maritime training center. His most recent trip was aboard the *USNS Wright*. Brother Johnson calls Detroit home.



### CHARLES KIRKSEY

Brother Charles Kirksey, 62, began sailing with the SIU in 1970. He originally shipped on the *Bienville*. The engine department member attended classes often at the Paul Hall Center. Brother Kirksey's most recent ship was the *USNS Henson*. He is a resident of Prichard, Ala.



### JAIME LANDEIRA

Brother Jaime Landeira, 66, started shipping with the SIU in 1980. He is a native of Spain. Brother Landeira enhanced his skills three times at the Piney Point school. He worked in the engine department and concluded his career in Houston. Brother Landeira settled in Alameda, Calif.



### JOHN PALMER

Brother John Palmer, 65, joined the Seafarers in 1990 in San Francisco. The deck department member's earliest trip was on the *Overseas Boston*. Brother Palmer upgraded in 2002 at the Paul Hall Center. His last ship was the *Developer*. Brother Palmer makes his home in Mill Valley, Calif.



### HENRY PETERSON

Brother Henry Peterson, 71, donned the SIU colors in 1983. He originally sailed with Dixie Carriers. Brother Peterson is a Missouri native and shipped in the deck department. He upgraded often at the union-affiliated school in Piney Point,



Md. Brother Peterson's most recent trip was on the *Honor*. He resides in Little Rock, Ark.

### HENRY RICHARDSON

Brother Henry Richardson, 66, signed on with the Seafarers in 2001 during the SIU/NMU merger. The steward department member last shipped aboard the *Overseas Nikiski*. Brother Richardson calls Houston home.



### RALPH THOMAS

Brother Ralph Thomas, 65, joined the Seafarers in 1988. He initially sailed on the *Cape Mohican*. Brother Thomas was a member of the steward department. His most recent ship was the *USNS Algol*. Brother Thomas continues to live in his native state, Louisiana.



## JIMMY WHITING

Brother Jimmy Whiting, 65, began sailing with the union in 1992. He first shipped aboard the *Independence*. Brother Whiting sailed in the engine department. He upgraded in 2001 at the maritime training center in Piney Point, Md. Brother Whiting's most recent voyage was on the *Horizon Tacoma*. He is a resident of Las Vegas.



## WILEY YARBER

Brother Wiley Yarber, 65, joined the SIU in 1977 in Houston. Born in Florida, his initial trip was aboard the *Aries*. Brother Yarber attended classes on two occasions at the Paul Hall Center. The engine department member last sailed on the *OMI Charger*. Brother Yarber calls Jacksonville, Fla., home.



## INLAND

### ROBERT SKELTON

Brother Robert Skelton, 62, became an SIU member in 1976 in the port of Houston. Brother Skelton mainly sailed with Marine Contracting & Towing Company. He was a deck department member. Brother Skelton lives in Goose Creek, S.C.



### Can't Wait For The Next LOG?

Each month, the complete current edition of the *Seafarers LOG* is posted online at [www.seafarers.org](http://www.seafarers.org) in PDF format. We also usually post around 10 individual articles per month. The online LOG archives go back to January 2010.

## This Month In SIU History

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

### 1961

The Seafarers International Union scored a most important victory for all American seamen when the National Labor Relations Board decided to take jurisdiction over American-owned ships flying runaway flags, if these ships operate regularly out of U.S. ports. The ruling came in a case which had been universally recognized as a landmark in American maritime unions' efforts to organize runaway-flag shipping. In fact, the case was considered so important that enormous pressure had been brought to bear on the board to rule against the union.

### 1965

At a joint demonstration in San Juan, the SIU strongly protested attempts by the government and certain industry leaders on the island to allow foreign-flag vessels to enter the Puerto Rico trade. The SIU warned that the introduction of foreign-flag shipping to the island trade could result in the unemployment of 20,000 seamen. In response to the demonstration, Adm. John Harlee, chairman of the Federal Maritime Commission, promised a "confident, determined and aggressive effort" to aid in the solving of the Puerto Rico freight lines controversy. He said that such a solution should be found without having to resort to the use of foreign-flag vessels in

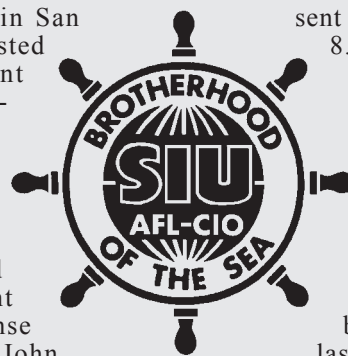
the Puerto Rican trade.

### 1974

This April, Seafarers will crew up the SIU-contracted liquid natural gas (LNG) carrier *Kentown* in Tulon, France – making it the first time that SIU members will be manning one of these high technology vessels. The *Kentown* is the first of two SIU-contracted LNGs being built to be operated by Interstate Bulk, a subsidiary of Interstate Oil Co. They will also be the first LNGs to operate under the U.S. flag. Due to the rapidly increasing worldwide need for new liquid and natural and petroleum gas carriers, ships like *Kentown* will be playing a very important role in the years ahead.

### 1991

As of Feb. 4, the U.S. government has sent 5 billion pounds of dry cargo and 8.6 billion pounds of fuel by ship, many of them crewed by Seafarers, to the allied armed forces stationed in the Persian Gulf. Converted into short tons, the logistical supply line has transferred 2.5 million short tons of dry cargo and 4.3 million short tons of fuel to the Gulf since the United States began its military deployment last August. The outbreak of hostilities has not significantly altered the smooth delivery operation of military material to the Gulf – an effort coordinated under the auspices of the Military Sealift Command (MSC). To date, the MSC's sealift program in Operation Desert Shield and Operation Desert Storm has involved 232 ships.





# Final Departures



## DEEP SEA

### MUHSEN ABBADI

Pensioner Muhsen Abbadi, 88, died June 6. He joined the Seafarers in 1965, initially sailing with Hudson Waterways Corporation. Brother Abbadi was an engine department member. He was last employed aboard the *Del Valle*. Brother Abbadi retired in 1991 and called Bronx, N.Y. home.



### RAYGENE BANKS

Brother Raygene Banks, 59, passed away June 18. Born in Chicago, he began sailing with the union in 1990. Brother Banks first sailed on the *Overseas Vivian*. He was a deck department member. Brother Banks most recently shipped aboard the *Cape May*. He was a resident of Norfolk, Va.

### JOHN CRANE

Pensioner John Crane, 87, died July 14. He was born in Georgia. Brother Crane originally shipped with Bloomfield Steamship Company. He worked in the deck department. Brother Crane's final trip was on the *Puerto Rico*. He went on pension in 1990 and called Clemont, Ga., home.



### JOHN CRUZ

Pensioner John Cruz, 64, passed away Aug. 3. He started shipping with the Seafarers in 1976. Brother Cruz's first vessel was the *Los Angeles*; his last, the *Horizon Navigator*. He was born in New York and shipped in the steward department. Brother Cruz became a pensioner in 2013 and settled in Staten Island, N.Y.



### GLENN CRESSMAN

Brother Glenn Cressman, 49, died Aug. 2. He began sailing with the union in 2005. Brother Cressman was born in New York. He was employed with GFC Crane Consultants for the duration of his career. Brother Cressman was a resident of Hollywood, Fla.



### ANGELOS DIMAS

Pensioner Angelos Dimas, 82, passed away June 2. He started shipping with the SIU in 1971 while in New York. Brother Dimas initially sailed on the *St. Louis*. He was a member of the engine depart-



ment. Brother Dimas' last trip was aboard the *American Eagle*. He retired in 1996 and made his home in Ringwood, N.J.

### DONALD GIFFORD

Pensioner Donald Gifford, 77, died June 20. Brother Gifford signed on with the union in 1969 in the port of New York. The engine department member's ships included the *Trans Champ* and the *LNG Libra*. He became a pensioner in 2000. Brother Gifford was a resident of Brooklyn, N.Y.



### ALBERTO LIMA

Pensioner Alberto Lima, 74, passed away July 6. Brother Lima first donned the SIU colors in 2001 during the SIU/NMU merger. The deck department member was born in Portugal. Brother Lima's final ship was the *Energy Enterprise*. He went on pension in 2010 and lived in Randolph, Mass.



### DANIEL RIVERA

Brother Daniel Rivera, 30, died June 30. He started sailing with the union in 2001. The Puerto Rico native initially sailed on the *Hawaii*. Brother Rivera was a member of the steward department. He was last employed aboard the *El Morro*. Brother Rivera made his home in Bayamon, P.R.

### BERNARD SHAPIRO

Pensioner Bernard Shapiro, 89, passed away July 20. Brother Shapiro was born in New York. He joined the union in 1953. Brother Shapiro originally worked with Metro Petroleum. The steward department member's final ship was the *Adventurer*. Brother Shapiro began collecting his retirement pay in 1989. He settled in Germany.

## INLAND

### JACKIE BARNETT

Pensioner Jackie Barnett, 79, died June 17. Born in North Carolina, Brother Barnett signed on with the SIU in 1966. His earliest trip was with Virginia Pilot Corporation. Brother Barnett worked in the deck department. He was last employed with the Association of Maryland Pilots. Brother Barnett became a pensioner in 1996. He called Frisco, N.C., home.



### HERBERT GROH

Pensioner Herbert Groh, 92, passed away June 6. Brother Groh began sailing with



the union in 1957. He was born in Hopewell, Pa. Brother Groh shipped with Moran Towing of Maryland for his entire career. He started receiving his pension in 1982. Brother Groh was a resident of Catonsville, Md.

### JAMES MARTIN

Pensioner James Martin, 58, died June 3. Brother Martin joined the SIU in 1975 while in Piney Point, Md. His first vessel was operated by Waterman Steamship Corporation. Brother Martin was member of the engine department. He last sailed with Crowley Towing & Transportation of Wilmington. Brother Martin went on pension in 2007 and lived in Fresno, Calif.



### GIDEON NEEDHAM

Pensioner Gideon Needham, 84, passed away Aug. 4. Brother Needham signed on with the union in 1957. The deck department member primarily sailed with C.G. Willis Inc. Brother Needham became a pensioner in 1990. He was a resident of his native state, North Carolina.

### KENNETH SIMMONS

Pensioner Kenneth Simmons, 64, died Aug. 15. He was a Texas native. Brother Simmons joined the SIU in 1970 and made his first trip with HVIDE Marine. He sailed in the deck department. Brother Simmons last worked with OSG Ship Management. He retired in 2013 and called Hagerstown, Md., home.



### RAYMOND SIMMONS

Pensioner Raymond Simmons, 68, passed away June 14. Brother Simmons began sailing with the union in 1970. He was initially employed with National Marine Service. Brother Simmons last shipped with HVIDE Marine. He began collecting his retirement compensation in 2007. Brother Simmons, who sailed in the deck department, resided in Kirbyville, Texas.



### DONALD WILLIS

Pensioner Donald Willis, 86, died July 9. Brother Willis became an SIU member in 1961. He was born in Carteret, N.C. Brother Willis mainly sailed with Interstate Oil Transportation Company. A member of the deck department, he went on pension in 1991 and made his



home in Sealevel, N.C.

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

### REINALDO ALAMO

Pensioner Reinaldo Alamo, 78, died April 15. Brother Alamo was born in Carolina, P.R. He became a pensioner in 1996 and called Houston home.

### EDWARD BERTHOLD

Pensioner Edward Berthold, 89, passed away May 28. Brother Berthold, a native of Lawrence, Mass., began collecting his pension in 1971. He resided in New Hampshire.

### MARTIN BODDEN

Pensioner Martin Bodden, 90, died April 14. Brother Bodden went on pension in 1987. He lived in the Cayman Islands.

### JUAN BONILLA

Pensioner Juan Bonilla, 78, passed away May 20. Brother Bonilla was born in Lares, P.R. He retired in 1996 and was a resident of Puerto Rico.

### JOHN CARROLL

Pensioner John Carroll, 87, died May 28. Born in Granite City, Ill., Brother Carroll became a pensioner in 1986. He called South Bend, Ind., home.

### LOUIS FRAZIER

Pensioner Louis Frazier, 77, passed away May 28. Brother Frazier was born in Massachusetts. He retired in 1991 and resided in Alameda, Calif.

### RAFAEL GARCIA

Pensioner Rafael Garcia, 91, died May 10. Brother Garcia was a native of Spain. He started receiving his retirement pay in 1971. Brother Garcia made his home in Malabar, Fla.

### JAMES HUDSON

Pensioner James Hudson, 90, passed away May 27. Brother Hudson was a native of Alabama. He began receiving his pension in 1988. Brother Hudson lived in Mobile.

### CHESTER KOCZYNSKI

Pensioner Chester Koczynski, 86, died April 13. Brother Koczynski, a native of Chester, Pa., started collecting his retirement compensation in 1981. He continued reside in Chester.

### BERNARDO MENDEZ

Pensioner Bernardo Mendez, 73, passed away May 21. Brother Mendez went on pension in 2000. He made his home in Far Rockaway, N.Y.

### MIGUEL PACHECO

Pensioner Miguel Pacheco, 84, died May 18. The Puerto Rico native became a pensioner in 1969. Brother Pacheco settled in San Juan.

### JOSEPH PINDER

Pensioner Joseph Pinder, 90, passed away May 15. Born in Maryland, Brother Pinder started receiving his retirement compensation in 1985. He continued to live in Maryland.

### JOHN PRIDE

Pensioner John Pride, 86, died March 19. Brother Pride was born in Smackover, Ark. He began collecting compensation for his retirement in 1972 and made his home in Henderson, Texas.

### MATTHEW SALDIBAR

Pensioner Matthew Saldibar, 91, passed away May 31. Born in New York, Brother Saldibar started receiving his pension in 1982. He lived in Silver Springs, Nev.

### WARREN SANBULA

Pensioner Warren Sanbula, 65, died April 28. Brother Sanbula, a native of Harlem, N.Y., began collecting his pension in 2005. He made his home in Springfield, Mass.

### HAL SUTHERLAND

Pensioner Hal Sutherland, 85, passed away May 31. Brother Sutherland was born in Brooklyn, N.Y. He went on pension in 1990. Brother Sutherland made his home in Reynoldsburg, Ohio.

*Editor's note: The following individuals also former members of the NMU have also passed away. Insufficient information was available to develop accounts of their respective work histories while at sea.*

Name	Age	DOD
Bond, Willie	86	July 29
Crowley, Johnnie	77	May 17
Gilbert, Armando	90	July 27
Gonzales, Arturo	73	May 15
Guillen, Guillermo	89	June 26
Harper, William	85	Aug. 20
Matheu, Frank	89	Aug. 25
Palenscar, Robert	87	July 27
Parris, Eneizer	92	June 19
Sandoval, Isable	83	Aug. 1
Scaropoulos, George	92	July 20
Stevens, Desmond	85	May 10



## 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.

**CHARGER** (Maersk Line, Limited), November 15 – Chairman **Robert Pagan**, Secretary **Alan E. Hollinger**, Educational Director **Andrew J. Linares**, Deck Delegate **Jovencio O. Cabab**, Engine Delegate **Fernando A. Ortega**, Steward Delegate **Fernando Abuan**. Chairman reported sanitary inspection went well and announced payoff on November 15 in Los Angeles. Members were asked to help keep laundry room clean, and lock all rooms and public spaces while in port. Secretary requested crew members use the right machine for dirty clothes and designated laundry soap measuring cup. He thanked everyone for a good trip, especially “Manny” the chef and SA Fernando. He reminded members they must have security endorsements from NMC by the first of the year. Educational director advised crew members to enhance skills at Piney Point school and commended steward department for a job well done. Treasurer reported \$2,282 in ship's fund. No beefs or disputed OT reported. Portable air purifiers were gussed for rooms. Crew was asked to open and close doors quietly.

**HORIZON RELIANCE** (Horizon Lines), November 10 – Chairman **Kissinfor N. Taylor**, Secretary **Joseph A. Laureta**, Educational Director **Richard A. Huffman**, Deck Delegate **Julius Udan**, Engine Delegate **Wilshire Cortez**, Steward Delegate **Brandy Clemons**. Bosun discussed STCW security training requirements. He asked that members let him or the steward know if they need a new mattress. Educational director reminded fellow members to keep an eye on document expiration dates, and allow plenty of time for renewals. Everyone was also encouraged to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew members discussed changes in benefit requirements due to Affordable Care Act. Next port: Los Angeles.

**INTREPID** (Maersk Line, Limited), November 24 – Chairman **Abdulla R. Alvaseem**, Secretary **Cleto S. Lindong**, Educational Director

### With Seafarers Aboard The Sealand Lightning

Recertified Bosun Gerry Gianan emailed these photos while the vessel was in Pusan, Korea, in early January. Additional photos from the ship are featured in our holiday layout on Page 9.



Recertified Bosun Gerry Gianan



AB Samuel Lampshire



AB Norman Taylor

**Ralph B. Garner**, Deck Delegate **Charles Turner**. Chairman stated payoff to take place November 25. He thanked crew for their hard work and professionalism. Secretary expressed his gratitude to fellow crew members for help keeping ship clean. Educational Director reiterated the need to get your time in and take advantage of upgrading opportunities at the Paul Hall Center. No beefs or disputed OT reported. Next port: Los Angeles.

**MAERSK ATLANTA** (Maersk Line, Limited), November 6 – Chairman **Thomas P. Flanagan**,

Secretary **Glenn Williams**, Educational Director **Paul M. Titus**, Deck Delegate **Abdullah A. Oun**, Steward Delegate **Michael Fernandez**. Chairman thanked crew for a safe, smooth voyage. He announced payoff in Newark, N.J., on November 5. Those departing vessel were asked to leave rooms clean for reliefs. Secretary asked members leaving vessel to put dirty linens in upper deck laundry room. Educational director encouraged everyone to upgrade at the Paul Hall Center. Treasurer reported \$1,500 in ship's fund. Gym equipment will be picked up in Newark. Beef reported

in deck and engine departments; no disputed OT. Clarification requested on day off especially on weekends and holidays. Crew would like port reliefs to make it easier to comply with STCW requirements. Request was made to check feasibility of getting computer for crew lounge. Next ports: Charleston, S.C., Savannah, Ga., Norfolk, Va. and Newark, N.J.

**MAERSK CHICAGO** (Maersk Line, Limited), November 10 – Chairman **Cleofe B. Castro**, Secretary **Hugh E. Wildermuth**, Educational Director **Joshua J. McDaniel**, Deck Delegate **Melvin Nichols**. Bosun thanked mariners for a job well done and stated payoff to take place November 14 in Port Elizabeth, N.J. Educational director recommended members further training at the Piney Point school and keep documents current. Treasurer reported \$4,000 in ship's fund. No beefs or disputed OT reported. Recommendations made regarding vacation and pension requirements and benefits. Crew members would like another vacuum cleaner and increase in reimbursement for taxi to home. Next ports: Port Elizabeth, N.J. and Charleston, S.C.

**MAERSK DETROIT** (Maersk Line, Limited), November 27 – Chairman **William K. Barrett**, Secretary **Willie E. Massaline**, Educational Director **Dennis R. Baker**. Chairman informed members the vessel will arrive in New Jersey as scheduled. He reminded members to read president's column in Seafarers LOG. He thanked deck department for safe voyage and entire crew for doing a good job and being safe. Secretary encouraged membership to support our officials, contribute to SPAD and contribute to the Maritime Defense League (MDL). Educational director encouraged members to check schedule for classes at Paul Hall Center in Piney Point, Md. He said upgrading is very important. He also urged everyone to keep an eye on document expiration dates. He has forms available and he also

mentioned that information is posted on the SIU website. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

**MAERSK MISSOURI** (Maersk Line, Limited), November 9 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Alfredo O. Cuevas**, Deck Delegate **Rolando Guity**, Steward Delegate **Asril Syarbaini**. Chairman reported good voyage and thanked crew for hard work. He said he's checking on a question about day's pay in lieu of day off requirement. Educational director encouraged fellow mariners to upgrade their skills in Piney Point and make sure documents are up-to-date. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done. Next port: Charleston, S.C.

**GLOBAL SENTINEL** (Transoceanic Cable Ship Company), December 3 – Chairman **Lee H. Hardman**, Secretary **Shawn R. Fujiwara**, Educational Director **Vladimir Tkachev**, Steward Delegate **Franz Schnell**, Engine Delegate **Norman A. Arquillano**. Chairman reminded everyone to stay current on dues. He thanked crew for keeping ship clean and reminded them about wiping up laundry detergent. He reminded fellow mariners that they all need an STCW security endorsement for their mariner credentials. The company has issued a related letter. He also reviewed the new eligibility requirements for the Seafarers Health and Benefits Plan (SHBP). Deck gang will be transferring cable during the next few days. Secretary reminded crew that slop chest isn't fully stocked and recommended everyone make sure they have all they need. Educational director encouraged everyone to upgrade and also cautioned not to wait until the last minute for document renewals, as some can take a while. No beefs or disputed OT reported. Crew asked about entrée selections; chief steward asked for suggestions as to what they would like to see on the menu.

### CIVMARS Assist in Search Mission

The *USNS Grasp*, crewed by members of the SIU Government Services Division, helped with a search mission following the tragic crash of a Navy helicopter Jan. 8 near Virginia Beach. Two of the five personnel from the helicopter survived, while two were immediately confirmed dead and the pilot's body was recovered a few days later. In this U.S. Navy photo, taken Jan. 9, Navy divers are lowered into the Atlantic from the Seafarers-crewed vessel.



# Letters to the Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to [webmaster@seafarers.org](mailto:webmaster@seafarers.org).

## Interesting History Lesson

I was thrilled to read the October 2013 issue of the *LOG* and see on page 12 President Sacco presenting a framed Battlin' Pete to General Fraser at the MTD convention. Perhaps a word of background on the patch might be of interest.

When our bill finally passed in 1998 recognizing the previously denied seamen as veterans, it was important to send some significant "thank you" to all the members of the House and Senate. To this end, I remembered being discharged in Seattle in April 1946. I was walking downtown and saw in an Army/Navy store window Battlin' Pete. I went in and bought one. The blue background was then felt; now it is stitching by a computer. The patch went into a drawer and was eventually lost, as all things are lost.

I knew that Walt Disney Studios had produced all the wartime patches and insignias. I called the studios in Burbank and asked if there was a historian for wartime patches. There was, and we had a nice talk. I explained the purpose of the call and asked if it was possible to get specifics on the patch – size, colors, etc. – and also asked if they could be reproduced. He said yes we could, and he would send the specifics with the requirement that the patch must always be attributed to Walt Disney Studios.

When his information arrived, he included several letters relating to the production of Pete. From this information, and using editorial license, I wrote the letter that goes along with Battlin' Pete. You did a beautiful job framing the patch and the explanation.

A number of our American Merchant Marine Veterans chapters, especially the Mon Valley (Pa.) Chapter, continue to make such a framed presentation to people we wish to honor and acknowledge....

Best wishes on your continued success. Fair winds, and go Battlin' Pete.

**Mark S. Gleeson**  
Oakmont, Pennsylvania

## Straight to the Point

I would like to thank all of the instructors at the Paul Hall Center's Harry Lundeberg School

of Seamanship in Piney Point, Md. The school is helping me pursue my career, and I thank everyone there, especially Stan Beck and Tom Truitt.

**AB Edgardo Ines**  
Jacksonville, Florida

## Mariners Still Overlooked

Our present generation needs to be told a few facts about American merchant seamen. Here we are in the year 2014 and people still ask, "What is the U.S. Merchant Marine? Is that a branch of the Navy? What do they do?"

I have heard others, referring to the teen-aged merchant seamen of World War II, ask, "What did you kids do, lie about your age to go to sea?" Worse yet: "I heard you were the guys that sold food to the soldiers on the army transports." (I had to restrain myself from poking the guy in the nose that asked me this question.)

Today's generation appears to know little, if anything, about the contributions the American Merchant Mariners have made and continue to make each and every day to America's good and welfare. In addition to their jobs of handling some of America's imports and exports on a daily basis, our civilian mariners have participated in the success of every American war since the founding of our great country.

We don't hear of shipboard fires or other numerous breakdowns on American-crewed ships, and our seamen continue to perform their duties under life-threatening conditions: ocean storms, icebergs, pirates off the coast of Africa and Southeast Asia. In World War II, it was German and Japanese submarines and aircraft; in the 18th and 19th centuries, they suffered under the cruel impressment practices of the British Royal Navy. American-flag ships were stopped on the high seas and our seamen taken into the British Navy by force to serve on British ships.

There have been changes in the lives and jobs of the mariners who sail our ships today and, from what I hear and read, the changes have been for the good. For one, during the 1940s, old timers would tell me of their memories of the days in the early twentieth century when fish eyes (pearl tapioca) would be the entrée on the daily menu in the mess hall.

They would be forced to work overtime without compensation. It was always seven days a week for the entire crew. Four on and eight off was far from the routine. Credit must be given to our maritime unions for these improvements in working conditions.

In December 1945, when I arrived home following 18 months at sea, I was disappointed to learn that merchant mariners would not be classified veterans and would not share in the benefits of the GI Bill of Rights. I also learned that two gossip columnists of that period, Walter Winchell and Westbrook Pegler, had printed and broadcasted outright lies about the World War II U.S. Merchant Marine. Both scandalmongers had wide audiences, numerous readers and radio listeners.

Regrettably their lies spread. There's an old adage that if you tell a lie often enough, people will start to believe it. And that is what took place in the wartime 1940s. Today, unfortunately, the lies persist.

Winchell and Pegler, purveyors of yellow journalism, told their readers and radio listeners that the merchant seamen were draft dodgers, drunks, strikers, communists and shirkers. One malicious false report said that a merchant crew refused to unload vital supplies off a ship on a Sunday while in port at Guadalcanal. It went on to say that U.S. Marines had to be ordered out of sick bay to do the unloading – a most vicious lie. Maritime unions sued the columnists and their newspapers, won their case in court and obtained retractions and damages. In addition, the false report was declared completely untrue by the ranking Naval Admiral in the Southwest Pacific Area of Naval Operations.

They called us draft dodgers? I never met any. Most of the teenagers had months to go before reaching 18, the age required to register for the Selective Service Draft. The older crew members were in their late 50s and early 60s and too old for the draft, but continued to go sea.

There was an engine room oiler aboard ship who showed me three "discharged at sea" certificates. That is what was issued to seamen who survived their ships sinking and were able to make it back to landfall. Their pay stopped the day their ship went down. The oiler had previously lost two fingers working on ships with reciprocating engines (up and down jobs).

Drunks? The drinking age in most states

was 21 and IDs were checked at the entrance door to clubs and bars. If there was any alcohol aboard my ships, I didn't see it.

Communists? Few, if anyone aboard ship at that time knew the meaning of the word.

Shirkers? When one signed ship's articles, you were immediately subject to the captain's and his officers' orders. In addition, there was a Navy officer aboard in charge of the Armed Guard. Before leaving port, he would remind us that we were under wartime U.S. Navy regulations. I don't understand how one could be a shirker and not be subjected to walking the plank at sunrise. We expected to do what we were told and that is what we did.

I believe that the untruths that were spread about the WWII seamen was one of the reasons the Veterans of Foreign Wars refused us membership and possibly was the same reason that Congress excluded us from the GI Bill of Rights of 1945. It then took forty-three years (1988) for merchant seamen to be declared WWII veterans. There were no retroactive benefits.

In retrospect, if our government didn't feel the need or the obligation to include the WWII merchant seamen in the Bill of Rights it should, in the very least, have enacted a program to help the kids who had dropped out of school to return to high school and give continuous medical and hospital benefits to all wartime seamen, especially the men who had suffered injuries from enemy action.

The government did issue a Certificate of Continuous Service to those of us who had sailed during the war. The certificate exempted WWII merchant seamen from the Selective Service Draft of 1940. The exemption was nothing more than a piece of paper, an insult to brave mariners that had contributed so much to the successful outcome of the war. In a few short years, a new draft law (1948) was enacted and the former seamen were told to register for the draft.

In past years, bills have been introduced in Congress asking for compensation for wartime merchant seamen. The bills have never gotten out of committee and it is said that most probably they never will go to the floor for a vote.

May God give his blessings to those who go down to sea in ships.

**Ed Woods**  
Atlanta, Georgia

# Know Your Rights

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

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

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

by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate

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

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

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



# Paul Hall Center Classes



**Apprentice Water Survival Class 780** – The following individuals (above, in alphabetical order) completed their requirements in this course Dec. 20: Derrick Alexander, Cory Atkins, Harold Copeland, Charles Crawford, Kacey Hare, Juan Iglesias, Frank Jennings, Kyle Knickerbocker, Frank Martin, Joshua Maughon, Richard Miller, Ryan Nantista, Mamie Porter, Andruy Rengifo Cira, Teresa Rowland, James Rushin, John Schmidt, Edward Williams and Francis Williams. (Note: Not all are pictured.)



**Combined Basic and Advanced Firefighting** – Eleven upgraders graduated from this course Dec. 6. Completing their requirements (above, in alphabetical order) were: Albert Bharrat, Devon Brown, Louis Champa, Curtrina Duck, Fred Green, Mark Grzegorzczak, Mark Maldonado, Luis Martinez, Jonathan Scalsky, Ronald Sease and Charles Walker. Wayne Johnson Jr., their instructor, is second from the right.



**Welding** – Seafarer Rolando Romanillos graduated from this four-week course Dec. 20. Romanillos (left) is pictured with Buzzy Andrews, his instructor, in the photo above.



**BST Renewal** – Seven Seafarers finished their requirements in this course Dec. 13. Graduating (above, in alphabetical order) were: Samuel Calder, Hani Gharama, Orlando Herrera, Michael Scinto, Arthur Shaw, Grant Simonson and Victorino Viernes.



**Water Survival** – Two mariners completed the enhancement of their skills in this course Dec. 20. Graduating (photo above, left to right) were Phase III Apprentice William Elam and upgrader Benito Arriola Castillo. Ben Cusic, their instructor is pictured with them.



**BST Renewal** – The following Seafarers (above, in alphabetical order) graduated from this course Dec. 5. Satisfying all of their requirements were: Patrick Bethel, Peter Brill, Randolph Harrell, Gregory Holsey Jr., Cecil Husted, Bruce Johnson, Carlos Marcial, Rodante Niebres, Rodney Passapera-Barbosa, Randy Slue, Justin Smith and Jose Vega Caraballo. Class instructor Mark Cates is at the far left.



**BST** – Six upgraders completed their training requirements in this course Dec. 13. Graduating (above, in alphabetical order) were: Jeff Johnson, Victor Jones, Marcus Logan, Gladys Perry, Verleshia Robinson and Edwin Sebastian. Their instructor, Wayne Johnson Sr., is at the far left. (Note: Not all are pictured.)

**Junior Engineer** – The following upgraders (photo at right, in alphabetical order) graduated from this course Dec. 20: Danilo Achacoso, Fayed Ahmed, Leonilo Arano, Dwight Cherry, Scott Doxey, Jose Encarnacion, Brandon Fore, Devin Gordon, Brandon Grace, Laura Hollar, Juma Juma, Allen Ludlow, Danilo Martin, Matthew Maynard, William Mercer, Mohsen Mohamed, Kyle Pardun, Frank Sambula, Charles Searfass, Jerry Semper, Michael Souza, Terry Taylor and Anatoli Vetsinov. John Wiegman, their instructor, is at the far right. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Medical Care Provider** – Eleven Seafarers completed the enhancement of their skills in this course Dec. 13. Graduating (photo at left, in alphabetical order) were: Aristeo Aquino, Nathaniel Balos, Davon Brown, Louis Champa, Romeo Codilero, Curtrina Duck, Fred Green, Gregory Holsey Jr., Michael Maldonado, Johathan Scalsky and Ronald Sease. Their instructor, Mike Roberts, is at the far right.

## Important Notice to Students

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

**Pumpman** – The following upgraders (photo at right, in alphabetical order) completed their requirements and graduated from this course Dec. 13: Michael Blue Jr., Fontanos Ellison, Marcus Gramby, Ruben Haynes and Fernando Ortega. Jim Shaffer, their instructor, is at the far left.



**Able Seaman** – Nine individuals completed their requirements in this course Dec. 13. Graduating (above, in alphabetical order) were: Cris Arsenio, Jeffrey Beasley, Rhod De Leon, Mohamed Gazaly, James O'Hara, Musa Saleh Salem, Samuel Tilles, Joseph Turketta and Christopher Wing. Class instructor Bernabe Pelingon is at the far left.



**Crowley MLC Cook** – The following individuals (above, in alphabetical order) graduated from this course Jan. 10: Evan Flynn, Roderick Franklin, Rene Fuentes Jr., Stephen Goletz, Johnny Godwin, Reginald Graham and Corey Hill. Class instructor Paul Watts is at the far right.



**Steward Department Classes** – Five upgraders recently completed assorted classes in the steward department. Those graduating and the courses they completed (above, in no particular order) were: Leopoldo Fernandez-Pitillo, galley ops; Arjay Hermoso, galley ops; Richard Lee, galley ops; Ali Bazzi, galley ops, and Elizabeth Byrd, certified chief cook.



**Steward Department Class** – The following Phase III apprentices (above, in alphabetical order) finished required training in the steward department Dec. 6: Kevin Arroyo, Matthew Conyac, Erick Ellis, Katrina Jones, Ashley Lee, Josean Martinez Serrano, Jesus Ortiz-Rivera, Patricia Placek and John Tedosio.

# SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

**Text the Word "Join"  
To 97779 to Sign Up  
For Alerts from the SIU**



SIU Port Agent Kris Hopkins (left) is thanked by Russ Martin of Lifenet for Families Fort Lauderdale, Fla., for a toy drive put on by the local port council.



Seafarers donated more than \$7,000 worth of toys (collected at the Tacoma hall) to benefit military families.

## *SIU Philanthropy Continues Worldwide*

Both at sea and ashore, Seafarers spent time during the winter holidays brightening the season for others.

SIU members, officials and employees teamed up for several charitable endeavors from coast to coast and overseas. Those efforts included annual toy drives in Tacoma, Wash., and Ft. Lauderdale, Fla.; a shipboard Christmas party hosted by the *USNS Wheeler* for Korean orphans; donations gathered on the *USNS Dahl*, *USNS Charlton* and *USNS Soderman* to buy gifts and provide other support for needy individuals in Saipan; and an individual Seafarer's participation in a motorcycle ride for a children's hospital in Tacoma.

Through a charity called Santa's Castle benefiting the families of enlisted military personnel, Tacoma-area Seafarers continued their tradition of generosity by donating more than \$7,000 worth of toys.

"The members outdid themselves this year," said SIU Port Agent Joe Vincenzo. "Fifteen bicycles were donated along with a dozen or more watches and musical instruments including several electronic keyboards, guitars and drums for the older kids. Members also brought in remote-controlled cars and helicopters, board games, books, dozens of dolls and so much more."

He added that on Dec. 11, the Tacoma hall hosted a holiday celebration attended by military members, Santa's Castle President Lisa Bennett and Vice President Anita Vargo, Crowley Maritime personnel (who also donated to the cause), SIU members, retirees, their families and friends.

"This is a way Seafarers join together and give thanks to our men and women in uniform for their service," Vincenzo said.

He concluded by noting that many volunteers "deserve mention for menu planning and portioning, shopping, setup, serving and teardown: Administrative Assistant Brenda Flesner, Recertified Steward **Brian Burchett**, Chief Cook **Charlie Atkins**, Chief Cook **Mary Maddox** and Recertified Steward **Tom Belvin**. Charlie Atkins' contribution in particular was invaluable."

Meanwhile, Seafarers and officers from the TOTE-operated *USNS Wheeler* on Dec. 21 put together a Christmas party for approximately 50 orphans at the Sung Ae Won Orphanage in Busan, South Korea, reported vessel master Capt. Glenn Macario.

"The crew raised over \$1,900 to buy presents and host a pizza and ice cream party for the children living at Sung Ae Won," Macario said in a message to the *Seafarers LOG*. "The generosity and dedication of the SIU members of the crew of the *Wheeler* cannot be overstated. They are truly professional sailors and upstanding citizens.... All SIU crew contributed to the success of the party and all should be commended for their spirit and generosity. Because of their efforts, the children of Sung Ae Won experienced the true meaning of Christmas." Seafarers aboard the *Wheeler* include Bosun **Lawrence**

**Richardson**, AB **Ronald Whitlow**, AB **Jesse Sunga**, AB **Tony Olaya**, AB **Dannal Williams**, QMED **Jasper McGirt**, Wiper **Chis Van Hoose** and Cook **Robert Maschmeier**.

Additionally, crew members and officers from the Ocean Ships-operated *Dahl*, *Soderman* and *Charlton* took part in a charity event Dec. 21 on Saipan involving the Guma Esperansa Women's Shelter, a local Catholic organization that assists women and children. They presented the shelter with \$1,000 worth of toys for 80 children, tickets to a local dinner magic show, and more than \$5,300 in cash.

Back in the States, SA **Thomas Curley** took part in a motorcycle ride in Tacoma on Nov. 30 to benefit Mary Bridge Children's Hospital. The annual event is organized by the Destination Harley-Davidson dealership. This year's ride featured more than 100 motorcycles.



Some of the crew members from the *Wheeler* (photos above and below) gather with locals (and Santa) for a Christmas party benefiting Korean orphans.



Seafarer Thomas Curley participated in a charity ride for a children's hospital.

