

# The Seafarers Log

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

## New ATB Joins SIU-Crewed Fleet

### *Crowley Maritime Adds Tug Legacy, Barge 750-1*

The first in a new class of articulated tug-barge units built for SIU-contracted Crowley Maritime – the *Legacy/750-1*, pictured immediately below – was christened Nov. 3 in New Orleans. The vessel will sail in the Jones Act trade. In the group photo, Crowley Chairman, President and CEO Tom Crowley (sixth from left) poses with his wife, Christine, and the crew of the new ATB. In the photo at right, Christine Crowley breaks a bottle of champagne over hull of the *Legacy*. Page 3.



## *USNS Medgar Evers Christened*

### *Navy Welcomes CIVMAR-Crewed T-AKE Vessel*

Members of the SIU Government Services Division will sail aboard the Military Sealift Command's newest dry cargo/ammunition ship (abbreviated as T-AKE), the *USNS Medgar Evers* (below), which was christened Nov. 12 in San Diego. The vessel is the thirteenth in the Lewis and Clark-class. In photo at left, Myrlie Evers-Williams, widow of slain civil rights leader Medgar Evers and ship sponsor, breaks the traditional bottle of champagne against the hull at the General Dynamics NASSCO Shipyard in San Diego (Photo by Charlie Neuman, San Diego Union Tribune). Page 3.



*Season's*  *Greetings*

# President's Report

## Well-Earned Win in Ohio

Although Election Day 2011 was what's known as an off-year election, it delivered a tremendously important victory not only for union members but also for America's working families as a whole.

As reported in more detail beginning on this same page, Seafarers joined with fellow Ohio voters on November 8 to stand up for workers' rights and convincingly overturned a vicious, anti-union law designed to eliminate collective bargaining for public-sector workers. In fact, plenty of people in Ohio and across the country – and not just from within the labor movement – realized that the state law (Senate Bill 5) was part of a larger plan to cripple unions. Those attacks won't stop, but the Ohio vote proved once again that the middle class won't roll over and let fanatical politicians make them suffer most of the consequences for a recession not created by workers or their unions.



Michael Sacco

I thought Vice President Joe Biden put it well during a post-Election Day rally in Ohio. He said that workers, via their rejection of SB5 (also known as Issue 2), "fired the first shot" not only for November 8, 2011 but for next year's federal and state elections. "It's not about Barack Obama. It's not about Joe Biden. It's about whether or not middle-class people will be put back in the saddle, because they're the ones that make America move," the vice president said.

He went on to say that the Ohio vote "was not just a fight about collective bargaining. It was about respecting teachers, cops on the beat who risk their lives, firefighters, and the extraordinary courage they show every day. This isn't about labor; this is about giving the middle class a fighting chance."

Finally, he warned that more anti-labor legislation can be expected, including bills targeting workplace safety regulations, prevailing wage laws, right-to-work (for less) and environmental measures.

If that's not enough to keep our attention, nothing is!

While we have plenty of work ahead, a word of congratulations is in order to everyone who contributed to the win in Ohio. I'm proud to say the SIU did our part, as did our affiliated unions the United Industrial Workers and the Seafarers Entertainment and Allied Trades Union. We were joined by dozens of other AFL-CIO affiliates, Ohio's state labor federation and central labor councils, and by personnel from the AFL-CIO itself – led by AFL-CIO President Rich Trumka, who's doing an excellent job during an extremely tough time for working families.

We all know we can never afford to rest on a victory. But Ohio was well-earned and worth savoring, just for a bit.

### UN Outreach

As Seafarers know, the fight against piracy is a multi-national, multi-faceted effort. It's an undertaking that includes everything from identifying and refining shipboard self-defense measures to tackling the political and economic problems that spurred piracy's increase in the first place.

We don't necessarily publicize all of our anti-piracy efforts, but I want to assure our members that those efforts never stop. We are constantly working with our contracted operators, other unions, our government and the international community – the latter primarily through the International Transport Workers' Federation – to end this scourge. It's a tall order, but it's also vitally important.

Our recent work includes participation in a United Nations anti-piracy forum in New York as this edition went to press, and direct outreach to UN Secretary-General Ban Ki-moon. Among other urgent recommendations, we continue pushing for flag states to take responsibility for their own ships, and for decisive action against the pirate supply chains and logistic bases.

We all recognize that piracy is a long-term problem, but that shouldn't prevent the implementation of more aggressive counter-measures aside from just sailing with armed security teams. This is literally a matter of life and death, and nothing – nothing in this upcoming year and in the future – is more important than the safety of our crews.



Union members and other pro-worker demonstrators take their message to Ohio's capital city, Columbus.

## Election Day Victory in Ohio is Win for All Working Families

The American labor movement is celebrating an enormous victory over anti-worker legislation in Ohio after voters in that state resoundingly voted to repeal a bill that stripped public employees of their collective bargaining rights. The ballot initiative, known as Issue 2, was defeated on Nov. 8 by a wide margin, with more than 60 percent of voters saying, "No," to the attacks on Ohio's middle class.

"Last night, Ohio voters delivered a bona fide victory for public sector workers everywhere," said U.S. Secretary of Labor Hilda Solis on Nov. 9. "After months of advocacy and organizing, the people of Ohio have defeated a law that would have silenced the middle class and curtailed the collective bargaining rights of thousands of teachers, fire-

fighters and police officers. Ohio has made it clear: These dedicated public servants still need a seat at the table to demand fairness, dignity and respect – especially in tough economic times. Through their unions, they have a voice in their workplace, in their future and, most importantly, in our future."

Members of organized labor, including SIU officials, rank-and-file members, and officials and members from Seafarers-affiliated unions including the United Industrial Workers and the Seafarers Entertainment and Allied Trades Union, were an integral part in getting the word out about the initiative.

*Continued on Page 14*

## Report Shows National, Economic Security Benefits of Jones Act

A new report has reinforced that the Jones Act, a major pro-American maritime law, has a significantly positive effect on the national and economic security of the United States. The study, called "The Contribution of the Jones Act to U.S. Security," was issued by the Lexington Institute, a think tank based outside of Washington, D.C. It compiles history and statistics to emphasize the Jones Act's importance to the country.

The impact of the maritime industry on the United States goes back to before the country itself was even founded, the institute observes. The report points out that nearly all of the nation's major cities were and are connected to waterways. The fact that many of the nation's economic bases are connected by water exemplifies how unique and important the sea is to the development and sustainment of the country.

Not only is access to the open seas a vital part of our nation's identity, but our inland waterways are important as well, according to the report.

"America's inland waterways directed the expansion of the nation westward, helped to knit together the different parts of the country and is today a major avenue for national and international commerce," according to the report. "The inland waterways of the United States encompass over 25,000 miles of navigable waters, including the Intracoastal Waterway, a 3,000-mile waterway along the Atlantic and Gulf Coasts. This liquid highway touches most of America's major eastern cities including Washington, D.C., Philadelphia, Baltimore, Chicago, New Orleans and Mobile."

Additionally, the institute demonstrates that the industry has played a big role in projecting American influence, trade, and our armed forces around the world. Having strong prepositioning forces, for instance, enables the U.S. to address threats to national security, help other nations and ourselves when it comes to natural disasters, and secure and facilitate trade routes, the study finds. All of these goals and operations are supported by an American-flag civilian fleet including work done by SIU members. And while prepositioning ships don't sail in the Jones Act trades, they may rely on well-

trained, loyal, U.S.-citizen mariners who at other times do sail on Jones Act vessels.

In short, according to this and other reports, having a strong civilian-crewed U.S.-flag fleet is vital to ensuring national and economic security. The Jones Act helps maintain such a fleet along with a viable pool of mariners. The alternative would be a dangerous option, especially in a time of crisis, the study shows.

"For decades, U.S. Merchant Mariners have provided essential support for the U.S. Navy during times of war and national crisis," according to a statement released by the Navy and cited in the report. "Repealing the Jones Act would remove that support at a time when we are fighting two wars and facing a continuing threat from international terrorism."

"Although the Jones Act was not written with today's threats to homeland security in mind, its provisions provide an important base on which to build the systems, processes and procedures needed to secure America," the report states. "The provisions in the Jones Act regarding vessel ownership and manning simplify efforts to ensure that rogue regimes and international terrorists cannot strike at this country via its ports and waterways. One could readily assert that were there no Jones Act, Congress would have to invent one."

Finally, the report calls upon the Obama Administration to back the U.S.-flag fleet in part by supporting the funding of pro-U.S. maritime legislation and programs.

The Jones Act is a longstanding U.S. maritime law that mandates the use of vessels that are American-crewed, -built, and -owned to move cargo between two U.S. ports. It helps maintain nearly 500,000 American jobs and pumps billions of dollars into the U.S. economy. Similar laws and statutes apply the same ground rules to the movement of passengers, towing, dredging, and marine salvage.

The Lexington Institute is a non-profit public policy group headquartered in Arlington, Va., that focuses on national security and other issues. It was founded in 1998.



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



# Crowley Maritime Welcomes Newest ATB

## State-of-the-Art Legacy/750-1 Celebrated in New Orleans

SIU-contracted Crowley Maritime Corporation, as part of its cutting-edge new vessel building program, christened its largest and fastest articulated tug-barge (ATB), the *Legacy/750-1*, Nov. 3 in New Orleans.

The high-capacity tank barge can carry up to 330,000 barrels of petroleum products. The



The tug *Legacy* is part of Crowley's new-build program.

16,000-horsepower tug can generate speeds of 15 knots or more, making the ATB an industry leader, according to the company. When coupled together, the vessels measure 674 feet in length—only 23 feet shorter than One Shell Square, the tallest building in New Orleans. The platform's design, construction and systems exceed industry standards for the safest possible transportation of petroleum and chemical products, the company reported.

"This class of ATB is among the largest, safest and fastest in the trade," said Crowley's Chairman, President and CEO Tom Crowley. "We are raising the bar in terms of reliability, cargo flexibility and environmental friendliness through our industry-leading new-build program. And the investments we are making will serve the needs of our customers for many years to come."

The *750-1* was built by Halter Marine Inc., of Pascagoula, Miss., and the *Legacy* was constructed by Dakota Creek Industries, Inc., in Anacortes, Wash. The *750-1/Legacy* is the first of three U.S.- flag 750-Class ATBs to be built for Crowley. Two more – the *Legend/750-2* and *Liberty/750-3*, which also will boast union crews – currently are under construction and are scheduled for delivery between the second half of 2012 and the first half of 2013. All three ATBs will be operated in the Jones Act U.S. coastwise trade by Crowley's petroleum services group.

These three new vessels will bring Crowley's total ATB fleet to 17, including four



SIU VP Gulf Coast Region Dean Corgey (eighth from left) and New Orleans Port Agent Chris Westbrook (left of Corgey) joined members of the *Legacy/750-1*'s union crew for this photo shortly after the vessel's christening.

155,000-barrel and 10 185,000-barrel ATBs. The *750-1/Legacy* will be operated by Crowley for Marathon Petroleum under a long-term charter arrangement.

Vessel sponsors Christine Crowley, wife of Tom Crowley, and Carole Shaffner, wife of Senior Vice President of Transportation and Logistics George Shaffner of Marathon Petro-

leum Corporation, performed the time-honored tradition of christening the vessels. More than 200 guests, including SIU Vice President Gulf Coast Dean Corgey and New Orleans Port Agent Chris Westbrook, friends and employees from Crowley, the shipyards and vessel charterer, Marathon Petroleum, attended the event. A celebratory reception followed.



Finishing touches are added to the new ship a few weeks before its christening. Designated T-AKE 13, the 689-foot ship continues the Lewis and Clark-class tradition of honoring legendary pioneers and explorers. The ship is named in honor of slain civil rights leader and Army veteran Medgar Wiley Evers, who is especially remembered for his efforts to end segregation at the University of Mississippi in the 1950s and for his opposition to Jim Crow laws in the 1960s. Evers was appointed Mississippi's first NAACP field officer in 1954 and held the position until his assassination in the front yard of his Mississippi home the night of June 12, 1963, by White Citizens' Council and Ku Klux Klan member Byron De La Beckwith. Evers' murder, which occurred only hours after President John F. Kennedy delivered a televised, pro-civil rights speech, was mourned nationally. (Photo courtesy General Dynamics NASSCO)



Myrlie Evers-Williams, widow of civil rights activist Medgar Evers, delivers remarks during the christening ceremony as MSC Commander Read Adm. Mark Buzby applauds. (U.S. Navy photo by Mass Communication Specialist 3rd Class Christopher S. Johnson)

## NASSCO Christens USNS Medgar Evers

The *USNS Medgar Evers* (T-AKE-13), the newest ship in the U.S. Navy's Lewis and Clark-class of dry cargo/ammunition ships operated by the U.S. Military Sealift Command (MSC) and crewed in the unlicensed positions by members of the SIU Government Services Division, was christened Nov. 12 during a ceremony at the union-contracted General Dynamics NASSCO shipyard in San Diego.

"I christen you *USNS Medgar Evers*," said Myrlie Evers-Williams, the widow of the ship's namesake, as she broke the traditional bottle of champagne against the vessel's bow. The *Evers* was launched Oct. 29 and is scheduled for delivery to MSC in spring 2012. When accepted and fully manned, the platform will be crewed by 124 civil service mariners and 11 Navy sailors, according to MSC.

"This technological marvel will carry the strong name of Medgar Evers, as well as the amazing spirit and expertise of the American people, across oceans and seas to every corner of the world," said Navy Rear Adm. Mark H. Buzby, commander, MSC, to an audience of more than 1,000 people who braved the rainy morning to attend the event. Ceremony attendees included the Evers family, NAACP and other civil rights leaders from around the country, California Gov. Jerry Brown, distinguished guests from the U.S. military and maritime industry and NASSCO employees who built the ship.

"*USNS Medgar Evers* and its MSC civil service mariner crew will be indispensable to the Navy by daily performing the many tasks required to keep our combat fleets on station, ready to face any aggressor, anywhere in the world," Buzby said.

"This type of ship is the glue that holds the Navy together," said Secretary of the Navy Ray Mabus, the event's guest speaker. "Ships such as the *USNS Medgar Evers* allow us to remain forward deployed by providing ammunition, fuel and supplies to our ships around the world."

"This is truly a wonderful day, one that will go down in the history books and one that will remain in our hearts forever," said Evers-Williams during her remarks to the crowd.

The *USNS Medgar Evers* is the thirteenth of fourteen projected dry cargo/ammunition ships built for use by MSC's Naval Fleet Auxiliary Force and Maritime Prepositioning Force. Vessels assigned to this program deliver ammunition, food, fuel and other supplies to U.S. and allied ships at sea, enabling the Navy to maintain a worldwide forward presence. Maritime Prepositioning Force ships – many of them crewed by SIU members – are continuously deployed to strategic locations worldwide, carrying U.S. Marine Corps cargo ready for rapid delivery to Marines ashore.

# Unions, MTD Condemn MarAd Report

## SIU, Others Cite 'Gigantic Failure in Matsuda's Leadership'

In early November, the SIU and three other maritime unions issued a joint statement harshly criticizing the U.S. Maritime Administration (MarAd) for the agency's recent acceptance of what the unions described as a severely flawed report.

The Maritime Trades Department, AFL-CIO, quickly followed up with its own statement backing the unions.

The SIU was joined by the American Maritime Officers; International Organization of Masters, Mates and Pilots; and Marine Engineers' Beneficial Association. Their joint statement began by pointing out that MarAd recently had released "a highly contentious study of American-flag shipping without any input whatsoever from maritime labor. This inexplicable decision guaranteed that the report would not contain the information that Congress and the Administration would need to develop and implement meaningful maritime policy that strengthens, not weakens, the U.S.-flag merchant marine, provides jobs for American, not foreign, maritime workers, and bolsters, not diminishes, the economic, military and homeland security of the United States. The administrator who approved the report, David Matsuda, should be held accountable."

The unions pointed out that MarAd more than a year ago had been tasked by Congress with identifying ways to boost American-flag shipping (which is the agency's federal mandate). "Instead, the agency accepted a report based on incomplete information whose main conclusion – that in the deep-sea commercial sector, it often costs more to use U.S.-flag ships – isn't news to anyone," the unions declared. "The fact that MarAd chose to exclude a significant segment of the maritime industry from this process, and accepted a report that includes possible cost-cutting suggestions that are completely contrary to the overall best interests of the United States represents a gigantic failure in Matsuda's leadership and a missed opportunity on the part of the Maritime Administration."

The joint statement continued, "How could the Maritime Administration sign off on a report that suggests consideration of weakening or eliminating the Jones Act, one of the bedrocks of our national and economic security? How could the agency not refuse the mere notion of turning America into a second register? (It should be noted that the carriers interviewed for the study soundly rejected lowering U.S.-citizen crewing requirements as well as the

second-register idea.)

"We make no apologies whatsoever for the fact that our members make a living wage and receive health care and pension benefits. American mariners are second-to-none worldwide when it comes to being properly trained for their profession. Yet MarAd's report points to these factors as some of the reasons why it costs more, on average, to ship American. MarAd should be ashamed of itself for entertaining a study that suggests that beating down American mariners to the level of Third-World labor and lowering their standard of living are good for our industry and good for our country. The findings of this report are an insult to the brave men and women who comprise the U.S. Merchant Marine, including those who sail in harm's way to deliver vital materiel to our armed forces."

Finally, the unions noted that they "stand ready to work with Congress and the Administration to make our industry stronger, larger and more competitive. The Maritime Administration had the opportunity to start this process in an all-inclusive, productive way. It is not only unfortunate but a clear dereliction of duty that they chose not to and instead spent time, energy and resources on a report that serves no

useful, constructive purpose."

The MTD called the report "flawed and inadequate.... We find it quite odd that MarAd would release a flawed report suggesting a second register while at the same time the United States is seriously considering the ratification of the United Nations Convention on the Law of the Sea. Those conducting the research failed to contact a single maritime union, relying solely on shipping company representatives for their information about mariner contracts and benefits. The MTD welcomes the rejection of such ridiculous notions by U.S.-flag carriers within the study."

The MTD statement further said that by accepting and publicizing the report, the agency "shows it is out of touch with its own mission statement and with the Obama Administration's charge to maintain and create good American jobs. The MTD finds it hard to believe that the agency of the federal government mandated to promote U.S.-flag shipping and its mariners can be so disconnected as to not know that its own sponsored report fails to meet its original objectives and then proves it does not even understand its own roles and missions."

## Horizon Halts Trans-Pacific FSX Service

Seafarers-contracted Horizon Lines in late October announced the end of its Five Star Express (FSX) trans-Pacific container shipping service between the U.S. West Coast, Guam and China. The move involves the *Horizon Hawk*, *Horizon Consumer*, *Horizon Tiger*, *Horizon Eagle* and *Horizon Falcon*.

In a letter to Horizon crews and shore-side employees, company Executive Vice President and Chief Operating Officer Brian W. Taylor said, "This is a decision that we do not take lightly and it is one that has been made with a great deal of care and deliberation. Although a new refinancing for our company is in place, softening economic conditions remain, as does the prospect of ongoing challenges in several trades. Like many other International carriers, we have been dealing with persistent rate and volume deterioration in the China trade and the adverse impact this is placing on our financial performance.

"Throughout these challenging times in the Pacific, we have continued to run our existing service without interruption, and you have been instrumental in helping make this happen. We are grateful for all of the service and sacrifice you have made to get us here, however, with no end in sight to the rate pressure in this trade, we have made the difficult decision to discontinue our service."

He added, "I want to emphasize that this de-

cision to discontinue the FSX service has nothing to do with the exemplary service you have delivered. Each of you helped us launch this service in short order late last year, without a single operational or commercial flaw!"

SIU President Michael Sacco, in a letter sent to each ship's chairman, noted, "This is a disappointing but not surprising move that is being made to stop financial losses that are well into tens of millions of dollars. As Horizon stated, it is no reflection on the work of their crews or other employees, and it's an agonizing decision, but there simply is no practical alternative. (Dozens of shore-side employees are being displaced as well.)

"In the short run, your union will continue working with the company to help ensure a smooth conclusion to this operation and to protect your interests. I thank you in advance for your professionalism during this challenging time, and I know it goes without saying that you will all do your parts to help the final sailings proceed safely and efficiently, like always.

"In the bigger picture, it's important to note that discontinuation of the FSX Guam and China services will not affect Horizon's domestic Jones Act services in Alaska, Hawaii or Puerto Rico. The company remains a key employer of SIU members, and we will continue working with them to help Horizon navigate through their current financial crisis."



The SIU-crewed *SBX-1* departs Seattle and heads for Hawaii following three months of scheduled maintenance and upgrades. (Photo courtesy Missile Defense Agency)

## IAS Lands DOD Contract

### SIU Jobs Secure Aboard *SBX-1*

The Defense Department in early November announced that Interocean American Shipping Corp. (IAS) has been awarded a contract to operate and maintain the sea-based X-Band Radar platform known as *SBX-1* for the U.S. Military Sealift Command. The contract is for one year but includes options that would bring the total agreement to five years.

IAS already had been operating the *SBX-1*, with an SIU crew, under terms of a prior contract.

According to the recent government announcement, the vessel "will be deployed to the Pacific Ocean to provide ballistic missile-tracking information to

the Ground-based Midcourse Defense System (GMD). *SBX-1* will also provide advanced target and countermeasures discrimination capability for the GMD interceptor missiles."

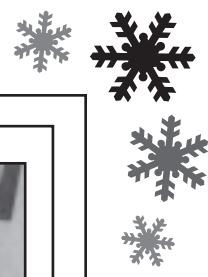
The U.S. Missile Defense Agency reports that the *SBX-1* can sail at up to eight knots. The unique vessel measures 240 feet wide, 390 feet long, and 280 feet high from its keel to the top of the radar dome (radome).

The *SBX-1* features an advanced X-Band radar mounted aboard an oceangoing, semi-submersible platform. It is twin-hulled, self-propelled and very stable in rough seas.

## Kudos to Paul Hall Center Apprentices



When SIU Asst. VP Nick Celona and Patrolman Nick Marrone II serviced the *Horizon Enterprise* on Oct. 13 on the West Coast, Recertified Bosun George Khan complimented the work of the vessel's two apprentices, who had been aboard for recent trips completing the second phase of the program. Pictured from left to right are Marrone, UA Paul Douglas, Khan, UA Lucas Osborn and Celona.



## Study: Great Lakes Maritime Industry Accounts for 100,000 American Jobs

The maritime industry on the Great Lakes is responsible for creating and sustaining more than 100,000 American jobs, according to a study released in October. In addition to the jobs supported by maritime, shipping on the Great Lakes is also a major generator of economic activity for both the United States and Canada's international trade, the study showed.

The study, "The Economic Impacts of the Great Lakes-St. Lawrence Seaway System," was commissioned by the Lake Carriers' Association (LCA) in conjunction with several other maritime groups. Their goal was to demonstrate to the public the vast benefits that shipping provides not only to the region, but also to the entire nations of Canada and the United States.

"The value of U.S.-flag Lakes shipping has never before been so well illustrated," said James H.I. Weakley, president of the LCA. "These facts and figures will help us fight for our fair share of federal dredging dollars, a second Poe-sized lock at Sault Ste. Marie, Michigan, renewal and expansion of the U.S. Coast Guard's icebreaking fleet, and other needs that will determine if those jobs stay and grow, or whither and go."

In a time of economic hardship, particularly in the Great Lakes region where other industries have been hit hard by layoffs, outsourcing, and subsequent unemployment, the maritime industry is doing its part to keep the flow of goods moving and hundreds of thousands of Americans at work through direct and indirect jobs, the LCA pointed out.

According to the study, the maritime industry provides over 44,000 direct jobs

to merchant seamen and others aboard vessels that sail the Great Lakes. However, Great Lakes shipping also leads to thousands of indirect jobs as well. At least 44,000 related jobs were created or sustained through the maritime industry.

The maritime industry on the Great Lakes provides a major economic impact on the nation, the study confirmed. According to the report, the amount of money generated by firms and companies that rely on maritime was upwards of \$33.5 billion in 2010 alone. The maritime industry and the companies that depend on it also generated billions in tax dollars at the federal, state, and local levels, which furthers the contribution of maritime on the Great Lakes to the good of the nation as a whole.

Another of the study's findings showed that the average wage for a maritime-related job in the Great Lakes region is roughly \$47,000.

The LCA concluded that the report confirms what shipowners, maritime workers, labor officials, and members of Congress have long been professing: The U.S. maritime industry is an important component of national and economic security.

U.S.-flag "lakers," many of them crewed by SIU members, haul raw materials – iron ore for steel production, coal for power generation, limestone and cement for the construction industry, as well as salt, sand, grain, and other dry- and liquid bulk cargos. In total, there are about 65 large U.S.-flag self-propelled vessels and tug/barge units. In a boom economy, the U.S.-flag Lakes fleet can haul upwards of 115 million tons of cargo over the course of the shipping season.



### AOTOS Honorees Include SIU Crews

The 2011 United Seamen's Service (USS) Admiral of the Ocean Sea Awards were presented to three great friends and advocates of the maritime industry on Oct. 28 in New York, with more than 700 people in attendance. Pictured above, left to right, are honorees Robert D. Somerville, chair of the American Bureau of Shipping; General Duncan McNabb, recently retired commander of the U.S. Transportation Command; and James L. Henry, chairman and president of the Transportation Institute. Detailed information about those honorees appeared in an article in the August edition of the LOG. Several SIU-crewed vessels also received honors at the Oct. 28 event; the *Horizon Producer*, *USNS Bridge*, *Thomas Jefferson*, *Cape Kennedy* and *USNS Safeguard* were recognized for activities ranging from supporting relief operations in Japan to performing rescues at sea to extinguishing a shipboard fire caused by contractors. AB Gary Toomer of the *Cape Kennedy* is pictured at right. A special AOTOS recognition plaque was given to Captain George Quick, former president of the Association of Maryland Pilots.



### Historic International Transport Workers' Federation Meeting



The executive board of the International Transport Workers' Federation (ITF) convened in Washington, D.C., for a mid-October gathering that is believed to have been the first time the board met in the United States. Highlights included an address by AFL-CIO President Richard Trumka and a visit from U.S. Secretary of Labor Hilda Solis, pictured at left with SIU Secretary-Treasurer David Heindel, who also serves as chair of the ITF Seafarers' Section. Another noteworthy development occurred when the board joined in celebrating the presentation of an AFL-CIO charter to the National Taxi Workers Alliance (photo above), which became the 57th organization to join up with the federation. Among those welcoming the affiliation were ITF General Secretary David Cockroft (seated second from right) and ITF President Paddy Crumlin (seated far right).

### ITF Applauds Admiral's Anti-Piracy Pledge

The International Transport Workers' Federation, to which the SIU is affiliated, in late October said it "welcomed the latest statement of determination to prevent piracy from the Supreme Allied Commander, Europe, U.S. Navy Admiral James Stavridis."

The ITF was responding to an exchange of letters with Admiral Stavridis, in which he reiterated the NATO task force's determination to "use all its means to limit the freedom of movement to the Pirate Action Groups in the area."

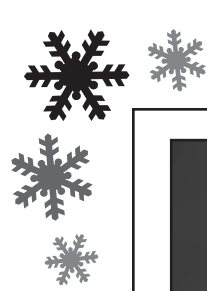
SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers' Section, had written to the admiral on behalf of both the union and the federation. The initial correspondence criticized many flag-of-convenience states for not contributing to the fight against piracy, and called for a more robust response in all areas. As noted by Heindel, this would include disrupting the pirate camps on land and restricting their access to fuel as well as their ability to store fuel, among other steps.

"I'm pleased to report that the admiral shares and appreciates our concerns and, in addition, assured us that the NATO counter-piracy task force will use all of its resources to limit the movement of pirates," Heindel said in his November report to the SIU membership. "He also forwarded our letter to NATO headquarters in Brussels to inform their political body of our concern."

"As we stated back when we helped launch the Save Our Seafarers campaign, we don't expect the pirates to be afraid of a letter. But there is value in securing on-the-record support from individuals like Admiral Stavridis and from organizations like NATO's Allied Commands."

Stavridis wrote in part, "I want to thank you for your commitment against piracy, an evolving scourge, not only in the Indian Ocean but also, as you mentioned, emerging as a growing threat off the coast of West Africa. As you are well aware, the military actions at sea, conducted by several coalitions, only address the symptoms of a wider problem which remain on land in Somalia, which has suffered from an absence of government for more than two decades. I would like to assure you that we are doing as much as we can, with the assets the NATO members have allocated to the NATO counter-piracy task force."

Complete copies of both letters, along with an ITF press release, are available in the News section of the SIU website, with a posting date of Oct. 26.



The newly recertified bosuns were joined by SIU officials for this traditional photo following the November membership meeting in Piney Point, Md. Pictured from left are SIU Secretary-Treasurer David Heindel, VP Atlantic Coast Joseph Soresi, Anecito Limboy, VP Contracts George Tricker, President Michael Sacco, Mickey Earhart, Randell Porter, Rafael Franco, Executive VP Augie Tellez, Jeffery Eckhart, Hanapiah Ismail, Port Agent Pat Vandegrift and Greg Cudal.

# Seven Bosuns Complete Recertification

*Seafarers Finish Premier Deck-Department Course at Union-Affiliated Paul Hall Center in Piney Point, Md.*

Seven SIU members recently completed the bosun recertification course at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The three-week class is considered the top curriculum available to deck-department Seafarers.

Receiving course-completion certificates at the November membership meeting in Piney Point were **Gregorio Cudal, Mickey Earhart, Jeffery Eckhart, Rafael Franco, Hanapiah Ismail, Anecito Limboy and Randell Porter**. In keeping with SIU tradition, each bosun took a turn at the podium and addressed fellow members, unlicensed apprentices and union officials.

Both in their respective speeches at the meeting and in written comments provided to the *Seafarers LOG*, the bosuns consistently stated that the recertification

couraged the apprentices to take advantage of the career opportunities available through the SIU and the Paul Hall Center's Seafarers Harry Lundeberg School

**"The SIU has always been there for me. That's why I will always be there for the SIU."** – Recertified Bosun Rafael E. Franco

class will help them do an even better job aboard ship. They credited the school for its supportiveness; applauded the union for its successful efforts to fight for and protect members' job security; and en-

of Seamanship.

The course included sessions covering the Manila Amendments to the STCW Convention and various planned improvements to the school. The bo-

sons – each of whom had taken at least one class at the school in years past – at various times met with representatives from the union's contracts, manpower, benefits plans, and communications departments, as well as with personnel from different departments at the school. They participated in meetings at the union's headquarters building, located in Camp Springs, Md., and at the Maritime Trades Department offices in Washington, D.C. (the latter of which are housed at AFL-CIO headquarters). They also brushed up on computer and communications skills, and trained at the school's small-arms range, among other activities.

Cudal signed on with the Seafarers in 1983. He said the class gave him "better knowledge about contracts and about how the union and school operate. I have a better understanding of our benefits and how to deal better with people on board the vessels."

He added, "I highly recommend all union members come and upgrade at the school, because the more knowledge we acquire for the job, the better for us and the companies we will work for."

Earhart, who joined the SIU in 1989, has upgraded a handful of times but said, "This time here has been the best of all. This has been a very good class – I learned a lot of new information and now feel I can answer questions better that I get asked every day."

He described the SIU as "a big part of my family. It has been for 22 years and will be for a long time to come."

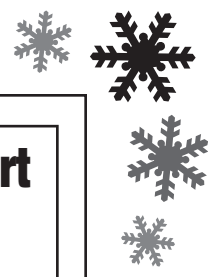
Eckhart has been a Seafarer since 1977. He said he gained "a lot of information" about how the union, school and Seafarers Plans function, and he also appreciated revisiting the union's history. Altogether, the lessons illuminated "how everything is tied to together to form the union. This will help me answer questions.... I got to meet a lot of nice people and instructors and really enjoyed my time here at the school."

Franco, who joined the SIU in 1991,



The bosuns said they enjoyed the opportunity to share knowledge with apprentices (photo above and the bottom photo on Page 7) at the school.

*Continued on next page*



Class members enhance their computer skills during the recertification course.

## Graduates Share Experiences with Apprentices, Upgraders

Continued from Page 6

said the small-arms training proved quite valuable, and he also said all of the school's instructors are "very knowledgeable. My experience here has been great.... The SIU has always been there for me. That's why I will always be there for the SIU."

Ismail came aboard as a Seafarer in 1984. He said the recertification course reinforced his belief that "the union is in good hands, and so is the school. I would like to thank our officials because without them, I don't know where I would be. Thanks to the instructors at the school, too, for all that they do."

Limboy, a member since 1993, said one of the course's most interesting components involved

detailed information about contract negotiations. He encouraged fellow sailors to upgrade at the school and added his thanks "to SIU President Mike Sacco, our other officers, and the school's staff and instructors for everything they do."

Porter joined the union in 1991. He, too, said that learning about contracts was helpful, as was gaining knowledge about the medical and pension plans.

"The information I received was very helpful to me, and now I can help

someone else or at least point them in the right direction," Porter noted. "My stay here was great, the education I got was very helpful, and the instructors were very knowledgeable. I say thank you to all of them."



## Summary Annual Report For Seafarers Health And Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2010 to December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$61,236,749 as of December 31, 2010 compared to \$80,904,452 as of January 1, 2010. During the plan year the plan experienced a decrease in its net assets of \$19,667,703. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$35,692,394. This income included employer contributions of \$31,938,785, participant contributions of \$451,600, realized gains of \$60,298 from the sale of assets and earnings from investments of \$3,109,616. Plan expenses were \$55,360,097. These expenses included \$10,531,650 in administrative expenses and \$44,828,447 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

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

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

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

## Beck Notice

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

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

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

1. Benefits of union membership — While non-members do not receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play

a role in the development and formulation of union policies.

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2010 calendar year, the fee cost associated with this representation amounts to 86.13 percent of the dues amount. This means that

the agency fee based upon the dues would be \$430.65 (four hundred thirty dollars sixty-five cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2012 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2011 and November 30, 2012 will have this calculation applied to their 2012 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2013, your objection must be received by December 1, 2012.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2010.

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

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

The objection must be sent in writing to: Agency

Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

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

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

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

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

Sincerely,  
David Heindel, Secretary-Treasurer

# SHBP Scholarships Available to Seafarers, Dependents

Eligible Seafarers and dependents who are interested in furthering their education may now apply for scholarships being offered by the Seafarers Health and Benefits Plan's (SHBP) 2012 Scholarship Program.

Eight awards totaling \$132,000 will be available under the 2012 program to qualified applicants to help offset the financial challenges associated with college and vocational studies. 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 post-secondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to send for the 2012 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below, and return it to the address provided. As an alternative to requesting a scholarship

package through the mail, they also are available at SIU halls.

Once the scholarship program booklet has been received, applicants should check the eligibility criteria to determine if they are qualified to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2012. Items that must be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible. Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth

certificate are also required and should accompany the package. A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2011. 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 2012 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ( ).....

This application is for:  Self  Dependent

Mail this completed form to: Scholarship Program  
Seafarers Health and Benefits Plan  
5201 Auth Way  
Camp Springs, MD 20746

## Union Plus Helps Union Families Achieve Goals

Union members and their dependents who are looking to further their education should research all the scholarship opportunities that are available to them, including those through Union Plus.

The Union Plus Scholarship Program awards \$150,000 each year to union members, spouses or dependent children who are attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Applications for the 2012 scholarship program are due Jan. 31, 2012.

Since starting the program in 1992, Union Plus has awarded in excess of \$3.2 million in educational funding to more than 2,100 union members, spouses and dependent children. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor.

There is no requirement to have participated in any Union Plus program in order to apply for these scholarships. Those interested in applying should visit [www.unionplus.org/education](http://www.unionplus.org/education).

## Monthly Membership Meetings Keep Seafarers Informed About Issues Affecting Their Livelihoods

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

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

and those of their family members.

Below is the schedule of meetings which will be held in 2012. Each issue of the *Seafarers LOG* also lists the dates for the next two monthly meetings that have been scheduled for each port. Meeting dates also are posted on the SIU website.

### 2012 Union Membership Meeting Dates

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

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

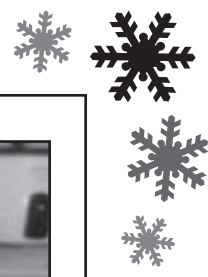
\*Piney Point changes created by New Year's Day, Labor Day and Columbus Day holidays.

\*Philadelphia change created by Independence Day holiday.

\*Houston change created by Veterans Day holiday.

\*Wilmington change created by Presidents' Day holiday.





AB Lionel Rivas



GUDE Brett Arcouette, UA Scott Doxey

## Liberty Promise Transports Speedy Cargo

On Oct. 29, the Seafarers-crewed *Liberty Promise* loaded 11 high-speed boats and their support equipment in Savona, Italy, noted vessel master Capt. Costas Balomenos. Destined for Abu Dhabi, the boats are used in international powerboat racing; they can accelerate from a standstill to 100 mph in only four seconds, and have top speeds greater than 155 mph.

“Last spring, the sister ship *Liberty*

*Pride* delivered the boats to Europe for the summer race circuit,” Balomenos wrote in a recent communication to the *LOG*. “Now, they are being returned to the Persian Gulf for the winter race months.

“Bosun **Marco Galliano**, AB **Ferdinand Hinds**, AB **Arnaldo Avila**, AB **Gwendolyn Garcia**, AB **Todd Homer** and AB **Lionel Rivas**, along with the assistance of SIU Apprentices **Cody Fox** and **Scott Doxey**, carefully assisted the stevedores in securing this delicate cargo,” he added. “They will be monitoring these boats throughout the voyage to assure that they are delivered

safely.”

Also garnering attention aboard the Liberty Maritime ship was a Halloween cake Chief Steward **Henry Manning** put together for the crew and officers. The captain described it as “wonderful.”

Rounding out the SIU crew are GUDE **Terrence Meadows**, GUDE **Brett Arcouette**, Chief Cook **Tonya Johnson** and SA **Sheltia Wright**.

“The MEBA deck and engine officers of the *Liberty Promise* thank the SIU crew for their continuous hard work and dedication,” Balomenos concluded.



A specially designed transport truck heads for the stern ramp.



The Dubai team boat is loaded onto the vessel.



Boats for the Abu Dhabi (foreground) and Dubai teams are among those transported by the SIU-crewed *Liberty Promise*.



GUDE Terrence Meadows

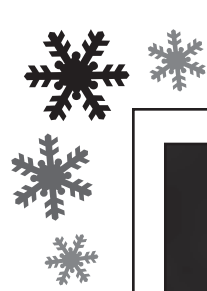


Chief Steward Henry Manning, Chief Cook Tonya Johnson

## Crowley Crews Review STCW Convention, Much More



SIU members employed by Crowley met in late September in Jacksonville, Fla., for a two-day seminar covering a wide range of maritime topics. Participants including Seafarers and company personnel are pictured above. Among the subjects they reviewed were the Manila amendments to the STCW Convention; oil spill response considerations; company policies and procedures; hydraulics; engineer vessel air controls; hazmat transfer procedures; and hurricane preparedness.



**NY PORT COUNCIL EVENT** – SIU President Michael Sacco (center) chats with Seafarers Dave Christinzio (left) and Anthony Lombardo during the annual Maritime Port Council of Greater New York/New Jersey awards dinner, which took place Oct. 15. This year's honorees included U.S. Rep. Charlie Rangel (D-N.Y.), retired MTD Executive Sec.-Treasurer Frank Pecquex and President Sacco.



**CATCHING UP IN PUERTO RICO** – SIU Executive VP Augie Tellez (center) is pictured with union employees Wilfredo Miranda (left) and Luis Roman at the union hall in Santurce, P.R., where the latter two gentlemen are based.



**WELCOME ASHORE IN HOUSTON** – SIU Assistant VP Jim McGee (right) presents a pension check to Chief Mate William Travis, who recently retired after a long and productive career that included working at Crowley and Seabulk Towing.

## At Sea and Ashore with the SIU



**REMEMBRANCE ABOARD HORIZON HAWK** – Bosun David Garoutte reports: "On Oct. 20 at 1300 hours, latitude 24-0 N / longitude 128-45 E, the crew of the *Horizon Hawk* (group photo) gathered on the stern for an informal remembrance and salute to First Assistant Engineer Jack M. Bell, who passed away on the morning of Oct. 13 while en route from Oakland, Ca., to Guam. Many shared personal remembrances of Jack, attesting to his fine character, humor, and work ethic. He was a well-respected shipmate and good friend to many. He will be missed. The gathering ended with three blasts of the ship's horn. Jack Bell was not an SIU member, but he was a brother seaman, sharing the same hardships and perils that we all do while serving away from home. It was in the truest spirit of the Brotherhood of the Sea that we all came together and honored our friend." A floral arrangement presented by the crew is shown in the other photo.



**LONGTIME SEAFARER CALLS IT A CAREER** – Ft. Lauderdale Port Agent Kris Hopkins (right) congratulates AB Wayne Johnson upon the Seafarer's recent retirement. Johnson was among the first graduates of the SIU-affiliated Lundeberg School in the late 1960s, and he first sailed on the *Del Sol*.



**SAFETY CELEBRATED ON HORIZON EAGLE** – These crew members were aboard the *Horizon Eagle* when they celebrated going three years without a lost-time injury. Among those included in the photo are Chief Cook Mario Firme Jr., Chief Steward Rang Nguyen, AB Rodolfo Antonio, DEU Virgilio Banzon, QMED Florencio Marfa Jr., First Engineer Tim Arai (obscured), Captain Niles Baker, Second Mate Derek Bender, Chief Mate Eric Veloni, Engine Cadet John Martin, Third Mate Jerry Masticola, AB Robert Borchester, Recertified Bosun Lance Zollner, Electrician Michael Murphy, AB Alexander Bermudez, Steward Utility Fathi Mohsin, Chief Engineer Ben Meucci (partially obscured) and Third Engineer Prentiss Smith.



# NOAA Vessel Arrives at New Home Port in Davisville, R.I.

The Seafarers-crewed National Oceanic and Atmospheric Administration (NOAA) ship *Okeanos Explorer* arrived at its new home in Davisville, R.I., on Sept. 28 after months at sea gathering information on the little-explored ocean floor. On Oct. 17, the vessel was the focal point of a homecoming celebration with U.S. Senators Jack Reed (D-R.I.) and Sheldon Whitehouse (D-R.I.) on hand to honor the *Okeanos Explorer's* contributions to the field of oceanography.

The ship has recently done explorations of the seafloor off the coasts of Indonesia, the Galapagos Islands, and in the Gulf of Mexico. The 224-foot vessel, crewed in the unlicensed slots by members of the SIU Government Services Division, holds some of the most advanced underwater mapping equipment that allows the scientists aboard to investigate poorly mapped parts of the ocean floor more thoroughly.

One of the vessel's key features is its remote-operated vehicle (ROV) capabilities. These ROVs have the ability to move along the floor of the ocean and record images that scientists wouldn't normally have the chance to see. The vessel also sends real-time satellite transmission of its findings to Exploration Command Centers ashore. One such center is at the University of Rhode Island where students, scientists, and others can access the information.

The *Explorer* has been a particularly busy and effective vessel in the NOAA fleet, according to the agency. Since 2009, it has mapped more than 450,000 square kilometers of previously unmapped or poorly mapped areas of seafloor. That is roughly equivalent to the size of California. The vessel has also trained a large number of undergraduate and graduate students aboard, in addition to many more through telecommunications.



Stephen Cornwell sailed in the union's inland division.



## Former SIU Boatman Publishes Fiction Novel

Former SIU member **Stephen M. Cornwell** has turned his love of writing into a new career as a published author. His novel, called "The Last Iriadonae," is an adventure/fantasy story that hit the market on Oct. 19.

Cornwell joined the SIU in 1979 at the Paul Hall Center's Lundeberg School of Seamanship and then went on to work on harbor tugs for G&H Towing, Crowley, Moran and McAllister for a total of 30 years. Cornwell sailed in a variety of capacities in the deck and engine departments; he began writing in 2009.

Here is a plot synopsis of the book, provided by the author: "After his father mysteriously disappears, and then his mother is wounded by soldiers of his own kingdom, a young blacksmith and his two sisters turn in desperation to the witch of Deepmist Forest for help. The witch says they must take their mother to the elves in distant Sira Et Kanan, if they hope to save her life. She claims he and his two sisters were born with powers which were concealed from them. Wanted by their own

army, and hunted by an evil sect, they must learn to use their powers while fighting their way across lands infested with trolls and ogres. Aided by a few good friends, they race headlong to save their mother and discover what became of their father."

"The Last Iriadonae" is actually part of a three-volume tale that Cornwell is in the process of creating. "The Islix Sword Trilogy" happened, according to Cornwell, sort of by accident.

"The book was originally going to be one long book, but publishers want books in the 90,000 to 120,000 word range," said Cornwell. "I was already at 150,000 words when I learned this. I knew where the story was going, and decided it would be best to divide it into three and make it a trilogy."

The next installment of the story, "The Sanctum of Solitude," is already completed, according to Cornwell. The third, "The Second War," is being written.

"The Last Iriadonae" is available on Amazon.com. In addition to hardcover, the book will be available for download through Amazon.com's Kindle site.

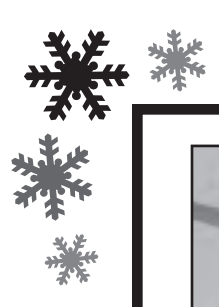


Under Secretary of Commerce for Oceans and Atmosphere Jane Lubchenco, Ph.D., stands with mariners from the Seafarers-crewed NOAA Ship *Okeanos Explorer* at the vessel's new home in Davisville, R.I. (Photo by David Hall/NOAA)

### Those Fish Never Had a Chance

The off-duty angling skills of Seafarers aboard the *USNS Lawrence Gianella* recently were on display in Diego Garcia. Pictured with their respective catches are Bosun Kyle Bailey (below, left), AB Stag Rye (far right) and Pumpman Jason Powell (immediate right). The vessel is a tanker operated by Ocean Shipholdings for the U.S. Military Sealift Command.





Many of the company's tugs are designed to meet specific requirements for assisting U.S. military vessels.



Captain Brent Goodridge



# On the Job at Sea

## SIU Boatmen Provide Ship Assist Operations

Recent stops aboard two Seabulk Towing boats in Port Arthur, Texas, found the SIU crews in good spirits and hard at work.

The *Gasparilla* and the *Nike* both operate on the Sabine-Naches Waterway between the sea buoy at the Gulf of Mexico and the docks in Beaumont, Port Arthur and Orange as well as in the Sabine Pass. Typically, they perform harbor assist work with tankers, bulkers and car carriers, plus military supply ships. The four-man crews are part of a fleet that also operates from various locales in Louisiana.

Aboard the *Gasparilla*, Mate **Justin Briggs** recalled that in his first year as a Seafarer (2005), he sailed on a Seabulk tug that was the first vessel to negotiate the Port Arthur waterway after Hurricane Rita. SIU boat-

men relayed vital information to authorities two weeks before regular traffic resumed.

"It was a real team effort," Briggs stated. "he'll never forget seeing some of the damage."

Meanwhile, aboard the nearby *Nike*, two crew members said they are pleased with new aspects of their respective careers.

For Deckhand **Adrian Novcaski**, the vessel is relatively new – he's in his first year sailing. "It's an entirely different world being on the water," he enjoys it, and eventually wants to become a mate.

Quartermaster **Anthony Meredith** comes aboard as an old salt, having sailed on tugs for 10 years. "I'm a first-year union member – and a happy one."

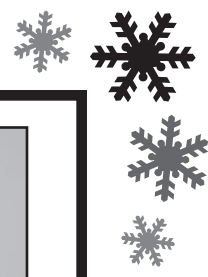
"There's somebody protecting me for a long time."



The company's SIU-crewed tugs are based in Texas and Louisiana.



Mate Justin Briggs



Captain Chris Kibodeaux



Pictured from left to right aboard the *Gasparilla* are Apprentice Mate Aaron Howell, Chief Engineer Chris Butts, Seabulk Area Operations Manager (and SIU book holder) Michael Thomas, Mate Justin Briggs and Captain Brent Goodridge.

# bulk Towing

## ons, Offshore Towing Services

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Meredith stated when asked about some of the differences between belonging to a union compared to not having representation.

He added that because of the protection of a collective bargaining agreement, his opportunities for advancement "are not based on who you know but on what you know."

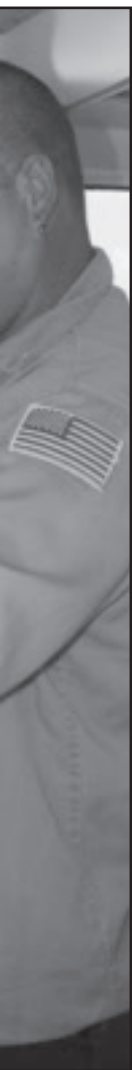
Other members pictured on these two pages have belonged to the SIU for many years. They include Chief Engineer **Chris Butts** (a member for 27 years); Engineer **Gus Leday** (23 years); Captain **Brent Goodridge** and Captain **Chris Kibodeaux** (13 years each); and Apprentice Mate **Aaron Howell** (four-plus years).



Apprentice Mate Aaron Howell



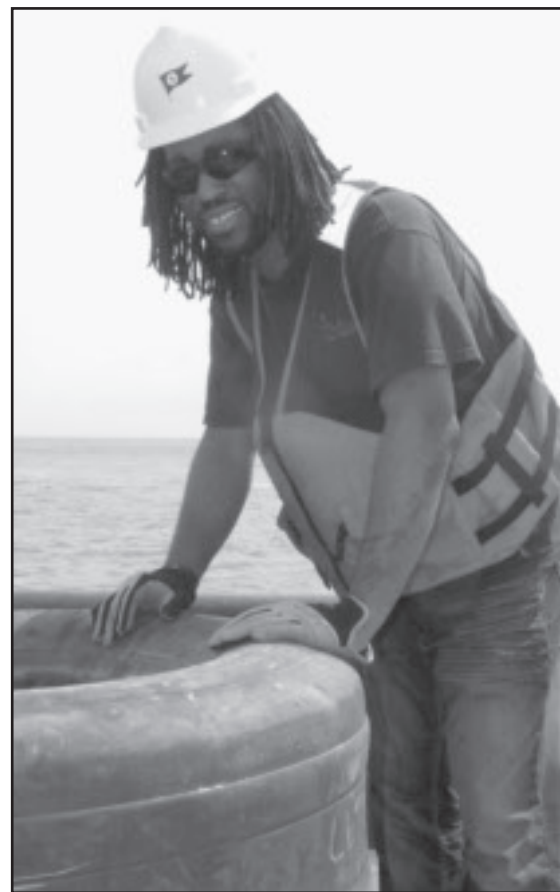
Deckhand Adrian Novcaski



Chief Engineer Chris Butts



Engineer Gus Leday



Quartermaster Anthony Meredith

# USNS Big Horn Completes Seven-Month Deployment

The Seafarers-crewed U.S. Military Sealift Command fleet replenishment oiler *USNS Big Horn* returned to Norfolk, Va., on Oct. 28, following a seven-month deployment to the U.S. Naval Forces Europe-Africa/U.S. 6th Fleet area of responsibility. While deployed, the vessel – crewed in the unlicensed slots by members of the SIU Government Services Division – provided underway replenishment services primarily to U.S. and NATO forces supporting Operation Unified Protector.

According to MSC, the *Big Horn* travelled 39,355 nautical miles during the deployment and conducted 112 underway replenishments, delivering 10 million gallons of fuel – including more than 570,000 gallons of jet fuel – and 1,042 pallets of stores and equipment to U.S. and NATO ships across the northern Atlantic Ocean and Mediterranean Sea.

Initially deployed in April to the Irish Sea as part of the 2nd Fleet exercise Joint Warrior 11-1, the *Big Horn* played numerous roles in the multinational exercise – including serving as a training platform for amphibious

assaults, joining in ship-to-ship targeting drills, and participating in maritime search and seizure drills – in addition to the ship's principal mission of fleet replenishment.

During Joint Warrior 11-1, the *Big Horn* conducted underway replenishments with ships from a variety of countries, including Bulgaria, Italy, Spain, Greece, Canada, France, Israel, Turkey, Morocco and Malta, the agency reported. Those operations were conducted at all hours of the day and night, often on short notice.

At the conclusion of Joint Warrior, the *Big Horn* reported to U.S. Africa Command to provide vital fuel and stores to the U.S. and NATO ships supporting U.N. Security Council Resolution 1973, which authorized all necessary measures to protect Libyan civilians under threat of attack and to enforce a no-fly zone. Serving the NATO-led Operation Unified Protector, the *Big Horn* provided underway replenishment to ships as well as transportation support for military and civilian officials moving throughout the operating area.



The Seafarers-crewed *USNS Big Horn* (left) sails alongside the USS *Bataan* last summer in the Mediterranean Sea during an underway replenishment. (U.S. Navy photo by Mass Communication Specialist 2nd Class Julio Rivera)

## Spirit of (Alliance) St. Louis



Capt. F.B. Goodwin of the *Alliance St. Louis* submitted these photos of Seafarers to recognize them for "exemplary" performance in the steward department and for earning Maersk Line, Limited safety awards. Goodwin said he recently had the galley gang "stand down from cooking dinner, and the rest of the ship's personnel assisted with and cooked dinner (cookout) and helped with cleanup. We still needed their expertise in preparation, and pointers on cooking." Standing left to right in the photo above are Bosun Jeffery Moritz, SA Jose Garcia, Steward/Baker Rudolph Daniels, Chief Cook Vincent Chavez and Electrician Herbert Hyde. In the other photo, seated from left are safety award recipients AB Rickie Zelaya, Daniels, Garcia, Chavez and AB German Nunez along with OMU Malachi Tannis. Among those in the back row are Moritz, OMU Andy Iliscupidez, AB George Saltz, AB Eduardo Ramos and AB Arnedo Paredes Jr.



# Labor Movement Records Key Triumph During Ohio Election

Continued from Page 2

They helped warn of the dangers the loss of collective bargaining rights poses to the state and the country.

"Make no mistake, Ohio is at the center of a larger plan to destroy working families, the middle class, and the labor movement," said SIU President Michael Sacco in a communication to members. "By attempting to eliminate collective bargaining rights from the workers who serve us, nurses and firefighters would've been unable to negotiate safe staffing levels or training, and teachers could have no longer been able to negotiate sensible class sizes. I applaud the citizens of Ohio for taking a brave stand against the attacks from the radical right-wing against Ohio's, and America's, working people."

AFL-CIO President Richard Trumka, who was in Ohio going door-to-door to generate support, agreed.

"Tonight's victory represents a turning point in our

collective work to protect good jobs, working families and workplace rights," said Trumka. "But it's more than that. It's a long-overdue return to common sense. From the very beginning of our jobs crisis, anti-worker politicians like Ohio's Gov. Kasich have used our poor economy to push a cynical political agenda that favors the richest one percent at the expense of the 99 percent. Today, Ohio voters rejected that agenda."

Issue 2 was created in response to Ohio Senate Bill 5 (SB5). Ohio Gov. John Kasich, who was elected in 2010, rode the anti-worker and anti-union wave that followed those elections in places like Wisconsin, Michigan, Florida and others. Like Wisconsin Gov. Scott Walker, who pushed a plan to attack middle-class families in his state, Kasich and his allies introduced SB5 which, among other things, eliminated collective bargaining rights for the state's teachers, firefighters, police officers, and other public employees.

Following public outrage, several groups were formed to take action against the bill and restore rights to Ohio's workers. We Are Ohio, a group made up of civic, religious, community, and labor organizations, led the charge against Kasich and SB5 by circulating a petition that would put SB5 up to a public vote. The petition ended up with more than one million signatures, well above the number needed to put Issue 2 on the ballot.

After a strong push by We Are Ohio and other groups, voters in Ohio chose to repeal SB5 by a 61.3 percent to 38.7 percent margin.

The fight against SB5 became about more than just reestablishing hard-fought rights for public sector workers, according to pundits, labor officials and others. For many, the struggle to repeal SB5 was about the future of the middle class in America, the role of organized labor, and the importance of workers' rights in this country. Some see the results as an affirmation of the importance that unions play in the lives of America's working class.

"In my time as labor secretary, I've seen firsthand time and time again how unions make remarkable contributions to the strength and prosperity of our nation," said Solis. "In workplaces across the country, collective bargaining is helping businesses improve their bottom line, providing tax payers with high-quality services, making workplaces safer and more productive, and ensuring that all Americans have the opportunity to make it into the middle class."

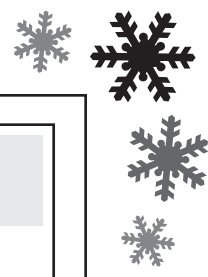


Voters in Ohio strongly agreed with this sentiment (displayed on a homemade sign in Columbus), as reflected in their defeat of an anti-worker measure that attacked collective bargaining rights.

## Log-A-Rhythm

Editor's note: The following poem was written by Samantha, daughter of Recertified Bosun Jesse Natividad.

Perilous months on open sea  
 Traveling to where most will never be  
 Surrounded 'til water's all you can see  
 Watching wild dolphins catch wake with glee  
 Seeing sights many only see in dreams  
 The world calls on you for their deliveries  
 But does it make it all better to know from me  
 The words sent from your family:  
 "We love you, Daddy!"



## Sworn In at Honolulu Hall



At the union hall in Honolulu, Patrolman Warren Asp (left in both photos) presents full B-books to Chief Steward Toney Morris (above) and AB Jerwin Ablan (below).



## Dispatchers' Report for Deep Sea

October 16, 2011 - November 15, 2011

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	12	11	0	13	6	1	1	14	12	1
Anchorage	1	1	0	1	3	0	1	2	2	0
Baltimore	10	10	1	7	4	2	6	10	15	0
Fort Lauderdale	12	8	4	12	8	0	9	18	19	5
Guam	6	1	0	3	3	1	0	7	4	0
Honolulu	9	3	0	5	1	1	1	21	10	1
Houston	51	12	4	37	6	1	22	81	28	8
Jacksonville	37	25	2	21	22	0	18	57	45	7
Joliet	2	7	1	0	4	0	1	4	5	1
Mobile	12	6	0	5	2	0	1	23	10	1
New Orleans	9	7	2	11	5	0	4	23	10	3
New York	43	22	3	34	6	1	22	88	40	4
Norfolk	25	35	4	20	15	1	7	33	50	8
Oakland	31	9	1	15	9	0	5	44	21	3
Philadelphia	6	6	0	4	1	0	3	8	10	1
Piney Point	0	3	0	0	0	0	0	1	4	0
Puerto Rico	7	5	2	3	3	1	4	11	15	1
Tacoma	33	18	3	28	13	5	16	51	26	6
St. Louis	2	1	0	0	0	0	0	4	1	0
Wilmington	33	19	1	18	14	3	11	50	45	8
<b>TOTALS</b>	<b>341</b>	<b>209</b>	<b>28</b>	<b>237</b>	<b>125</b>	<b>17</b>	<b>132</b>	<b>550</b>	<b>372</b>	<b>58</b>

<b>Engine Department</b>										
Algonac	4	2	3	1	3	3	1	5	2	1
Anchorage	0	0	0	1	0	0	0	0	0	0
Baltimore	3	4	0	0	2	0	1	6	9	0
Fort Lauderdale	7	5	1	3	1	0	2	13	9	1
Guam	1	2	0	3	0	0	0	3	2	0
Honolulu	9	5	0	6	3	1	1	22	4	0
Houston	15	14	2	12	11	2	7	30	19	2
Jacksonville	15	18	0	10	13	0	6	30	46	1
Joliet	2	0	0	2	0	0	0	2	1	0
Mobile	9	3	0	4	3	0	1	12	3	0
New Orleans	9	3	0	3	1	0	2	12	5	0
New York	17	7	2	11	12	1	6	19	12	4
Norfolk	15	18	2	5	11	2	4	25	35	2
Oakland	15	9	1	6	9	0	4	23	18	1
Philadelphia	2	4	0	2	0	0	0	6	8	0
Piney Point	0	3	0	0	0	0	0	0	5	0
Puerto Rico	1	5	0	3	3	0	2	4	9	0
Tacoma	12	9	1	8	7	0	2	21	15	1
St. Louis	3	3	0	1	0	0	1	4	6	1
Wilmington	9	20	1	3	9	0	3	17	25	12
<b>TOTALS</b>	<b>148</b>	<b>134</b>	<b>13</b>	<b>84</b>	<b>88</b>	<b>9</b>	<b>43</b>	<b>254</b>	<b>233</b>	<b>26</b>

<b>Steward Department</b>										
Algonac	4	3	1	3	3	1	0	3	4	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	1	0	3	1	0	1	3	3	0
Fort Lauderdale	13	5	1	7	2	0	5	16	8	1
Guam	2	2	1	1	2	0	0	4	3	1
Honolulu	6	3	0	6	1	0	1	12	3	3
Houston	15	6	0	9	3	0	5	34	12	0
Jacksonville	13	3	0	15	6	1	10	23	8	3
Joliet	1	0	1	1	0	1	0	1	0	1
Mobile	6	2	0	2	1	1	2	11	5	0
New Orleans	4	3	2	4	0	0	2	9	2	2
New York	20	10	0	16	3	0	10	33	10	0
Norfolk	12	10	1	6	3	0	2	19	20	1
Oakland	23	3	2	9	3	0	6	31	6	4
Philadelphia	2	0	0	1	0	0	0	4	0	0
Piney Point	5	2	0	1	1	0	0	5	3	0
Puerto Rico	2	1	0	0	1	0	0	3	2	0
Tacoma	18	5	0	12	5	0	5	30	9	0
St. Louis	0	1	0	2	0	0	0	1	2	0
Wilmington	26	3	1	17	5	1	14	53	7	0
<b>TOTALS</b>	<b>174</b>	<b>63</b>	<b>10</b>	<b>115</b>	<b>40</b>	<b>5</b>	<b>63</b>	<b>295</b>	<b>107</b>	<b>16</b>

<b>Entry Department</b>										
Algonac	3	6	9	3	5	7	1	2	7	19
Anchorage	0	2	2	0	0	0	0	0	4	3
Baltimore	1	4	1	0	0	0	0	1	9	3
Fort Lauderdale	0	9	3	0	3	0	1	0	15	9
Guam	0	1	1	0	0	1	0	0	3	1
Honolulu	1	6	7	1	4	3	1	5	12	6
Houston	5	12	6	3	7	1	6	6	27	13
Jacksonville	3	18	9	0	8	2	0	7	36	23
Joliet	0	0	1	0	0	0	0	0	1	4
Mobile	0	4	2	0	0	0	0	1	10	5
New Orleans	0	1	2	0	1	1	0	3	7	6
New York	3	24	12	5	18	3	1	9	48	18
Norfolk	1	20	19	0	11	5	0	1	41	44
Oakland	7	16	5	3	6	2	1	8	32	27
Philadelphia	0	3	0	0	1	1	1	0	4	2
Piney Point	0	6	30	0	5	20	2	0	3	11
Puerto Rico	1	1	2	0	0	0	0	1	2	2
Tacoma	7	14	6	3	8	3	2	11	21	6
St. Louis	0	1	2	0	0	0	0	1	3	1
Wilmington	11	16	2	5	7	5	3	12	45	27
<b>TOTALS</b>	<b>43</b>	<b>164</b>	<b>121</b>	<b>23</b>	<b>84</b>	<b>54</b>	<b>19</b>	<b>68</b>	<b>330</b>	<b>230</b>

**GRAND TOTAL:** 706 570 172 459 337 85 257 1,167 1,042 330

## January & February 2012 Membership Meetings

- Piney Point.....Monday: January 2, February 6
- Algonac.....Friday: January 6, February 10
- Baltimore.....Thursday: January 5, February 9
- Guam.....Thursday: January 19, February 23
- Honolulu.....Friday: January 13, February 17
- Houston.....Monday: January 9, February 13
- Jacksonville.....Thursday: January 5, February 9
- Joliet.....Thursday: January 12, February 16
- Mobile.....Wednesday: January 11, February 15
- New Orleans.....Tuesday: January 10, February 14
- New York.....Tuesday: January 3, February 7
- Norfolk.....Thursday: January 5, February 9
- Oakland.....Thursday: January 12, February 16
- Philadelphia.....Wednesday: January 4, February 8
- Port Everglades.....Thursday: January 12, February 16
- San Juan.....Thursday: January 5, February 9
- St. Louis.....Friday: January 13, February 17
- Tacoma.....Friday: January 20, February 24
- Wilmington..Monday: January 16, \*Tuesday: February 21

\* Wilmington change created by Presidents Day holiday

## 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 SIU members at the hall in Tacoma, Wash.*

**What are some of the less obvious benefits of your profession – for instance, things that may not pertain to the work itself?**

### Keesha Smith-Holloway

*Chief Steward*

This industry gives us the ability to take the time out to donate, to help and to volunteer. It makes me feel great, especially because I have the energy to do it. I don't have



to work all day, every day. I don't have to sit in traffic. I have a lot of time to spend with my daughter, to volunteer at

her school, and to be an active part of the community.

### Sherman Anderson

*Recertified Steward*

As far as extracurricular activities go, I help out here at the hall as often as I can. I've

helped at the barbecues over the past four or five years. I'm able to use my skills as a chief steward to pitch in

during events like the annual barbecue.... I've been sailing 35 years, paying dues for 35 years, and giving to SPAD for 35 years. I recently got pneumonia and the plan paid \$50,000 for my medical bills, which is something I never would've been able to get if I wasn't a union member.

### Duane Akers

*Medical Dept. Representative*

I've been doing community service for 30 years, primarily working with kids. They are our future, plain and simple. If we don't have people out there set-



ting examples for our kids, where are they going to go? We've seen bad things happen to good kids all the time. On the other hand, I've seen hundreds of kids that I've coached and mentored over the years become successful members of the community. It's a great feeling.

### Linda Barber

*Chief Cook*

I'm helping to support four grandchildren and because of the benefits of being a Seafarer, the whole family is able to participate in things we wouldn't

be able to do otherwise. Financially, my grandkids can participate in sports and join clubs and other things, and I also have the time to help out, watch over the kids, and make sure they're keeping busy. When people pull together and help each other, it really changes the whole atmosphere of people's lives.



### Daniel Siegel

*Recertified Bosun*

I participated in a rally for (Congressman) Rick Larsen up in Everett, Wash. We were trying to help him get elected to Congress. Political action is important because it's really about our jobs. I also help out with my family, my grandkids.

As a family, we've also helped out in the community, painting houses for the less fortunate. But mostly, I'm helping out where I can and when I can.



## Pic-From-The-Past



This Seafarers LOG file photo from early 1949 shows members socializing over a friendly game at the New York hall.

**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

### WAYNE CASEY

Brother Wayne Casey, 65, signed on with the Seafarers in 1968. He originally worked aboard the *Boston*. In 1996 and 2001, Brother Casey took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. His final voyage was on the *Horizon Kodiak*. Brother Casey was born in Portland, Ore., and sailed in the deck department. He makes his home in Windham, Maine.

### ROBERTO CONTRERAS

Brother Roberto Contreras, 65, began sailing with the union in 1993. He attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Contreras, who sailed in the deck department, most recently shipped aboard the *Maersk Virginia*. He is a resident of Humble, Texas.



### DANIEL DONEGAN

Brother Daniel Donegan, 68, joined the SIU ranks in 2001 as the NMU was merging into the SIU. He sailed in the deck department. Brother Donegan worked aboard the *Green Point* for the duration of his career. He makes his home in Norfolk, Va.



### MICHAEL GACIALA

Brother Michael Gaciala, 70, started sailing with the union in 1993. He upgraded in 2008 at the Piney Point school. Brother Gaciala was born in New York and shipped in the engine department. His final trip was on the *Meteor*. Brother Gaciala calls Denville, N.J., home.



### RUDOLPH GIBSON

Brother Rudolph Gibson, 67, signed on with the union in 1994. The steward department member was born in Barbados. In 2001, Brother Gibson attended classes at the Seafarers-affiliated school in Piney Point. His last voyage was aboard the *APL Japan*. Brother Gibson settled in Brooklyn, N.Y.

### JORGE MORA

Brother Jorge Mora, 68, donned the SIU colors in 1991 in the port of New York. His earliest trip was on the *USNS Chauvenet*. Brother Mora was born in Ecuador and was a frequent upgrader at the Paul Hall Cen-

ter. His most recent trip was aboard the *Maersk Iowa*. Brother Mora, who sailed in the steward department, lives in Allentown, Pa.

### EVELYN NORDBROK

Sister Evelyn Nordbrok, 71, was born in Accoville, W.Va. She joined the union in 1990. Sister Nordbrok initially worked on the *USNS H.H. Hess*. In 2004, she upgraded at the maritime training center in Piney Point, Md. The engine department member's final trip was aboard the *Summer*. Sister Nordbrok resides in Corapeake, N.C.



### WINSTON PUERTO

Brother Winston Puerto, 69, became an SIU member in 2002 while in the port of Fort Lauderdale. His earliest voyage was on the *Little Hales*. Brother Puerto last sailed on the *Chemical Pioneer*. He was a member of the deck department. Brother Puerto calls Miami Gardens, Fla., home.



### ELLIOTT RHODES

Brother Elliott Rhodes, 61, began sailing with the union in 1969. He was born in Norfolk, Va., and sailed in both the engine and steward departments. Brother Rhodes' earliest trip was on the *Cosmos Mariner*. He most recently shipped aboard the *President Polk*. Brother Rhodes is a resident of Hampton, Va.



### BRADLEY SEIBEL

Brother Bradley Seibel, 49, started sailing with the SIU in 1985 from the port of St. Louis. He initially worked aboard the *Delta Queen*. Brother Seibel upgraded on numerous occasions at the Piney Point school. He shipped in the deck department. Brother Seibel's final trip was on the *Overseas Los Angeles*. He continues to make his home in his native state, Ohio.



### STEVEN WAGNER

Brother Steven Wagner, 55, donned the SIU colors in 1978. His earliest trip was on the *LNG Gemini*. Brother Wagner often attended



classes at the Paul Hall Center. His most recent trip was aboard the *Integrity*. Brother Wagner, who sailed in the steward department, lives in Leavenworth, Ind.

## INLAND

### STUART STEPHENS

Brother Stuart Stephens, 62, signed on with the union in 1997 while in the port of Jacksonville, Fla. He primarily worked aboard vessels operated by Crowley Towing & Transportation of Jacksonville. In 2000 and 2001, Brother Stephens took advantage of educational opportunities available at the Seafarers-affiliated school in Piney Point. He resides in Port Orange, Fla.



### WILLIAM WEST

Brother William West, 62, joined the SIU ranks in 1976. He was initially employed with H&M Lake Transport Ltd. Brother West upgraded often at the Paul Hall Center. The Mississippi native's



final trip was aboard a Luedtke Engineering Company vessel. He calls Niles, Miss., home.

### MICHAEL WILBURN

Brother Michael Wilburn, 57, became a Seafarer in 1974 while in the port of Norfolk, Va. His first vessel was operated by Allied Transportation Company. Brother Wilburn upgraded in 1974 and 2001 at the maritime training center in Piney Point, Md. He was born in Maryland and worked in the deck department. Brother Wilburn's most recent trip was aboard an OSG Ship Management boat. He is a resident of Virginia.



### PERRY WILLIS

Brother Perry Willis, 64, joined the SIU in 1970. He sailed with Interstate Oil Transportation Company for the duration of his career. Brother Willis was a deck department member. He lives in Sea Level, N.C.



## GREAT LAKES

### HARRY PETERSEN

Brother Harry Petersen, 65, joined the union in 1967. He initially sailed with Pringle Transit Company. Brother Petersen worked in the steward department. He attended classes in 2006 at the Piney Point school. Brother Petersen last shipped on the *Sgt. Matej Kocak*. He makes his home in Milwaukee.



## NATIONAL MARITIME UNION

### EDWARD LEE

Brother Edward Lee, 64, started sailing with the SIU in 2001 when the NMU merged into the Seafarers International Union. He was born in Mobile, Ala. Brother Lee's final voyage was aboard the *USNS Shoshone*. He continues to reside in his native state.



## This Month In SIU History

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

### 1940

The Seafarers International Union remained undefeated in representation elections by winning a National Labor Relations Board election aboard Calmar Line ships by a vote of 323-9. Of 340 men aboard Calmar Line who voted, only nine went against the union and eight ballots were ruled invalid by the board. The lopsided victory was the third recent success for the SIU in representation elections aboard ship. Previously, the union easily won elections to represent seamen working aboard P&O and Baltimore Insular Line ships. The fact that the SIU has never lost a representation election in the two years since the union was founded shows that working seamen consider it the best organization to represent their interests.

### 1962

The Seafarers International Union and other member unions of the AFL-CIO Maritime Trades Department are giving full support to a strike by members of the International Longshoremen's Association in ports from Maine to Texas. The walkout followed the shippers' rejection of an ILA offer of a two-year contract during which the key issue of manpower would be studied by a panel with recommendations to be made at the conclusion of the agreement. The ILA, through Executive Vice President Teddy Gleason, who is the chairman of the union's negotiating commit-

tee, has accused the shippers of not bargaining in good faith.

### 1981

With actions ranging from economic sanctions to public protests, the Reagan Administration, the U.S. trade union movement and the American public have demonstrated their outrage at the imposition of martial law by the authorities in Poland. On Dec. 12, the military government of Poland suspended the civil rights of the Polish people, disbanded the Solidarity trade union, and arrested and jailed thousands of its members including Solidarity leader Lech Walesa. In major cities through the United States and around the world, the AFL-CIO, Polish-American, and civic, religious and civil rights groups protested the actions of the Polish government.

### 1998

At 11:10 a.m. on Dec. 10, maritime labor history was made when officials of the Seafarers International Union of North America and the National Maritime Union signed an affiliation agreement bringing the NMU under the banner of the SIUNA. The affiliation means that all the major U.S. unlicensed unions are now part of the same organization. The agreement also brought an end to 60 years of fighting between the two organizations. "This is an historic day, one that has been too long in coming," SIU President Michael Sacco stated. (*Editor's note: The NMU later merged into the SIU-AGLIWD, in 2001.*)



# Final Departures



## DEEP SEA

### DIRK ADAMS

Pensioner Dirk Adams, 51, passed away June 21. Brother Adams began shipping with the SIU in 1983 from the port of San Francisco. His earliest trip to sea was aboard the *Libra*. Brother Adams was a native of Spain. Prior to his retirement in 2009, he sailed on the *Horizon Consumer*. Brother Adams, a member of the deck department, made his home in Huntington Beach, Calif.



### HECTOR AGUILAR

Pensioner Hector Aguilar, 70, died May 11. Brother Aguilar started his seafaring career in 1990 while in the port of Wilmington, Calif. He originally sailed aboard the *Independence* as a member of the steward department. Brother Aguilar's final trip was on the *Coast Range*. He went on pension in 2006. Brother Aguilar settled in San Pedro, Calif.

### LOUIS BABIN

Pensioner Louis Babin, 80, passed away July 8. Brother Babin first donned the SIU colors in 1951 while in the port of New York. His earliest trip was aboard the *Evelyn*. Brother Babin, a member of the steward department, was born in Louisiana. He most recently shipped on the *Stonewall Jackson*. Brother Babin began collecting his retirement compensation in 1993. He was a resident of Scottsdale, Ariz.



### FRANCISCO BRAVO

Pensioner Francisco Bravo, 66, died July 10. Brother Bravo signed on with the union in 1999 while in the port of New York. He first shipped on the *USNS Yano*. Brother Bravo was born in Nicaragua and worked in the deck department. His final voyage was aboard the *USNS Denebola*. Brother Bravo became a pensioner in 2011 and lived in Baltimore.

### ANDRES CRUZ

Brother Andres Cruz, 61, passed away May 15. Brother Cruz joined the union in 2002 in Houston. During his seafaring career he sailed aboard ships including the *Manoa* and the *Swift*. Brother Cruz worked in the steward department. He settled in Houston.

### DAVID EDWARDS

Pensioner David Edwards, 89, died June 1. Brother Edwards became an SIU member in 1943. He initially shipped aboard the *Loveland*. Brother Edwards was born in Mobile, Ala., and worked in the steward

department. He last sailed on the *Lawrence Gianella*. Brother Lovelace retired in 1983 and continued to reside in his native state.



### DONALD DILLEY

Pensioner Donald Dilley, 60, passed away March 24. Brother Dilley began sailing with the Seafarers in 1989 from the port of San Francisco. His earliest trip to sea was aboard the *Overseas Juneau*. Brother Dilley's final voyage was on the *Constellation*. The steward department member made his home in Concord, Calif.

### DONALD FLEMING

Pensioner Donald Fleming, 85, died May 20. Brother Fleming was born in Nebraska. He started shipping with the union in 1967. Brother Fleming first worked aboard the *Panoceanic Faith*. Prior to his retirement in 1990, he sailed on the *Pride of Texas*. Brother Fleming was a member of the deck department. He was a resident of Arizona.

### ERDWIN FUENTES

Pensioner Erdwin Fuentes, 68, passed away June 8. Brother Fuentes signed on with the SIU in 1973 while in the port of New Orleans. He was a Mexico native and worked in the engine department. Brother Fuentes initially sailed on the *Erna Elizabeth*. Before retiring in 2008, he shipped aboard the *Robert E. Lee*. Brother Fuentes called New Orleans home.



### RONALD GIANNINI

Brother Ronald Giannini, 49, died May 31. Brother Giannini joined the union in 1982. The engine department member initially shipped on the *Sealand Mariner*. Brother Giannini's final trip was aboard the *USNS Antares*. He lived in Lexington Park, Md.

### JAIME HERNANDEZ

Brother Jamie Hernandez, 54, passed away June 12. Brother Hernandez became a Seafarer in 1977 in Piney Point, Md. He originally sailed with National Marine Service Inc. The Houston native was a member of the engine department. Brother Hernandez most recently sailed aboard the *Maersk Nebraska*. He continued to reside in Texas.

### LEO KARTTUNEN

Pensioner Leo Karttunen, 88, died June 17. Brother Karttunen began sailing with the SIU in 1946 while in the port of New York. He was born in Finland. Brother Karttunen initially shipped on the *Cathrine*. His final ship was the *Adventurer*.

Brother Karttunen, who sailed in the engine department, went on pension in 1986. He was a resident of New York.



### JOHN KONETES

Pensioner John Konetes, 65, passed away May 19. Brother Konetes first donned the SIU colors in 1964. His initial voyage took place aboard the *Steel Advocate*. Brother Konetes, who sailed in the deck department, was born in New Hanover, N.C. He last sailed on the *USNS Wright*. Brother Konetes retired in 2007 and made his home in Wilmington, N.C.



### JESUS LANDRON

Pensioner Jesus Landron, 90, died July 20. Brother Landron was born in Puerto Rico. He became a pensioner in 1969 and settled in Brooklyn, N.Y.

### SAMUEL LOFTIN

Pensioner Samuel Loftin, 78, passed away May 20. Brother Loftin signed on with the SIU in 1963. He was born in Alabama and worked in the steward department. Brother Loftin originally sailed with Waterman Steamship Corporation. He last sailed aboard the *Champion*. Brother Loftin went on pension in 1994 and continued to live in his native state.



### JAMES LOMAX

Pensioner James Lomax, 88, died May 13. Brother Lomax joined the SIU in 1946. He first worked with Waterman Steamship Corporation as a member of the steward department. Brother Lomax's final trip was aboard the *McLean*. He went on pension in 1982 and lived in Satsuma, Ala.



### HAROLD LONG

Pensioner Harold Long, 91, passed away July 4. Brother Long began shipping with the SIU in 1947. His earliest trip to sea was aboard the *Arlyn*. Prior to his retirement in 1985, he sailed on the *Dynachem*. Brother Long, a member of the deck department, made his



home in Graceland, La.

### JOHN LUNDBORG

Pensioner John Lundborg, 77, died May 9. Brother Lundborg started sailing with the Seafarers in 1962. His earliest trip was on the *Steel Worker*. Brother Lundborg was born in Sweden and shipped in the deck department. He most recently sailed aboard the *North Star*. Brother Lundborg began collecting his retirement pay in 1994. He settled in Puyallup, Wash.



### EDWARD McCORMICK

Pensioner Edward McCormick, 92, passed away July 19. Brother McCormick first donned the SIU colors in 1952. He was born in Scotland. Brother McCormick's first vessel was operated by Seatrain Lines. His last ship was James River Transport ship *James*. He retired in 1984 and made his home in New Jersey.



### RALPH MORGAN

Pensioner Ralph Morgan, 79, died June 4. Brother Morgan became an SIU member in 1992 while in Seattle. He initially shipped aboard the *Independence*. Brother Morgan was born in Massachusetts and worked in the steward department. He last sailed on the *Enterprise*. Brother Morgan went on pension in 2002. He called Nevada home.

### ANTHONY NIEKRASZ

Brother Anthony Niekrasz, 39, passed away May 6. He signed on with the union in 1993. Brother Niekrasz primarily shipped on vessels operated by Bay Ship Management which included the *USNS Silas Bent* and *USNS Potomac*. He worked in the engine department. Brother Niekrasz lived in Jersey City, N.J.

### MOSE PEACOCK

Pensioner Mose Peacock, 65, died July 1. Brother Peacock began his SIU career in 1978 while in the port of San Francisco. He was a Florida native and worked in the steward department. Brother Peacock initially sailed on the *Santa Maria*. Prior to his retirement in 2005, he shipped aboard the *Lightning*. Brother Peacock was a resident of Bradenton, Fla.

### WILLIAM PENNEY

Pensioner William Penney, 72, passed away July 6. Brother Penney joined the Seafarers in 1957. His initial trip was on the *Del Norte*. Brother Penney, who sailed in the deck department, last shipped

aboard the *Stonewall Jackson*. Brother Penney went on pension in 2002 and called Bush, La., home.

### ALEXANDER REYER

Pensioner Alexander Reyer, 60, died June 10. Brother Reyer started his seafaring career in 1978 while in San Francisco. He originally sailed aboard the *Santa Magdalena* as a member of the steward department. Brother Reyer was born in Baltimore. His final trip was on the *Taurus*. Brother Reyer began collecting his pension in 2001. He made his home in San Francisco.



### MARCIAL RUIZ

Pensioner Marcial Ruiz, 74, passed away June 15. Brother Ruiz became an SIU member in 1977. He initially worked aboard the *USNS Potomac*. Brother Ruiz sailed in the engine department. Prior to his retirement in 2001, he shipped on the *Overseas Valdez*. Brother Ruiz resided in Houston.



### YOKIE SUDJONO

Brother Yokie Sudjono, 64, died July 11. Brother Sudjono first donned the SIU colors in 1991 in the port of New York. His first vessel was the *USNS Denebola*; his last, the *Missouri*. Brother Sudjono worked in the deck department. He was born in Indonesia but called New Hampshire home.

### GLENN TENLEY

Pensioner Glenn Tenley, 82, passed away May 21. Brother Tenley signed on with the union in 1953, originally working aboard the *Arizona*. He was an engine department member. Brother Tenley last sailed on the *Borinquen*. He went on pension in 1993 and lived in Perkaspie, Pa.



### HERMAN ULRICH

Pensioner Herman Ulrich, 93, died May 14. Brother Ulrich joined the SIU in 1961. The engine department member initially shipped aboard a vessel operated by Ocean Clipper Inc. Brother Ulrich's final trip was aboard the *Charles Brown*. He made his home in Bakersfield, Calif.

### HUMBERT VINA

Pensioner Humbert Vina, 89, passed away May 6. Brother Vina began shipping with the SIU in 1952. His

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# Digest of Shipboard Union Meetings

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

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

**CHAMPION** (Maersk Line, Limited), August 15 – Chairman **Thomas W. Grosskurth**, Secretary **Willie E. Massaline**, Educational Director **Dennis R. Baker**, Deck Delegate **Daniel A. Tennant**, Steward Delegate **Richard L. Jones**, Engine Delegate **Gregorio A. Blanco**. Chairman thanked crew for a safe voyage and announced payoff on October 9 in New Jersey. He informed all present that sanitation inspection went well and reminded members to read president's report in the *Seafarers LOG*. Secretary encouraged seafarers to contribute to SPAD (Seafarers Political Activity Donation) and do jobs diligently. Members were also urged to support our union leadership now and in the future. Educational director reminded crew that upgrading applications are in the *Seafarers LOG* and that they should check class schedules and take advantage of the Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Chairman stated that he talked to captain about washing machine in crew laundry and was told new washing machine to be purchased in Newark, N.J. Steward department was thanked for great food. Next port: Elizabeth, N.J.

**INDIANA HARBOR** (American Steamship Company), September 5 – Chairman **Scott E. Krajniak**, Secretary **Maccine M. Bell**, Educational Director **Daniel A. Lind**, Deck Delegate **Jeremy Shennett**. Bosun reported that changes to company payroll will be postponed until fit out 2012. He urged crew members to check expiration dates and renew documents in a timely fashion. Seafarers were encouraged to support SPAD and Maritime Defense League (MDL). Secretary asked mariners to leave rooms clean and provide fresh linen for reliefs. He also advised them to register at their local union hall within 72 hours of discharge. Educational director urged crew to attend classes at the union-affiliated school in Piney Point, Md., and noted 401K packets are still available. No beefs or disputed OT reported. Deck delegate talked about change in weather and reminded members to secure loose items.

**ADAM E. CORNELIUS** (American Steamship Company), September 15 – Chairman **Mohamed H. Mohamed**, Secretary **Yvonne Feltham**, Educational Director **Abdulmoghni M. Said**, Deck Delegate **Julio Alvarez**, Engine Delegate **Jessie Parente**. Chairman led a discussion on new contract and suggested members read the president's report printed monthly in the *Seafarers LOG*. It was noted that company now has direct deposit available. Secretary asked members to keep galley doors closed due to flies. Educational director advised all mariners to enhance skills at the maritime training center in Piney Point, Md. No beefs or disputed OT

## Fellow Mariners Remember Late Brother Thomas Wybo



Seafarers and officers aboard Crowley's *Cape Isabel* on Aug. 25 conducted a memorial service for Recertified Steward Thomas Wybo, who passed away earlier that month, less than a week shy of his 54th birthday. These photos were taken as Brother Wybo's remains were committed to the sea while the vessel sailed from Portland, Ore., to Long Beach, Calif. Brother Wybo sailed with the SIU for 22 years, and the *Cape Isabel* was one of his last ships.



reported. Crew was advised to keep up with and register TRBs. Request was made for new couches and chairs in rec room.

**AMERICAN SPIRIT** (American Steamship Company), September 30 – Chairman **Paul Gohs**, Secretary **Joyce Sufak**, Educational Director **Michael Kruse**, Deck Delegate **Timothy Dewine**. Chairman stated that copies would soon be available of the new contract. He informed crew members that a complete listing of courses offered at the Paul Hall Center was in the rec room. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. He also talked about the importance of keeping documents current. No beefs or disputed OT reported. With winter approaching mariners were reminded to keep an eye out for safety hazards and report them promptly.

**HORIZON RELIANCE** (Horizon Lines), September 25 – Chairman **Kissinfor Taylor**, Secretary **Joseph A. Laureta**, Educational Director **David Watkins**, Deck Delegate **Wilfredo Caidoy**, Engine Delegate **Cirico Geonanga**, Steward Delegate **Teresito Reyes**. Bosun went over ship's itinerary and asked crew members to contribute to having satellite fixed. Secretary requested that crew pick up their

mess after watching TV in crew lounge. Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md., and make sure they stay up-to-date on their TWIC and MMD/MMC. Treasurer reported \$978 in ship's fund. No beefs or disputed OT reported. Thanks given to the steward department for a job well done. Next ports: Los Angeles and Honolulu.

**HORIZON EAGLE** (Horizon Lines), September 18 – Chairman **Lance Zollner**, Secretary **Rang V. Nguyen**, Educational Director **Michael D. Murphy**, Deck Delegate **Robert Borchester**, Engine Delegate **Warren H. Wright**, Steward Delegate **Mario M. Firm**. Chairman reported a smooth voyage and announced payoff September 25 upon arrival in Los Angeles. Secretary encouraged members to donate to SPAD and stay current on union dues. He expressed gratitude for help keeping ship clean. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. SIU crew and officers recently earned safety recognition for three years without a lost-time injury. Next ports: Los Angeles and Oakland, Calif.

**MAERSK VIRGINIA** (Maersk Line, Limited), September 30 – Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**, Deck Delegate **Damon Lobel**, Engine Delegate **Antoine Rainey**, Steward Delegate **Jose P. Constantino**. Chairman stated payoff to take place in Newark, N.J., on October 3. Secretary reported great cooperation among crew and thanked them for staying safe and alert. Educational director urged mariners to upgrade at the Piney Point school. Treasurer noted \$2,500 in ship's fund. No beefs or disputed OT reported. Parts have been ordered for washing machine and a new dishwasher to be purchased in Norfolk, Va. Next ports: Newark, N.J., Savannah, Ga., Houston and Norfolk, Va.

**MAERSK KENTUCKY** (Maersk Line, Limited), September 24 – Chairman **William M. Richards**, Secretary **Pamela Wilson**, Educational Director **Brian J. Sengelaub**, Engine Delegate **Knolly Wiltshire**. Chairman reported a safe trip and excellent food. Crew members worked hard during a hot and challenging voyage. No beefs or disputed OT reported. Information requested on new contract negotiations. Next ports: Charleston, S.C., and New York.

**OVERSEAS ANACORTES** (OSG Ship Management), September 7 – Chairman **Tony Beasley**, Secretary **Dana A. Paradise**, Educational Director **Carey G. Pratts**, Deck Delegate **Alfred Acheampong**, Engine Delegate **Carlos Castillo**. Bosun discussed Manila Amendments to STCW Convention. Secretary reminded crew to see him for forms. No beefs or disputed OT reported. Crew was asked to keep noise down when watchstanders are sleeping. Next ports: Port Everglades, Fla., and Beaumont, Texas.

**LIBERTY GRACE** (Liberty Maritime), September 11 – Chairman **Ronald Charles**, Secretary **Pedro R. Mena**, Educational Director **Marc J. Poniatowski**, Deck Delegate **Walter Sainvil**, Steward Delegate **Wilfred Lambey**. Chairman informed mariners vessel was heading to shipyard in Singapore. Secretary thanked crew for helping keep ship clean. Educational director recommended apprentices and entry levels enhance their skills ASAP. Treasurer noted \$350 in ship's fund. No beefs; disputed OT reported in the engine department. It was reported that a new dryer was needed. Cooperation requested in keeping crew laundry room in order.

## Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2010 to December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$5,089,844. These expenses included \$1,164,087 in administrative expenses and \$3,925,757 in benefits paid to participants and beneficiaries. A total of 16,978 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$78,273,129 as of December 31, 2010 compared to \$70,463,917 as of January 1, 2010. During the plan year the plan experienced an increase in its net assets of \$7,809,212. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$12,899,056, including employer contributions of \$7,064,236, employee contributions of \$64,530, gains of \$55,833 from the sale of assets and earnings from investments of \$5,714,457.

### Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance

with the minimum funding standards of ERISA.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment; and
3. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

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

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

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

## Summary Annual Report For Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2010 to December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$23,731,867 as of December 31, 2010 compared to \$22,945,269 as of January 1, 2010. During the plan year the plan experienced an increase in its net assets of \$786,598. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$61,072,962. This income included employer contributions of \$60,283,631, realized gains of \$138,615 from the sale of assets and earnings from investments of \$608,122. Plan expenses were \$60,286,364. These expenses included \$7,152,085 in administrative expenses and \$53,134,279 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

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

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

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

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

This is a summary of the annual report for the Seafarers International Union AGLIWD 401(K) PLAN, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2010 to December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$665,945. These expenses included \$60,522 in administrative expenses, \$529,575 in benefits paid to participants and beneficiaries and \$75,848 in other expenses. A total of 9,821 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$10,431,831 as of December 31, 2010 compared to \$7,987,769 as of January 1, 2010. During the plan year the plan experienced an increase in its net assets of \$2,444,062. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$3,110,007, including employee contributions of \$1,857,055 and earnings from investments of \$953,220.

The plan has contracts with Massachusetts Mutual Life Insurance Company, and Ing Life Insurance and Annuity Company which allocate funds toward individual policies. The total premiums paid for the plan year ending December 31, 2010 were \$0.

### Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance

with the minimum funding standards of ERISA.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

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

## Know Your Rights

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

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

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

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

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

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

**EDITORIAL POLICY — THE SEAFARERS LOG.** The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed

harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for Seafarers LOG policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

### Union Member Rights

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

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the

right to receive or inspect copies of collective bargaining agreements.

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

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

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

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

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

### Union Officer Responsibilities

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

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

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

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

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any

candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

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

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

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

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

### SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

# Final Departures



Continued from Page 18

earliest trip to sea was aboard the *Oremer*. Brother Vina was born in Spain. Before his retirement in 1985, he sailed on the *Patriot*. Brother Vina, a member of the deck department, settled in San Francisco.



## EDWIN WELLNER

Pensioner Edwin Wellner, 89, died May 17. Brother Wellner was born in Nebraska. He started his SIU career in 1967. Brother Wellner was a member of the engine department. He was first employed aboard the *Americo*. Brother Wellner's final trip was aboard the *Santa Magdalena*. He became a pensioner in 1985. Brother Wellner was a resident of Hemet, Calif.

## SEYMOUR YARAS

Pensioner Seymour Yaras, 67, passed away May 15. Brother Yaras joined the SIU in 1980. He originally sailed on the *Santa Maria*. Brother Yaras was born in Detroit and worked in the deck department. His last trip was aboard the *Senator*. Brother Yaras began collecting his pension in 2008. He made his home in Wilmington, N.C.



## INLAND

## HARRY CHROMIAK

Pensioner Harry Chromiak, 85, died May 5. Brother Chromiak signed on with the union in 1961 while in the port of Philadelphia. He initially worked with P.F. Martin Company. Brother Chromiak was born in Pennsylvania. He shipped in the engine department. Brother Chromiak was last employed with Moran Towing of Philadelphia. He became a pensioner in 1988. Brother Chromiak continued to live his native state.

## TOMMY FILLINGIM

Pensioner Tommy Fillingim, 80, passed away April 28. Brother Fill-

ingim became an SIU member in 1951 in the port of New York. His earliest trip was with Waterman Steamship Corporation. Brother Fillingim was born in Alabama. He shipped in the deck department of both deep sea and inland vessels. Prior to his retirement in 1985, Brother Fillingim worked aboard a ship operated by Crescent Towing of New Orleans. He called Chickasaw, Ala., home.



## MARVIN FORBES

Pensioner Marvin Forbes, 77, died June 21. Brother Forbes was born in North Carolina. He started his SIU career in 1962. Brother Forbes first worked with Wheeling Steel Corporation. He sailed in the engine department. Brother Forbes last shipped with McAllister Towing of Virginia. He went on pension in 1996 and made his home in Virginia Beach, Va.

## JOHNNIE HELMSTETTER

Pensioner Johnnie Helmstetter, 55, passed away May 15. Brother Helmstetter became an SIU member in 1975. He mainly sailed aboard vessels operated by Crescent Towing of New Orleans. Brother Helmstetter was a deck department member. He started receiving his pension in 2011 and resided in Carriere, Miss.

## ARTURO MARTINEZ

Pensioner Arturo Martinez, 66, died June 18. Brother Martinez began shipping with the SIU in 1987. He first sailed on the *Delta Queen*.



Brother Martinez was born in Honduras and shipped in the engine department. Before his retirement in 2007, he worked aboard the *Mississippi Queen*. Brother Martinez lived in Houston.

## OTILIO MARTINEZ

Pensioner Otilio Martinez, 82, passed away June 9. Brother Mar-

tinez was born in Puerto Rico. He started sailing with the union in 1970. Brother Martinez worked with Crowley Puerto Rico Services. He became a pensioner in 1991. Brother Martinez was a Bronx, N.Y., resident.

## ROBERT MORTON

Pensioner Robert Morton, 70, died June 14. Brother Morton first donned the SIU colors in 1980 in the



port of Norfolk, Va. He initially shipped aboard a vessel operated by Steuart Tanker Company. Brother Morton was born in Tennessee. He last sailed with Penn Maritime Inc. Brother Morton settled in Hertford, N.C.

## JAMES SMITH

Pensioner James Smith, 75, passed away May 18. Brother Smith signed on with the SIU in 1966, originally sailing with Maritrans. The deck department member was born Portsmouth, Ohio. Brother Smith's final trip was on a Crowley Towing of Jacksonville vessel. He went on pension in 1998 and continued to reside in his native state.

## RAYMOND WESCOTT

Brother Raymond Wescott, 72, died June 6. He began his seafaring career in 1967. Brother Wescott first sailed with Steuart Transportation Company. He was last employed aboard an Interstate Oil Transportation Company vessel. Brother Wescott lived in North Carolina.



## GREAT LAKES

## RUDOLPH TAHTINEN

Brother Rudolph Tahtinen, 48, passed away June 26. He joined the union in 1987. Brother Tahtinen was born in Memphis, Tenn. The deck department member originally

sailed with Great Lakes Associates Inc. Brother Tahtinen most recently worked aboard the *American Spirit*. He was a resident of Poplar, Wis.

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

## NATIONAL MARITIME UNION

### OLIVER BURNS

Pensioner Oliver Burns, 84, passed away April 9. Brother Burns, a native of South Carolina, became a pensioner in 2001. He called Mt. Pleasant, S.C., home.

### HOSIE DAVIS

Pensioner Hosie Davis, 88, died April 13. Brother Davis was born in Texas. He retired in 1992 and resided in Las Vegas.

### FRANK GOMEZ

Pensioner Frank Gomez, 78, passed away May 14. Brother Gomez was born in Mexico. He went on pension in 1995. Brother Gomez settled in Houston.

### FERDINAND GWARDA

Pensioner Ferdinand Gwarda, 83, died April 10. The Michigan-born mariner became a pensioner in 1967. Brother Gwarda was a resident of Roseland, La.

### WALTER HOBDY

Pensioner Walter Hobdy, 82, passed away May 14. Brother Hobdy was a native of Alabama. He started collecting his retirement compensation in 1972. Brother Hobdy lived in Houston.

### JAMES PERRIN

Pensioner James Perrin, 84, died April 15. Brother Perrin was born in Virginia. He went on pension in 1988 and called Gloucester, Va., home.

### EARL RAMSAY

Pensioner Earl Ramsay, 73, passed

away June 5. Brother Ramsay was a native of Jamaica. He retired in 2006. Brother Ramsay made his home in Corona, Calif.

## CHARLES SATERFIELD

Pensioner Charles Saterfield, 87, died May 15. Brother Saterfield was born in Harriman, Tenn. He became a pensioner in 1989. Brother Saterfield settled in Beaumont, Texas.

## HARVEY STICKNEY

Pensioner Harvey Stickney, 80, passed away March 24. Brother Stickney was an Iowa native. He started collecting his retirement compensation in 2002. Brother Stickney lived in Tacoma, Wash.

## JOHN WARD

Pensioner John Ward, 80, died March 27. Brother Ward was born in Florida. He began receiving his pension in 1980. Brother Ward called Richmond, Va., home.

## JOHN YUEN

Pensioner John Yuen, 95, passed away May 30. Born in California, he became a pensioner in 1982. Brother Yuen was a resident of San Francisco.

*Editor's note: The following NMU brothers have also passed away.*

Name	Age	DOD
Carraway, Emiel	89	April 18
Coldren, Wilbur	87	May 19
Horne, Leo	87	April 3
Huffer, Dewey	71	March 22
Ibanez, Gil	96	April 9
Joseph, James	91	April 26
Lachaga, Nicholas	94	May 15
Lightbody, Chester	82	April 6
Martinez, Fulgencio	88	May 1
Mayo, Bernard	87	April 12
Mendoza, Toribio	70	April 12
Rey, Anthony	71	April 27
Rosario, Pablo	87	April 26
Rouby, Emile	88	May 10
Tang, Ah Ping	87	April 25

## Paul Hall Center Upgrading Course Information

### Editor's Note

The 2012 Paul Hall Center Course Guide will be published in the January 2012 Edition of the *Seafarers LOG*.

In addition to providing descriptions and prerequisites for courses available to stu-

dents during the upcoming year, the January 2012 *LOG* will carry a list of courses (including dates offered) that will be available to students during the first few months of the new year.

### Important Notice For All Paul Hall Center Students

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

## NOTICE: NMC Web Site is Vital Resource for Mariners

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

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

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

# Paul Hall Center Classes



**Tankship Familiarization DL** – Two classes of Phase III unlicensed apprentices graduated from this class Nov. 4. Completing their requirements (above, in alphabetical order) were: Vince Adolph, Mike Adorno, Monasser Ali, Antonio Anderson, Michael Beard, Valerio Bellezze, Kyle Bennett, Mario Botelho, Tekeisha Brown, Vincent Burton, Autumn Cole, Marc Costley, Ryan Crowell, Ryan Dapello, Michael Dooley, Bannacke Figueroa, Bobbie Gibbs, Cindy Granter, Joel Harris, Timothy Herrernan, Joseph Hernandez, Dustin Hutchins, Orakwue Ikegwu, Slethvana Jules, Brion Lanata, David Leader, Keith Marion, Edward Martinez, Clifton Medley III, Diani Melendez, William Mercer, Ahmed Mohamed, Gary Newbegin Jr., Michael Robinson, Nicholas Santillo, Kyle Silva, Christopher Staley, Jarvis Stanley, Geoffrey Stevens, Robert Surette, Julian Swimpson and Roderick Thomas.



**Welding** – Nine upgraders completed their requirements in this course Oct. 21. Graduating and receiving certificates (above, in alphabetical order) were: Carlos Blanco, Juan Castillo, Prentice Conley, Nathaniel Fitzpatrick, Donald Knight Jr., Manuel Lata, Ann Mensch, Zachary Ross and Brett Van Pelt. Class Instructor Buzzy Andrews is fourth from the left.



**Able Seaman** – Sixteen individuals finished this course Oct. 28. Graduating (above, in alphabetical order) were: Brandon Albro, Matthew Baptist, Zoran Barich, Robert Bryson III, Jeremy Cooke, Joey Dursse, Melissa Gooch, Bryan Howell, Richard Lubunyz, Robert Mackey, David Marquez, Bryan Page, Justin Pierce, Kerain Reyes Velez, Jonathan Scalsky and William Smith. Tom Truitt, their instructor, is at the far right. (Note: Not all are pictured.)



**BAPO** – The following individuals (above, in alphabetical order) completed this course Oct. 14. Graduating were: John Bielamowicz, Roberto Borrás-Valencia, Sean Branch, Ryan Brown, Mashanda Carr, Keith Carswell, James Cronk, Rodney Davis, Michael Deren, William Gibson, Fabian Jefferson, Ian Jordan, Wade Jordan, Nicholas Katsampes, Justin Machuga, Enrique Medri, Thomas Miller, Andre Mitchell, Gary Timmons and Mony Williams. Class Instructor Tim Achorn is at the far right.



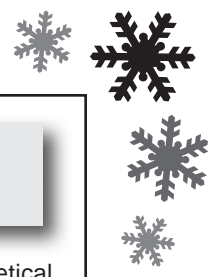
**Government Vessels** – Nine upgraders finished this course Oct. 17 at the union-affiliated Paul Hall Center. Graduating (above, in alphabetical order) were: Alonzo Belcher, Tyrone Benjamin, Jeffery Bull, Oscar Catabay, Merly Ford, Jared Latta, Sean Mitchell, Douglas McLaughlin and Peter Seifert. Mark Cates, their instructor, is at the far right.



**Basic & Advanced Fire Fighting** – The following upgraders (above, in alphabetical order) completed this course Oct. 28: Joshua Burns, Robert Goens III, Ronald Hinely Jr., Kenneth Moore, Henry Tucker, Christopher Walker, Michael Yarbrough and Randall Zeisloft. Class Instructor Joe Zienda is at the far right.

**Tank Barge DL** – Twenty-two upgraders finished this course Oct. 14. Those graduating (right, in alphabetical order) were: Laurent Abad, Carlos Arauz, Juan Bautista, Tyrone Benjamin, Guillermo Blanco-Nunez, Jeremy Boyd, Brandon Braam, Timothy Christopher, Mark Ciciulla, Daniel Fields, Maurice Flemings, Enchantress Johnson, Arthur Laad, Elmer Marko, Jermaine McGhee, Sonny Merriweather, Sean Mitchell, Kevin Moore, Adam Smith, Robert Taylor, Richard Wiltison and Oleg Pankratov. Brad Wheeler, their instructor, is at the far left.





# Paul Hall Center Classes



**BST** – The following Seafarers (left, in alphabetical order) completed this course Oct. 7 at the union-affiliated Joseph Sacco Fire Fighting School in Piney Point, Md.: Laurent Abad, Carlos Arauz, Tyrone Benjamin, Guillermo Blanco-Nunez, Wilfredo Cruz, William Dowzicky, Daniel Fields, Maurice Flemings, Chris Gonyer, Mark Grzegorzczuk, Matthew Hojna, Nathaniel Leary, Marlow Manueles, Marry Masa, Joseph Merriweather, Sean Mitchell, Videlio Roman and Richard Wiltison. Class Instructors Joe Zienda and Richard Tyson are at the far left and right, respectively.

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



**Vessel Security Officer** – Four individuals completed the enhancement of their skills in this course Oct. 18. Graduating (above, in alphabetical order) were: Steven Corachan, Elmer Marko, Kevin Moore and Robert Taylor. Class Instructor Bradford Wheeler is at the far right.



**FOWT** – Ten upgraders graduated from this course Nov. 11. Completing their requirements (above, in alphabetical order) were: John Ingold, Wade Jordan, David Kabasinskas, Dwain Liess, Michael Prater, Jose Rivas, Ricky Sherfy, Rahjahn Sorey, Gary Timmons and Stephen Valentine. Tim Achorn, their instructor, is at the far right in the front row.



**Specially Trained Ordinary Seaman** – Twelve students graduated from this course Oct. 14. Completing their requirements (above, in alphabetical order) were: Christopher Allen, Jerry Aquino, John Diaz Jr., Theophilus Essien, Clifford Evans, Richard Flores, Jeffrey Gleason, Warren Gorman, Kelly Krick, Poras Prateek, Angela Porter and Kevin Sykes. Stan Beck, their instructor, is at the far right. (Note: Not all are pictured.)



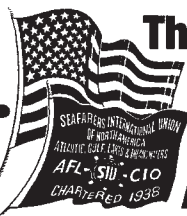
**Medical Care Provider** – Ten upgraders completed their training in this course Oct. 7. Graduating (above, in alphabetical order) were: Gregory Carroll, Dante DeMcCutac, Jeffrey Hawkins, Enchantress Johnson, Mark Maduro, Elmer Marko, Terrance Maxwell, Jeremy Pace, Hashiem Pittman and Mykola Smirnov.



**BST (Hawaii)** The following individuals (above, in alphabetical order) graduated from this course at the Seafarers Training Facility in Barbers Point, Hawaii Oct. 8: Christopher Bauduin, Dylan Brooks, Justin Cozart, Paul DeBellis, Michael DeFranco, Shannon Fogleman, Todd Goldberg, Aneudi Gomez, Seth Gordon, Amanda Hepner, Aimie Kiang, Brandon Lagano, Talina Lawrie, Sandra O'Donnell, Christopher Reilly, Mark Tesalona, Lynda Thay, Daniel Velez, Mary Wagoner and Zachary Werner.



**BST (Hawaii)** – Eighteen individuals graduated from this course Oct. 15 in Barbers Point, Hawaii. Completing their requirements (above, in alphabetical order) were: Melisa Baldwin, Dominic Boone, Katelyn Hermeling, Kristine Johnson, Dianna Knutson, John Kucher, Mary Leahey-Oleary, Steaphen Lindsey, Krystal Luxon, Kyle Macauley, Jessica Onderwater, Earl Robinson, Ryan Rumps, Candice Savage, Dwight Warren, Andrew Welch, Lindsey Williams and Gregory Winchester.



Sailors deploy aboard a light amphibious resupply boat (photo at left) to check beach conditions during Exercise Brilliant Tern. In the photo above, participants use a Navy lighterage system.

## USNS Bob Hope Assists in Military Exercise

### 'Brilliant Tern' Displays Value, Workings of Prepositioning Ships

The SIU-crewed *USNS Bob Hope* recently played an important role in a successful U.S. military exercise designed to test and refine certain functions of prepositioning ships.

According to the U.S. Military Sealift Command, Exercise Brilliant Tern featured the *USNS Bob Hope* – operated by AMSEA – and took place Nov. 9-10 at Naval Base San Diego and Naval Amphibious Base Coronado. Subordinate units of U.S. Expeditionary Strike Group 3 (ESG3) conducted the drills.

A communication from ESG3 pointed out that Brilliant Tern was “designed as a proof-of-concept, first-of-its-kind exercise honing core maritime prepositioning force (MPF) competencies.” Participants loaded and off-loaded “rolling stock” utilizing the *Bob Hope*'s lift-on/lift-off capabilities between the vessel and a sand ramp at training areas across San Diego Bay at Naval Amphibious Base Coronado.

“This is the first time we have done this maritime pre-

positioning force exercise in a home port,” said Rear Adm. Gerard Hueber, commander of ESG3. “We are able to flex the entire capabilities of the Expeditionary Strike Group and Naval Beach Group teams.”

The exercise required more than a week of preparations involving various materiel, including wheeled vehicles, containers and a bulk liquid transfer system. Once the drill began, participants used a Navy lighterage system, which essentially is a floating pier assembled from interchangeable modules.

Items were moved from Coronado to the *Bob Hope*, a little less than two miles away at Naval Base San Diego. Materiel then was lifted onto the ship for transport to another training area. Upon arrival at the latter area, the equipment safely was moved to shore.

ESG3 personnel described the civilian-crewed maritime prepositioning force as “an important capability that allows sustained forward operations in hot spots throughout the world. A Marine expeditionary unit (MEU) is typi-

cally the first unit ashore in any amphibious operation. The MEU has the ability to sustain itself without resupply for seven days. After the initial assault force goes ashore, the larger, follow-on force will come ashore after the beach has been secured. This is where the MPF comes into play. MPF ships will offload the follow-on force's equipment and supplies which will allow the force to remain on station without resupply for a period of up to 30 days.”

There are MPF squadrons – including a number of SIU-crewed vessels – located in the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea.

SIU members aboard the *USNS Bob Hope* immediately before and during Exercise Brilliant Tern included Bosun **William Henderson**, ABs **Anthony Antonio**, **Troy Ingersoll**, **Romeo Escalera** and **Joshua German**, OS **Jeremy Scheil**, Wiper **David Dunklin**, Chief Steward **Leslie Davis** and Chief Cook **Miriam Chacon**.



Seafarers worked with U.S. Navy personnel (photo at left) during the drill. The SIU-crewed, roll-on/roll-off ship *USNS Bob Hope* (above) prepares to load materiel on the West Coast for first-of-its kind military exercise. (All photos accompanying this story courtesy U.S. Navy)

### SIU Electrician Earns Accolades

SIU member **Carlos Sanchez** was recently commended by Maersk Line, Limited (MLL) and a company named Digigone for his work aboard the *Maersk Alabama*. In a letter from Digigone written to MLL President and CEO John Reinhart, Sanchez was lauded for playing a major role in the successful installation of a closed-circuit TV system aboard the vessel by Digigone, an audio/visual company.

MLL contacted Digigone to install

cameras aboard the vessel in order to increase security and safety for its crew members. The *Maersk Alabama* is best known for its hijacking by Somali pirates in 2009 and the heroic actions of its captain, crew, and the U.S. Navy that followed. The ship also has been attacked by pirates since that incident, prompting the company to call for more security. Sanchez proved to be a reliable and helpful member of the crew and is credited for allowing the process of installing and maintaining the video equipment to go smoothly.

“Between August 17-23 ... I had the pleasure of working with the ship's elec-

trician **Carlos Sanchez** who assisted me with various tasks, including liaison with the ship's crew and the shipyard team,” said Digigone President **Michael Dunleavy**. “He has been my on-board eyes and ears from the other side of the world. His diligence and ‘can-do’ attitude has been critical to the successful installation and operation of the camera system.”

Sanchez is just one example of the hard work, dependability, and selfless nature of SIU workers aboard vessels all over the world, according to Dunleavy.

“As I have stated in previous correspondence, I have been constantly impressed with the quality of individuals

you have employed as part of your team and I look forward to working with Mr. Sanchez and others like him as we continue to provide our services to Maersk Line, Limited,” said Dunleavy.

Seafarers-contracted companies continue to see the value in the well-trained and professional workers that make up the SIU ranks.

“Mr. Sanchez is a shining example of the qualified, dedicated, and professional U.S. Merchant Mariners who we are fortunate to have crewing our vessels,” said MLL Vice President **Ed Hanley**. “He is a credit to himself, his shipmates, and the SIU.”