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The Seafarers Log

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President's Report

Answering the Call Again

Not long after Typhoon Haiyan devastated much of the Philippines, Seafarers did what we always do in such situations. We jumped into action, lending assistance both on the job and as volunteers.



Michael Sacco

As of this writing in mid-November, at least a half-dozen SIU-crewed ships had mobilized for the relief mission, both from the private sector and from our Government Services Division. We have activated our Seafarers Disaster Relief Fund (SDRF) and are working with our international maritime labor partners to make sure the donations specifically go to mariners and their families from the Philippines. I also know of at least one SIU-crewed ship that immediately took up its own collection for the relief effort even before we announced the SDRF activation.

I definitely want to thank all of our members who are pitching in for what promises to be a very long, difficult and complex mission. Our members and our contracted operators will do whatever we can for as long as it takes to get the job done.

But the main reason I'm writing about it is the timing. I find it very ironic that Seafarers once again are answering the nation's call at a time when people in Congress and the administration act as if our industry doesn't matter. The attacks on Food Aid haven't gone away. The attacks on the Jones Act never stop. The fight for full funding of the Maritime Security Program will roll around again soon.

At times, I wonder if anyone in the nation's capital has put two and two together, and realized that if the U.S. Merchant Marine goes away, there won't be enough resources for America to respond to a natural disaster like the one in the Philippines. If we go away, our men and women in uniform will be at the mercy of foreign flags when it comes to delivering their life-sustaining cargo. If we go away, our economy will take a massive hit at a time when America simply can't afford that kind of loss. And if we go away, we can't be brought back later by simply placing some help-wanted ads and waiting for people to show up. This isn't a news flash for people in our industry, but for those less familiar with it, you can't just pluck someone off the street and call him a mariner. That may have worked a century ago. In this day and age, it takes sophisticated training and (heaven knows) a stack of credentials just to be able to climb a gangway.

The bottom line is that we are vital to U.S. national and economic security. And despite my frustration, we of course have many supporters on Capitol Hill and elsewhere who appreciate our value. That support isn't taken for granted, and it also didn't just fall from the sky. We have to constantly spread the word about our work.

As we head toward the winter holidays, my heart goes out to the victims of Typhoon Haiyan. It's tough to even comprehend such a tragedy, and it's a reminder that we can never take tomorrow for granted.

I also send best holiday wishes to all of our members, retirees and their families, along with our officials and staff. At a time like this, I'm sure it's not hard to count our blessings.

Again, thanks to everyone who has "turned to" for the relief mission, and here's to safe, happy holidays for every Seafarer, whether you're home with family or aboard ship.



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

SIU Aids in Philippine Recovery

Seafarers are answering the call to action following the devastation brought to the Philippines by Typhoon Haiyan.

With thousands dead, millions displaced and infrastructure in many places destroyed, the need for relief has been enormous. Heeding that call, the SIU, its members and its international partners have mobilized to do their part in helping the country recover from the second-deadliest storm in its history.

In the days following the storm, which made landfall Nov. 8, several SIU-crewed ships were activated and dispatched to the region to provide emergency supplies, medical services and housing. Stateside, the SIU activated and began soliciting donations for the Seafarers Disaster Relief Fund (SDRF) to help financially with what is expected to be a daunting recovery. Individual members, meanwhile, pitched in on a personal basis, with at least one crew holding a relief fundraiser for victims of the storm.

The SIU also teamed with the affiliated International Transport Workers' Federation (ITF) and other international partners to provide further relief and ensure the donated funds make their way to mariners and their families.

When it came to the at-sea relief effort, several SIU-crewed ships sailed with the U.S. Navy's George Washington Carrier Strike Group (GWSCG) – an assembly of vessels sent to support the Third Marine Expeditionary Brigade in assisting the Philippine government. The SIU ships participating included the *USNS Bowditch*, the *USNS Charles Drew* and the *Emory S. Land*. The *Bowditch* is operated by Maersk Line, Limited, while the latter two vessels are part of the SIU Government Services Division fleet.

"We have the ships conducting a variety of missions," said Rear Adm. Mark Montgomery, who serves as GWSCG commander. "The *USNS Bowditch* is surveying water conditions in the Leyte Gulf. *USNS Charles Drew* and *USS Lassen* have helicopters and supplies that are bringing emergency supplies into Tachoban, one of the worst-hit areas. *Emory S. Land* also provides good ship-to-shore hotel services to Tachoban."

The SIU-crewed hospital ship *USNS Mercy* was also activated for service in the aftermath of the storm. Berthed in San Diego, the *Mercy* has already spent time working in the area.

"In 2012, the *Mercy* participated in the annual Pacific Partnership mission, which included working with Philippine authorities in the vicinity of Tachoban, the area hardest hit by Typhoon Haiyan," read a news release issued by the U.S. Navy regarding the activation of the *Mercy*. "Because of the long-standing partnership between the two nations, the U.S., working through the Philippine government, is able to rapidly respond with critically needed capabilities and supplies in times of crisis."



Pictured aboard the *USNS Henson*, starting in back row, from left, are Chief Engineer Merrick Brow (SIU hawsepiper), Chief Steward Pete Williams, Chief Cook Larry Bachelor, (front, from left) GVA Francisco Ocado, QMED Romeo Ferrer, AB David Arcilla, Storekeeper Deanna Moore and (kneeling) SA Joseph Martin.

Amid all of this, the SIU crews of the *USNS 2nd Lt. John Paul Bobo* (operated by Maersk) and *USNS Pililau* (operated by AMSEA) also made the trip to the Philippines for disaster relief.

On the financial front, the SIU's decision to activate the SDRF allowed those who weren't traveling to the region to do their part in the relief effort. Designed to aid devastated mariners and their families, the fund is activated following disasters around the world and has helped thousands of people get back on their feet.

The crew aboard one SIU vessel – the Maersk-operated *USNS Henson* – took it upon themselves to start raising money immediately. AB **David Arcilla** said the crew of the *Henson* knew right away they wanted to help victims of the storm.

"After hearing of the deadly disaster in the Philippines caused by Typhoon Haiyan, we on the *USNS Henson* initiated a monetary drive to supply aid to the victims," Archilla said. "The real reward for us is being able to alleviate some of the suffering and comfort others in their time of need."

The generosity was greatly appreciated. In a heartfelt message to the SIU and its members, Dr. Conrad Oca, president of the Associated Marine Officers' and Seamen's Union of the Philippines, said he was touched by the "genuine concern for our less fortunate brothers and sisters who have become helpless vic-

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New Rules for SHBP Eligibility Become Effective January 1

Officials from the SIU and the Seafarers Health and Benefits Plan are continuing to get the word out concerning upcoming changes in eligibility rules for medical coverage through the SHBP.

Union and SHBP representatives have gathered with rank-and-file Seafarers during the monthly membership meetings and aboard ships. A comprehensive letter from the SHBP was mailed to all Plan participants and is available on the SIU website. Also, a detailed article ran in last month's *LOG* and it, too, is posted on the website.

The new rules take effect Jan. 1, and they were crafted to comply with mandates stemming from the Affordable Care Act of 2010, commonly called ObamaCare. Under the updated regulations, new SIU members and those re-establishing eligibility will need less time to qualify for coverage. Eligibility for existing members will be divided into two six-month periods instead of throughout the entire year; children between the ages of 18 and 26 will be covered; and coverage limits will be removed.

For instance, new employees and those seeking to re-establish eligibility will now require 90 days of continuous employment to become eligible for benefits, instead of the 125 days of employment required under the old policy.

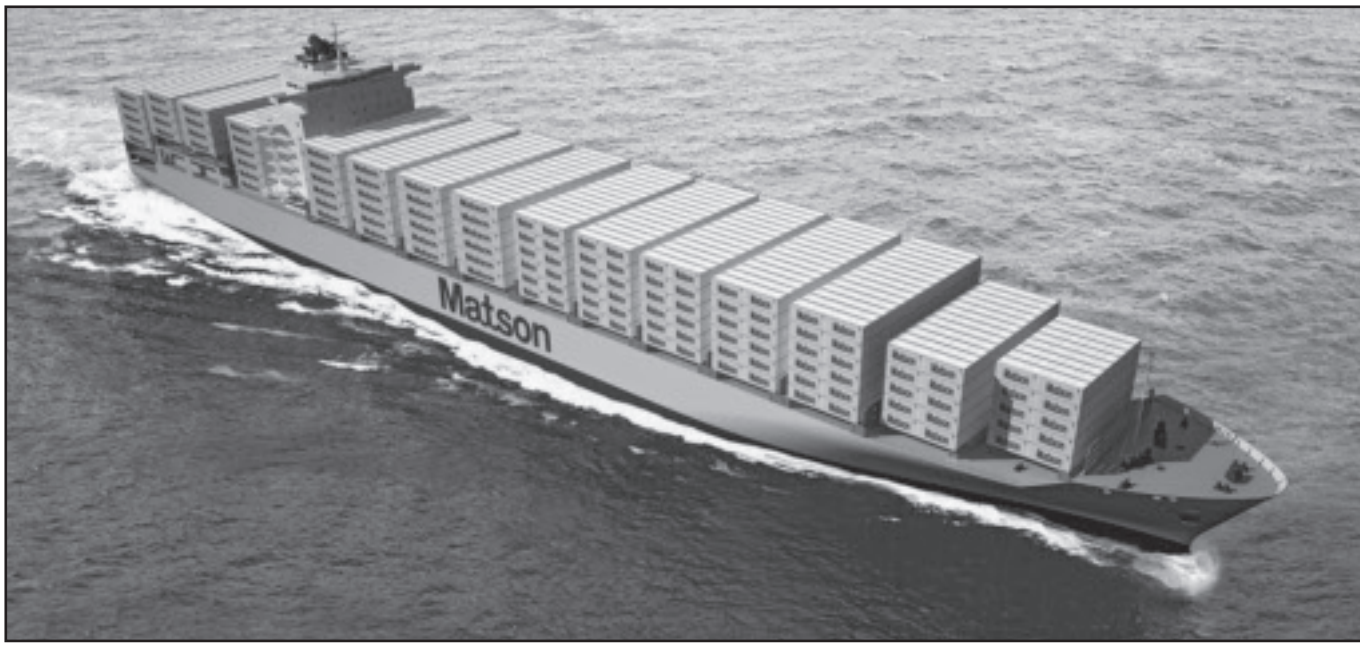
Moreover, under the new rules, employees must work 60 days over a six-month period to receive benefits during the next six-month period. The first period runs Jan. 1-June 30, while the second period runs July 1-Dec. 31.

"This means that if you have 60 days of covered

employment any time between January 1 and June 30, 2014, you will be eligible for coverage from July 1 to December 31, 2014," Seafarers Plans Administrator Maggie Bowen wrote in the aforementioned letter. "Covered employment may also include certain time when an employee attends upgrading classes at the Seafarers Harry Lundberg School of Seamanship (SHLSS), and certain time when an employee receives sickness and accident benefits."

Aiming to help ensure that no member is adversely affected by the new rule, there will be a transition period during the first six months of 2014. For that period, the old eligibility rule will still be applicable – meaning that from Jan. 1, 2014 through June 30, 2014, a Seafarer will be eligible for benefits if he or she had 125 days of covered employment in 2013, and one day of covered employment in the past six months. However, if a member did not have eligibility under the old rule at the beginning of the year, he or she will re-establish eligibility after 90 days under the new rule for re-establishing eligibility. Starting July 1, 2014, a member will only be eligible for benefits if he or she meets one of the new eligibility rules.

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



Matson President/CEO Matt Cox, pictured earlier this year at a Maritime Trades Department meeting, says the new order underscores the company's long-term commitment.

This artist's rendering shows the general look of the newly ordered Matson ships.

Matson Navigation Co. Orders New Containerships

First 'Aloha Class' Vessel Will Be Named the Daniel K. Inouye

New jobs for SIU members are on the way following the Nov. 6 announcement that Matson Navigation Company has signed a contract with Aker Philadelphia Shipyard Inc. (APSI) to build two new 3,600 TEU containerships. The new vessels, which will sail in the Jones Act trade, will be equipped with dual fuel engines that have liquefied natural gas (LNG) capability and are expected to be delivered in the third and fourth quarters of 2018.

The SIU represents steward department mariners on Matson vessels.

Matson also announced that the first of the two new ships will be named after the late Sen. Daniel K. Inouye (D-Hawaii),

who was a longstanding supporter of the U.S. maritime industry and its role in supporting Hawaii's economy. Inouye, a close friend of the SIU, passed away in December 2012.

"We are pleased to introduce the Aloha Class containership, built specifically to meet Hawaii's future freight demands with increased cargo capacity," said Matt Cox, president and CEO of Matson. "The new ships are designed to accommodate the diversified mix of cargo needed to support the state's economy and will boost our capacity for moving 45-foot containers and refrigerated cargo. The ships will also carry construction materials more effectively. Most importantly, this considerable investment underscores Matson's long-term commitment to providing Hawaii with a strong, reliable lifeline to and

from the U.S. mainland."

He added the decision to name the first ship in honor of Inouye "was a natural one. He left an unparalleled legacy in Hawaii history, and was a true champion of the U.S. Merchant Marine. He is recognized throughout the maritime industry as one of its most powerful advocates. Having a modern, U.S.-flag containership dedicated to serving Hawaii bear his name is an appropriate tribute to this great man."

It is believed the 850-foot-long vessels will be the largest Jones Act containerships ever constructed; they are designed to operate at speeds in excess of 23 knots, ensuring timely delivery of goods in Hawaii. Importantly, the ships will also be able to navigate safely into some of Hawaii's smaller ports.

The new vessels will incorporate a number of "green ship technology" features such as a fuel-efficient hull design, dual-fuel engines, environmentally safe double-hull fuel tanks and freshwater ballast systems.

Aker Philadelphia Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the Jones Act market. The shipyard – which employs union workers – delivered four newly built Jones Act containerships for Matson between 2003 and 2006.

"We have a proven track record of building containerships and are greatly looking forward to being partnered with Matson again," said Aker Philadelphia Shipyard President and CEO Kristian Rokke. "The winning of this order provides the shipyard significant backlog and valuable visibility out to 2018."



Bay-Houston Takes Delivery of Tug Chloe K

SIU boatmen in the Gulf region recently welcomed new jobs as Seafarers-contracted Bay-Houston Towing took delivery of the *Chloe K*, a z-drive tugboat. The 80-foot-long *Chloe K* will be operated for Bay-Houston by G&H Towing.

SIU members and officials participated in a christening ceremony Oct. 26 in Galveston, Texas.

In announcing the delivery, Bay-Houston pointed out the new boat is the first in its fleet from a class called Z Tech 2400. Built by Leevac Shipyards LLC of Jennings, La., the Z Tech 2400 tugs "are a smaller version of the Z Tech 2500 tugs that are already in the Bay-Houston fleet. While they are smaller, they have enormous power for their size."

Bay-Houston highlighted the following features:

- The forward deck has a low, flat

sheer, creating a spacious, relatively flat and safe working deck, without any obstructive anchor chains.

- For seagoing operations, the Z Tech tug works astern in tractor mode, so the shape of this part of the hull is more rounded than would typically be seen in an ASD design. There is no appreciable loss of speed in this direction of operation. The increased flare and freeboard at the aft end is simply to ensure a drier operation when towing in this direction.

- Only one winch is required for both harbor and coastal towing operations. When towing long distances, the boat will simply tow in tractor mode going astern.

- The low sheer forward, coupled with the aft bias of the deckhouse and wheelhouse enable the tug design to work under large overhanging ship flares.

"While the 7500 series Z Techs are primarily used at LNG terminals, with large tankers, and with post-Panamax container ships, the 2400 series will be capable of operating in the waters of all of the ports we service, including the confined quarters of the Houston Ship Channel," the company added.

Bay-Houston provides tug service in Houston, Galveston, Texas City, Freeport, and Corpus Christi, Texas.

The *Chloe K* has a 38-foot beam and a working draft of 16 feet. The vessel is powered by two of Caterpillar's 3516C HD high-power engines, delivering 2,575 horsepower each. At 5,150 horsepower, the tugs will be capable of docking even the largest vessels calling on the Texas coast. The tug is designed to produce a minimum of 60 metric ton of bollard pull.



Pictured at the christening are (from left) Oiler Troy Freudenburg, Capt. Bobby Pytka, Capt. Travis Parker, Asst. Engineer Geoffrey Denesse, Capt. Jason Briones, AB Patrick Thomas, SIU VP Gulf Coast Dean Corgoy and SIU Asst. VP Jim McGee.



The new boat is operated by G&H Towing for Bay Houston.

Paul Hall Center Expands AB to Mate Program to General Membership

Opportunities for Seafarers are expanding at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md.

For the first time, the school is accepting applications from the general membership for its AB to Mate program – an intensive series of courses that offer ABs the ability to reach the level of third mate. Previously, the AB to Mate program was only open to mariners who were sponsored by their respective companies.

Officials described the opening of the program to the general membership as part of the SIU's overall goal of allowing its members as many opportunities for career advancement as possible. It's a win-win situation – mariners can advance their careers, while companies have a greater pool of highly trained workers.

"It's another platform on which to advance," said Stacey McNeely, who is one of the program's instructors. "The more training they have, the better a resource they are for the company or the vessel."

Under the program, ABs must complete a series of four-week training modules at the PHC that cover everything from advanced firefighting and electronic navigation to shiphandling and meteorology. For most mariners, there are five four-week modules, equaling about five months of total training. Those receiving oceans endorsements are required to take a sixth module on celestial navigation.

While the four-week modules must be completed in a certain order, mariners are not required to complete them back-to-back.

That means mariners can carve separate four-week periods of training out of their schedules over an extended period of time.

"What we're trying to do is put together modules of classes so they can take a four-week set of classes around their shipping schedules," McNeely said. "Doing it over a period of time allows them to not only use what they are learning in class, it also makes sure they're not overwhelmed during one particular stretch of time."

The course work is certainly rigorous. PHC Director of Training J.C. Wiegman said the AB to Mate program is incredibly comprehensive and is among the most challenging training a Seafarer can undertake at the school. The ABs in the program, Wiegman said, must complete the assessments required by the STCW Convention with the knowledge and confidence to become a third mate.

"Our goal is to provide the member with support through bridge simulation, computer labs and the experienced instructors who will replicate real shipboard experience," Wiegman said. "This career track is currently the most difficult series of courses at the school."

In order to qualify for the program, mariners must have: 125 days sailing in the previous calendar year; 1,080 days seetime in the deck department, with 180 days holding AB-Limited or Unlimited rating; current Rating Forming Part of a Navigational Watch (RFPNW) and Able Seafarer-Deck or AB-Limited rating; three reference letters from Masters within the last two years; and pass an aptitude test de-

AB to Mate Pre-requisites:

- Must have 125 days sailing in the previous calendar year.
- Must have 1080 days seetime in deck department, with 180 days holding AB-Limited or Unlimited rating.
- Must have RFPNW and AS-D or AB-Limited.
- Must have three reference letters from Masters within the last two years.
- Must pass aptitude test developed by LMSS.

Rules:

- Anyone attending the program must take full course and assessments from LMSS and can't use assessments from other training facilities along with courses taken at LMSS.
- If a member fails a course within the module they must discontinue from whatever module they are taking and will be sent

home at their own expense.

- Before returning to take any additional modules they must show proof of getting academic assistance from home.
- If a member has taken a course at another training facility they must submit the course certificate and assessments prior to arriving to LMSS to be sure their course meets LMSS standards.
- Modules must be taken in their entirety and can't be broken up.
- Modules 1-2 are interchangeable. Modules 3-5 must be taken in order. Module 6 is for oceans endorsements only.

Reimbursement:

- Modules 1-2 are already under full travel reimbursement.
- Modules 3-5 are non-reimbursable.
- Module 6 is already under full travel reimbursement.

veloped by the Lundberg Maryland Seaman's School (LMSS).

Members are encouraged to apply for

the course through the admissions office. For more information, call (301) 994-0010.

SIU to Promote Mariner Interests At MARAD Strategy Symposium

The SIU and its allies will play an active role when Washington lawmakers and industry officials gather in January to discuss the formulation of a national maritime strategy.

Organized by the U.S. Maritime Administration (MARAD) to "gather ideas for improving the nation's cargo opportunities and seafarer capability while ensuring future sustainability," the National Maritime Strategy Symposium will take place Jan. 14-16 at the Department of Transportation headquarters. The meeting is part of a longstanding effort in Washington to formulate a comprehensive maritime strategy that ensures the nation's economic and national security remain intact.

The SIU and maritime-friendly members of Congress have repeatedly called for such a strategy, arguing its absence creates problems for the nation. In a recent speech to the SIU-affiliated Maritime Trades Department, AFL-CIO (MTD), House Coast Guard and Maritime Transportation Subcommittee Chairman, Rep. Duncan Hunter (R-Calif.), said a national maritime strategy could help prevent the unwarranted attacks on food aid and cargo preference programs that have recently emanated from Washington.

"There is no cohesive strategy to bring together the merchant mariners, the military fleet, and our objectives throughout the world when it comes to either foreign policy or military matters," Hunter said. "When it comes to things like food aid and tying that in, we have to make sure that we have enough ships to carry our cargo for our military."

Hunter expanded on that sentiment during an October interview with *The Maritime Executive*, adding that a national maritime strategy should also include legislation that allows different government agencies the ability to enforce cargo preference laws that promote the best interest of the maritime community.

"That's how it has to be done because you have to demonstrate the value cargo preference brings and why you should use Amer-

ican-flag ships to transport taxpayer-bought goods," Hunter said. "So that has to be a law."

Rep. John Garamendi (D-Calif.), who serves as ranking member on the Coast Guard and Maritime Transportation Subcommittee, has also repeatedly called for a national maritime strategy. Like Hunter, he said such a strategy was essential to the nation's overall wellbeing.

"There is no coordinated policy," Garamendi told the MTD. "And we must have it."

In an interview of his own with *The Maritime Executive*, Garamendi said the national maritime strategy must include protections for and expansions of the Jones Act and cargo preference laws – two things that ensure the nation has a fleet of merchant ships and well-trained merchant mariners.

"I think for economic security and national security we have to be a nation that owns and operates a significant merchant marine fleet," Garamendi said. "We cannot depend upon other nations to meet our needs when there is a crisis or to provide the jobs that Americans need."

He added the nation needs to ensure its robust maritime industry will also play a role in international trade, including the potential export of U.S.-produced liquid natural gas (LNG).

"When LNG comes along it should be on American-made ships with American crews. So if we are going to export LNG ... it should be on American ships," Garamendi said. "There is some amount that will be shipped domestically, say from Texas to Boston. That's intercoastal. That's American."

And when it comes to formulating that national maritime strategy, both congressmen said they supported having it done in the open and with the help of the SIU and others from the maritime industry.

"We're not going to come up with this strategy in a dark room somewhere," Hunter told the MTD. "We're going to come up with this strategy with you."

Canadian Delegation Visits Piney Point



Officials from the SIU of Canada and some of the union's contracted companies recently visited the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The Canadian delegation closely examined the school's setup during their October stay, which also included a stop at SIU headquarters in Camp Springs, Md. The photo below was taken at the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center. Pictured from left in the group photo above, taken in Camp Springs, are David Belisle, operations manager for Algoma Central Marine; Karen Watt, VP of human resources, Algoma Central Marine; SIU of Canada President James Given; Micheline Morin, port agent/STI coordinator, SIU of Canada; SIU President Michael Sacco; Catina Sicoli, controller, SIU of Canada; Seafarers Plans Administrator Maggie Bowen; Coral Milne, crewing manager, Canada Steamship Lines/V.Ships Canada Inc.; and David Schulz, municipal and regional affairs liaison.



U.S. Rep. John Garamendi (D-Calif.)



U.S. Rep. Duncan Hunter (R-Calif.)

U.S. House Passes Bill To Honor More World War II Era Mariners

Often overlooked despite risking their lives and playing a vital role in America's victory, additional World War II-era merchant mariners may soon find it easier to obtain the veteran status they've so long deserved.

In a 404-1 vote in late October, the U.S. House of Representatives passed a bill that would expand the list of documents accepted by the Department of Homeland Security to grant veteran status to thousands of merchant mariners who served their country during World War II by sailing on tugs and coastwise barges. The bill now heads to the Senate, where it would have to be passed and signed by President Obama before becoming law.

Rep. G.K. Butterfield (D-N.C.), who authored the provision regarding World War II merchant mariners, praised the House's passage of the bill. Such recognition, he added, is long overdue.

"This is a special moment. For too long, the brave men and women who served their country during World War II in the U.S. Merchant Marine have gone unrecognized for their service," Butterfield said in a statement. "We have taken another step to do the right thing and honor these mariners while they are still with us."

As many as 30,000 merchant mariners sailing coastwise contributed to the war effort in the 1940s by transporting supplies for War Shipping Administration, though the records attesting to their service were not well kept. In fact, there were no formal military records proving the service of the merchant mariners who served the country during World War II.

And while certain vessel logbooks and other materials were kept at the time, much of it is extremely hard, if not impossible, to find. If this new bill becomes law, the scope of documents a mariner could use to prove his or her service would expand to more readily available materials, making the process of obtaining veteran status much easier.

"Through no fault of their own, these selfless individuals have been unable to prove their service because the documents needed to prove service have either not survived over time or never existed at all," Butterfield said. "Now is the time to stand up for these great Americans and give them the recognition they rightly deserve."

Don Horton, president of WWII Coastwise Merchant Mariners and a major advocate of the bill, told *The Daily Advance* that he was "sitting on cloud nine" following its passage in the House.

"It has been a long time coming," he said, adding the bill "has got nothing in it but plus, plus plus for veterans."

The passage of this bill is the latest development in a long legislative battle to ensure World War II-era merchant mariners got the recognition they deserve. It took more than 40 years – and the aggressive lobbying of the SIU and other backers – before World War II-era merchant mariners were finally deemed eligible in 1988 to obtain veterans' status for their service.

Initially, however, the veterans' status only applied to those who sailed between Dec. 7, 1941 and Aug. 15, 1945 rather than Dec. 31, 1946, as was the case for other veterans. The cutoff date for merchant mariners was later altered in 1998 to match the dates applied to the armed forces.

SIU Answers Call to Action

Continued from Page 2

tims" of the storm.

"SIUNA's donation will certainly go a long way towards helping our needy and suffering countrymen in Central Philippines," Oca said, speaking not only of the *Henson* effort but also that involving the SDRF. "The kindness and concern you have shown are very reassuring for our people and speaks well of the convictions and principles you stand for."

The SIU and the U.S. Merchant Marine have a long history of responding to such disasters. From stateside emergencies like Superstorm Sandy and Hurricane Katrina, to international disasters like the Japanese tsunami and the current devastation of Typhoon Haiyan, SIU crews have helped with recovery all over the world.

United Seamens Service Lauds Seafarers for Various Heroics

The heroism of Seafarers aboard six different vessels was recognized in November at the prestigious United Seamen's Service (USS) 2013 Admiral of the Ocean Sea Awards (AOTOS) event in New York City.

Praising the hard work and bravery of the officers and crews aboard each vessel, former Maryland Congresswoman Helen Delich Bentley and Acting Maritime Administrator Paul "Chip" Jaenichen presented the officers and crews with AOTOS Mariners' Plaques to celebrate their accomplishments. Here is a list of the vessels being recognized and a description of the heroics of their crews.

Bowditch

A Military Sealift Command (MSC) vessel operated by SIU-contracted Maersk Line, Limited (MLL), the *Bowditch* arrived on the scene shortly after the *USS Guardian*, an Avenger-class mine countermeasure ship, grounded off Tubbahata Reef, Philippines in January. The crew braved excessive winds and high seas to rescue the grounded ship's crew, all while helping to protect valuable marine resources from further damage.

Maersk Utah

In August, the MLL-operated *Utah* spent two days assisting in the rescue of 83 Syrian refugees from a boat off Cape Passero in Sicily. The *Utah* sheltered the small boat of refugees from the high winds and seas until the Italian Coast Guard secured the evacuation of the refugees several hours later.

Ocean Atlas

Refueling in a congested area three miles off the coast of Lome, Togo, Africa in November 2012, the Crowley-managed *Ocean Atlas* was attacked by a half-dozen pirates traveling on a small skiff. A surveillance team spotted the pirates attempting to board the ves-



Honorees included (from left) Philip W.J. Fisher, president, Chas. Kurz & Co.; Rep. Peter King (R-N.Y.); and Emanuel Rouvelas, a maritime attorney and partner at K&L Gates. Posing with them is SIU President Michael Sacco (right).

sel with a rope-and-wood ladder, however, and worked with the crew to repel the attack. The ship's crew then radioed for assistance from the Togo Navy.

Kennedy, Empire State, Wright

When Superstorm Sandy slammed into the New York-New Jersey coast in the fall of 2012, these three ships were activated and sent to help. The *Wright*, based in Baltimore, is operated by Crowley, while the *Kennedy* and *Empire State* are training vessels based at (respectively) Massachusetts Maritime Academy and Fort Schuyler, N.Y. Seafarers-contracted TOTE and AMSEA operated the latter two ships during this time. The assignment for all three ships was to assist the government, industry and charity personnel providing rescue and relief to those in need. The vessels, which spent several weeks in the area, provided additional linens, consumables, food and fuel and housed an average of 900 emergency responders per day during the storm recovery effort.

Aside from the heroics of the crews being recognized, the event also celebrated several allies of the maritime industry. Awards were presented to U.S. Rep. Peter King (R-N.Y.), Chas. Kurz & Co. President Philip W. J. Fisher (who's also an executive with SIU-contracted Keystone, a subsidiary) and Emanuel Rouvelas, a maritime attorney and partner at K&L Gates.

Retired Gen. Kenneth Wykle, who serves as chairman of the USS AOTOS Committee, said each of the three men being honored has done great things for maritime.

"Phil Fisher has devoted virtually his entire career to one company and one industry—the American-flag merchant marine. Congressman King is a leader in the ongoing effort to have Homeland Security funding based on threat analysis and is a strong supporter of the war against international terrorism," Wykle said. "Manny Rouvelas is dedicated to promoting and protecting American maritime jobs vital to our national security."

Maritime Labor Mourns Loss of Trailblazer, Former MEBA President Jesse Calhoon

Maritime labor is mourning the loss of an American original. Jesse Calhoon, the longest-serving president of the Marine Engineers' Beneficial Association (MEBA), passed away Oct. 22. He was 90 years old.

Born into a farming family in Belhaven, N.C., Calhoon learned about the maritime industry at an early age as members of his family supplemented their incomes by fishing. He entered the U.S. Merchant Marine in 1939, just before the start of World War II, joining the National Maritime Union as a 16-year-old.

During the war effort, he made numerous voyages on the Murmansk run. He was aboard ships during the invasions of North Africa and Sicily and survived when one of the vessels upon which he sailed was torpedoed in the Gulf of Mexico.

Calhoon had started out as a coal passer and worked his way up to obtain a license and join MEBA. By 1949, he had attained the rank of chief engineer. He came ashore for the union in 1954, was elected secretary-treasurer in 1959, and then became acting president in 1962. He was formally elected MEBA president at a convention in 1965 and served until retiring in 1985.

Often described as being tough, colorful and wily, he was best-known for his sharp negotiating skills. In announcing that he had passed away, the union he had headed for so many years called him "the founder of modern MEBA" whose

accomplishments included building a world-class pension plan and a training facility in eastern Maryland that eventually bore his name.

As the head of MEBA, he helped the union ensure a steady supply of officers during the Vietnam War. He served on the Maritime Trades Department, AFL-CIO executive board.

SIU President Michael Sacco was invited to speak at a memorial for Calhoon that took place Nov. 9 in Easton, Md., where the MEBA school is located.

"Jesse always had my respect," Sacco stated. "I have a deep appreciation for his decades of service and what he meant to the maritime industry. We may have come up through different unions, but we were ultimately part of the same brotherhood."

He added, "Jesse was one of the first to recognize the importance of political action for our industry, and he also was a pioneer when it came to securing training opportunities for his members.... He was also important to the overall labor movement. He dedicated his life to providing opportunities for rank-and-file members to pursue the American Dream. In our line of work, I think that's the greatest compliment of all."

Calhoon spent his final years in Naples, Fla. He was preceded in death by his wife and leaves behind three sons, a daughter and four grandchildren.



Jesse Calhoon

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, 2012 to December 31, 2012. 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 \$4,765,625. These expenses included \$1,141,275 in administrative expenses and \$3,624,350 in benefits paid to participants and beneficiaries. A total of 16,244 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 \$94,367,387 as of December 31, 2012 compared to \$84,504,688 as of January 1, 2012. During the plan year the plan experienced an increase in its net assets of \$9,862,699. 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 \$14,628,324, including employer contributions of \$7,475,779, employee contributions of \$84,880, gains of \$535,068 from the sale of assets and earnings from investments of \$6,532,597.

The plan has a contract with The Prudential Insurance Company of America which allocates funds toward individual policies.

Minimum Funding Standards

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

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or

any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of 5 percent of the plan assets;
4. Insurance information including sales commissions paid by insurance carriers; and
5. 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. The charge to cover copying costs will be \$2.40 for the full report, or \$0.15 per page for any part thereof.

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. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions 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, 2012 to December 31, 2012. 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 \$768,679. These expenses included \$66,106 in administrative expenses, \$647,314 in benefits paid to participants and beneficiaries and \$55,259 in other expenses. A total of 11,860 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 \$14,562,597 as of December 31, 2012 compared to \$11,331,762 as of January 1, 2012. During the plan year the plan experienced an increase in its net assets of \$3,230,835. 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 \$3,999,514, including employee contributions of \$2,532,217, other contributions of \$81,158, earnings from investments of \$1,382,424 and other income of \$3,715.

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, 2012 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. The charge to cover copying costs will be \$2.40 for the full report, or \$0.15 per page for any part thereof.

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. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions 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, 2012 to December 31, 2012. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$21,499,319 as of December 31, 2012 compared to \$21,883,176 as of January 1, 2012. During the plan year the plan experienced a decrease in its net assets of \$383,857. 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 \$63,185,290. This income included employer contributions of \$61,396,316, realized gains of \$93,944 from the sale of assets and earnings from investments of \$1,684,563. Plan expenses were \$63,569,147. These expenses included \$7,550,653 in administrative expenses and \$56,018,494 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. The charge to cover copying costs will be \$2.40 for the full report, or \$0.15 per page for any part thereof.

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. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions 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, AGLIW 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, AGLIW 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, AGLIW.

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, AGLIW are 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 2012 calendar year, the fee cost associated with this representation

amounts to 80.86 percent of the dues amount. This means that the agency fee based upon the dues would be \$404.30 (four hundred four dollars thirty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2014 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2013 and November 30, 2014 will have this calculation applied to their 2014 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2015, your objection must be received by December 1, 2014.

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, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2012.

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

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

previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 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

At Sea And Ashore With The SIU



MOVIE SPOTLIGHTS MARITIME PIRACY – As reported in detail in last month's LOG, the movie "Captain Phillips" opened last month, bringing rare attention to maritime piracy while focusing on the 2009 saga of the SIU-crewed *Maersk Alabama*. SIU Port Agent Georg Kenny (right) took in a special screening Oct. 8 in Norfolk, Va. He is pictured at the event with (from left) Capt. Phillips' daughter, Mariah; his wife, Andrea; Bobbi Shipley of Maersk Line, Limited; and the captain's son, Dan.

LEARNING THE ROPES – Recertified Bosun Michael Proveaux (right) sent this photo of him and Apprentice T.J. Harris aboard the *Charleston Express*, operated by Marine Personnel and Provisioning. The snapshot was taken in August in Bremerhaven, Germany. The mariners were "getting ready to test a SOPED emergency pump before taking on fuel," Proveaux noted.

ABOARD SEALAND CHARGER – Recertified Bosun Gerry Gianan submitted these photos of Seafarers taking on stores aboard the *Sealand Charger* in Wilmington, Calif. Among those pictured are AB Abdulkarim Muthala, AB Eddie Balacruz, AB Mario Baja, OS Aaron Ellis, AB John Villarta, Recertified Steward Emmanuel Laureta and OS Norberto Castillo.



FULL BOOKS IN JACKSONVILLE – Four Seafarers received their full books at the October membership meeting in Jacksonville, Fla. Pictured from left (standing) are SIU Asst. VP Archie Ware (administering the union oath), AB Terrance Shinn, QMED Pavis Whitley, GUDE Michael Fincannon and AB Marques Johnson.



PROUD SEAFARER – While upgrading from OS to AB at the union-affiliated school in Piney Point, Md., Seafarer Jason Baker (right) used some of his off time in October for a road trip to the U.S. Naval Academy in Annapolis, Md. There, he visited with his daughter, Midshipman Third Class Alexandria Baker. It's her second year at the academy; she is majoring in mechanical engineering and minoring in French.



B-BOOK IN NORFOLK – OS Joseph Eaton recently picked up his B-seniority book at the SIU hall in Norfolk, Va. His most recent ship was the *Observation Island*.



ABOARD ALASKAN FRONTIER – Port Agent Amancio Crespo submitted this photo of SIU members aboard Alaska Tanker Company's *Alaskan Frontier*, taken in early October. Among those pictured are (seated, from left) Chief Steward Greg Lynch, QE4 Odilio Evora, QE4 Alberto Semedo, (standing) AB Mike Dooley, DEU Garland Scott, AB Manny Espinoza and Chief Cook Justo Reyes.

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 2014. 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.

2014 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	6	3	3	7	5	2	7	4	8	6	3	8
New York	Tuesday after first Sunday	7	4	4	8	6	3	8	5	9	7	4	9
Philadelphia	Wednesday after first Sunday	8	5	5	9	7	4	9	6	10	8	5	10
Baltimore	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Norfolk	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Jacksonville	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
San Juan	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Algonac	Friday after first Sunday	10	7	7	11	9	6	11	8	12	10	7	12
Houston	Monday after second Sunday	13	10	10	14	12	9	14	11	15	**14	10	15
New Orleans	Tuesday after second Sunday	14	11	11	15	13	10	15	12	16	14	***12	16
Mobile	Wednesday after second Sunday	15	12	12	16	14	11	16	13	17	15	12	17
Oakland	Thursday after second Sunday	16	13	13	17	15	12	17	14	18	16	13	18
Port Everglades	Thursday after second Sunday	16	13	13	17	15	12	17	14	18	16	13	18
Joliet	Thursday after second Sunday	16	13	13	17	15	12	17	14	18	16	13	18
St. Louis	Friday after second Sunday	17	14	14	18	16	13	18	15	19	17	14	19
Honolulu	Friday after second Sunday	17	14	14	18	16	13	18	15	19	17	14	19
Wilmington	Monday after third Sunday	*21	*18	17	21	19	16	21	18	22	20	17	22
Guam	Thursday after third Sunday	23	20	20	24	22	19	24	21	25	23	20	****26
Tacoma	Friday after third Sunday	24	21	21	25	23	20	25	22	26	24	21	26

*Wilmington changes created by Martin Luther King Day and Washington's Birthday, **Houston change created by Columbus Day, ***New Orleans change created by Veterans Day, ****Guam change created by Christmas Day

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 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 in-

spect 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

Seafarers, Dependents Vie for 2014 SHBP Scholarships

College graduates earn nearly \$20,000 more per year than the average high school grad, according to 2010 U.S. Census Bureau statistics. Further analysis of this data by the Pew Research Center revealed that over a 40-year career, the average college graduate earns \$550,000 more than a high school graduate.

Clearly, the financial investment of attending college and getting a degree is worthwhile. Nonetheless, the former reports indicate that the average college grad also leaves school with \$23,000 in loans. This can be a heavy financial burden to bear, but it does not have to be this way, particularly for Seafarers and their dependents. Financial help is available through the Seafarers Health and Benefits Plan (SHBP), which each year offers scholarships to qualified applicants.

Designed to ease the financial challenges associated with college and vocational studies, the 2014 SHBP Scholarship Program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers, while five will be targeted for spouses and dependents.

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

Now is an ideal time to begin the application process. The first step is to send for the 2014 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears on this page and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

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

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

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

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and

American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2014. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Don't let the rapidly increasing costs of higher education prevent you from realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has made for other Seafarers and dependents. In the last 10 years alone, the SHBP has awarded more than \$1 million in scholarships to 76 college-bound individuals – 21 Seafarers and 55 dependents.

A list of these awards (by year) follows:

2013 – Active Seafarers AB **Annie Nodd**, AB **Timothy White** and AB **Harry Borden**, along with five dependents shared scholarship awards totaling \$132,000. Claiming the dependents' awards were: Joederick Lata, son of Chief Cook **Joey Lata**; Catherine Vu, daughter of FOWT **Allen Newgen**; Genebelle Ajoste, daughter of GUDE **Eugene Ajoste**; Daniel Mulcahy, son of Recertified Bosun **William Mulcahy**; and Maja Sawicka, daughter of GVA **Jacek Sawicki**.

2012 – A trio of Seafarers and five dependents shared scholarship awards totaling \$132,000. Claiming the grants for active Seafarers were AB **Daniel Giles**, AB **Curtrina Duck**, and QMED **Jesse Tornabene**. Claiming the dependents' awards were: Kathryn Flanagan, daughter of Recertified Bosun **Thomas Flanagan**; Julio Marcone, son of Steward/Baker **Julio Marcone**; Patricia Madrio, daughter of AB **Roy Madrio**; Abigail Tesfaye, daughter of QEE **Tesfaye Gebregzaibher**; and Heidi Garner, daughter of Capt. **Edward Garner**.

2011 – Three active Seafarers and five dependents shared grants totaling \$132,000. Seafarers designated to receive these awards were: AB **Cleveland Foy**,

AB **Timothy Squire Jr.**, and AB **Judith Merwin**. Dependents claiming scholarships included: Randi Isenhardt, daughter of Inland Captain **Randy Isenhardt**; Nermine Abdelwahab, daughter of AB **Mohamed Abadelwahab**; Hailey Grubbs, daughter of Recertified Bosun **Robert Grubbs**; Allison Matias, daughter of Chief Cook **Efren Matias**; and Gabrielle Camacho, daughter of AB **Noel Camacho**.

2010 – \$146,000 in scholarships was awarded under the SHBP's 2010 scholarship program. Recipients included Recertified Bosun **Lon Oliver**; Robert Firme, son of Steward **Roberto A. Firme**; Alisha Wood, daughter of AB **Wilbert E. Wood**; Margot O'Meara, daughter of retired Inland Master **James O'Meara**; Eizie Giray, daughter of deep sea Bosun **Rufino J. Giray**; Jacob Miller, son of retired Chief Engineer **Marlin Miller**; Sime Masnov, son of Chief Engineer **Marijan Masnov**; and Molly Johnson, daughter of the late Bosun **Michael Johnson**.

2009 – Two Seafarers and six dependents were awarded \$132,000 in scholarships. Claiming these grants were: Recertified Steward **Brandon Maeda**; QMED **Robert Oliveto**; Jeffrey Monteiro, son of Deep Sea Engineer **Francis Monteiro**; Bethany Horner, daughter of inland Captain **Arthur Horner**; Matthew Taylor, son of inland Captain **Rodger Taylor**; Jillian Cairco, daughter of retired Deep Sea Chief Engineer **Gary Jarvis**; Giselle Bodden, daughter of inland AB-Tankerman **Albert Bodden**; and Alyssa Rothschild, daughter of inland Chief Mate **Robert Rothschild**.

2008 – Scholarships totaling \$140,000 were awarded to AB **Peter R. Hokenson**; Brittany Redding, daughter of Chief Steward **Dennis Redding**; Christopher Wozunk, son of FOWT **John Wozunk**; Benjamin Wilmoth, son of QE **Wendel Wilmoth**; Albert Balatico, son of AB **Albert Balatico**; Xiao Xiao Li, daughter of SA **Meli Seegers**; and Sidney Kirk, daughter of AB **Robert Kirk**.

2007 – \$120,000 in endowments were awarded to Sarah Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Alice Cooper, daughter of tugboat Captain **James Cooper III**; Nicole LaPointe, daughter



of AB **Robert LaPointe**; Justine Lopez, daughter of Oiler **Oswaldo Lopez**; Marian O'Neill, daughter of QMED **Guillermo O'Neill Jr.**; and Jenna Stillman, daughter of AB **Jerry Stillman**.

2006 – Gifts totaling \$132,000 were bestowed upon Seafarers **Rahul Bagehi**, **Ken Stathos**, **Karen Domerego**, and **Brian McLarnon**. Dependents selected were: Renee Dunham-Jones, wife of Recertified Steward **Raymond Jones**; Ryan Kirby, son of deep sea member **Michael Kirby**; Suci Madjidji, daughter of QMED **Sjamsidar Madjidji**; Shaval Stewart, daughter of AB **Mark Stewart**; and Kayla Watson, daughter of AB/Tankerman **Randy Watson**.

2005 – Three Seafarers and five dependents received \$132,000 in funding. Seafarers selected were Chief Cook **Kristen Swain**, **Brandon Maeda** and **Jeanette Montgomery**. Dependents receiving scholarships were Adam Burton, son of **Ross Burton**; Ashleigh Coppola, daughter of **Patrick L. Coppola**; Stefan Nikolic, son of **Desire Z. Nikolic**; Anthony Sabatini, son of **Anthony J. Sabatini**; and Ronald Viernes, son of **Leopold A. Viernes**.

2004 – Six individuals—one active Seafarer and five dependents—shared \$106,000 in scholarship awards. **Mark A. Dyer** claimed the Seafarers scholarship. He was joined by dependents Mary A. Hornby, daughter of **James L. Hornby**; Eleanor R. Preston, daughter of **Chesster W. Preston**; Aaron J. Gibson, son of **James O. Gibson**; Rafika J. Shibly, daughter of **Mohammed Shibly**; and Glenys Castro, daughter of **Salome M. Castro**.

Please send me the 2014 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for:

Self

Dependent

Mail this completed form to:

Scholarship Program

Seafarers Health and Benefits Plan

5201 Auth Way

Camp Springs, MD 20746

12/2013

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, 2012 to December 31, 2012. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$71,895,363 as of December 31, 2012 compared to \$71,301,754 as of

January 1, 2012. During the plan year the plan experienced an increase in its net assets of \$593,609. 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 \$53,771,264. This income included employer contributions of \$48,824,332, employee contributions of \$539,000, realized gains of \$560,634 from the sale of assets and earnings from investments of \$3,815,729. Plan expenses were \$53,177,655. These expenses included \$10,956,703 in administrative expenses and \$42,220,952 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. The charge to cover copying costs will be \$2.40 for the full report, or \$0.15 per page for any part thereof.

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 re-

quest 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. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions 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.



Scholarships

Helping union families realize their dreams

Going back to school? Sending your children to college? Learn more about the scholarship opportunities available to you as a union member. Union Plus supports working families by providing \$150,000 annually in scholarships to help you focus on your studies instead of your tuition bill.



Who may apply:

Current and retired participating union members, their spouses and their dependent children.

What kind of school is eligible:

The scholarship is open to students who attend or plan to attend a U.S. college, university, community college, or a technical/trade school. Students attending undergraduate or graduate schools are eligible.

Scholarship amounts:

Recipients will receive \$500 to \$4,000.

Deadline to apply:

January 31, 12 p.m. (noon), Eastern Time

Recipients announced: May 31

Union Plus also offers:

- Discounts on college test prep from The Princeton Review
- College planning tools and guides
- Computer discounts through Dell and HP
- National Labor College scholarships

Details and online application available at:
UnionPlus.org/Scholarships



The Keystone-operated *Denebola* and *Antares* are part of the Ready Reserve Force.

Baltimore Crews Help Keep U.S. Maritime Assets Ready

The photos on these two pages were taken Nov. 13 in Baltimore, aboard the SIU crewed ships *Denebola* and *Antares*.

The Keystone-operated vessels are SL-7s, also called fast sealift ships, and are part of America's Ready Reserve Force (RRF). They are maintained by civilian crews in reduced operating status (ROS) and can be fully activated within a matter of days.

Seafarers crewed RRF ships support the rapid, worldwide deployment of U.S. military forces and operations. The 46-vessel, government-owned fleet is considered a key element of Department of Defense strategic sealift capability. Most of its missions involve transporting Army and Marine Corps unit equipment, combat support gear, and initial resupply supply during what the U.S. Maritime Administration describes as "the critical surge period before commercial ships can be marshaled."



AB James Roy
Antares



AB DeCarlo Harris (right), Recertified Bosun Ray Henderson
Denebola



ACU Theodore Butler
Denebola



Electrician Bobby Scott (foreground) and Electrician Apprentice Sean Branch put cover on shore power aboard the *Antares*.



Recertified Bosun David James
Antares



From left: AB DeCarlo Harris, Recertified Bosun Ray Henderson, SIU Baltimore Port Agent Elizabeth Brown, GUDE Michael Page



AB DeCarlo Harris operates a forklift on a blustery afternoon.



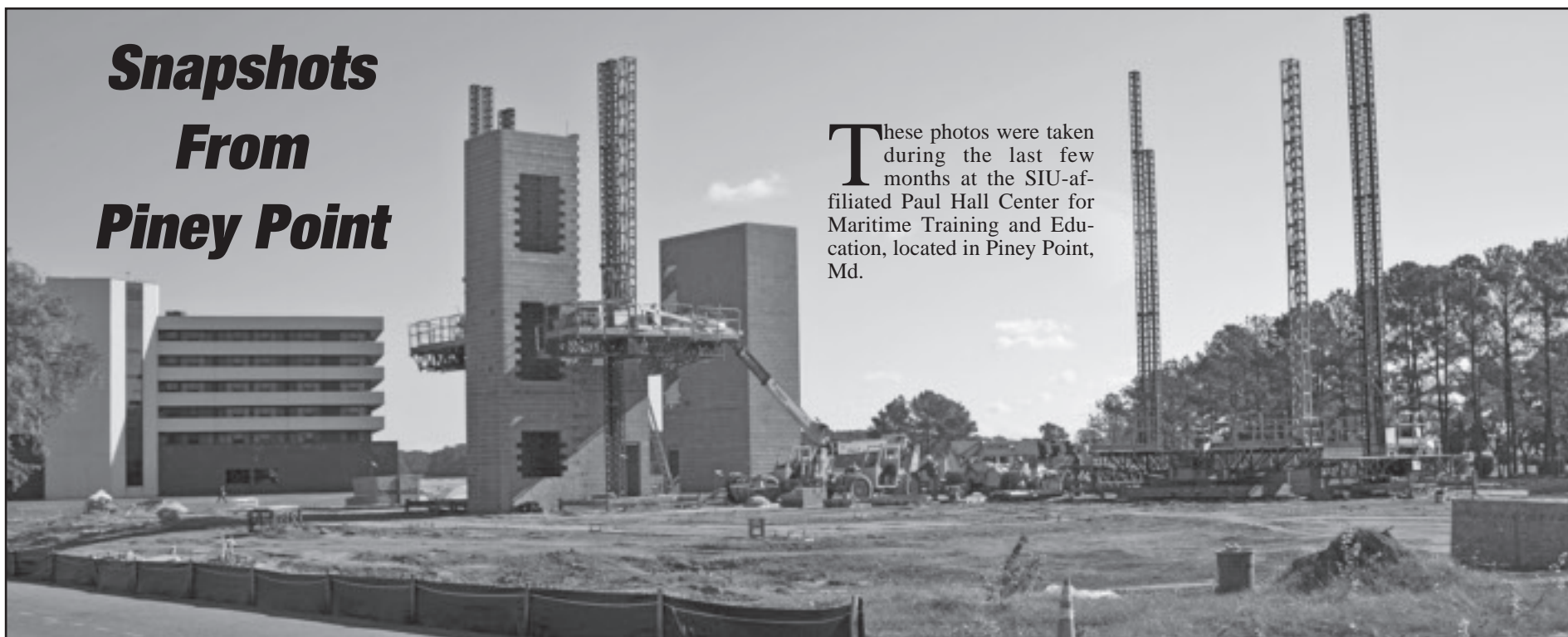
Recertified Bosun David James (left) and Chief Mate Mark Bolster assist with crane operations on the *Antares*.



Electrician Apprentice Sean Branch
Antares

Snapshots From Piney Point

These photos were taken during the last few months at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.



Construction continues on the new claims building on campus.



The school's apprentice program, recognized by the U.S. Labor Department as one of the nation's best, blends practical training (including time aboard ship) with classroom instruction.



Crowley crews complete STCW Basic Safety Training at the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center.



The Paul Hall Memorial Library and Maritime Museum features (among other interesting content) a collection of World War II-era posters about the U.S. Merchant Marine.



Engine department upgraders concentrate during a hands-on exercise.



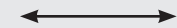
Seafarers and shore-side employees of Maersk Line, Limited gather for a photo after completing safety training at the school.



Engraved bricks are a highlight of the new waterfront park. To donate one, visit www.seafarers.org/SIUBricks.htm. Brochures also should be available at SIU halls.

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 in Piney Point, Md.

Question: What would you be doing if you weren't a Seafarer?



Michael Gray
QMED

I was a truck driver before I did this, so I might be doing that. It was easy work, but it got sort of boring after a while. After you see everything there is, there's nothing new. I got into (seafaring) after that. My sister-in-law was a steward and she talked me into it. I really enjoy it a lot. I wish I would have started doing it a lot sooner. With truck driving, you're alone by yourself on the road. Here, you have a lot of different people to work with and stuff to do.



Davis Freitas
QMED

I'm not really sure what else I would do. I pretty much did this right out of high school. If I wasn't doing this, I probably wouldn't be working. I'd probably be back home in California and there are a lot of bad jobs out there. With this, one day you're in Australia, the next you're somewhere else. This is definitely more exciting. The money is also really good. I was able to get a brand new Dodge Charger and I'll be able to provide the money for my (church) mission.



Roger Stanus
Chief Mate

I think I'd probably be an accountant. I like doing accounting; it's very defined and it has good job security. But I doubt I'd really want to do it. I didn't really want to live in the city. I feel a lot better about this job now. The job security with this job is good, too. And I enjoy getting the chance to spend so much time at home.



William Sanchez
Chief Cook

I would probably have thought about going into the service – the Army. My whole family is in it. It's like monkey see, monkey do. Actually, I'm pretty much the only one in my family who's not in the service. But I got married and my wife's brother and sister were SIU members, so they gave me all the information on it. After that I decided to come in as an apprentice in 2005. I like it. It's a different life, but it's cool.



Byron Graham
AB

When I was growing up, I really wanted to play sports. I played basketball in high school. If I stuck with it I could have seen myself going really far with it. I got here because my dad had a friend who went to sea. I really liked the traveling. It sounded pretty interesting and that's what made me want to do it. I've stuck with it and I've got a family now. The money's really good and it's been fun for me. I've gotten to meet a lot of new people.



Felicia Lampasas
SA

This is my second career, anyway. Before this, I was working for lawyers. One of my friends is a steward and she started talking to me about this. It seemed like a great opportunity. I love to cook and I got to see the world. This job is 100 percent better. I love it. I love the people I work with. We have a lot of fun and it makes everything really enjoyable.

Pic-From-The-Past



Guests are pictured at the SIU hall in Norfolk, Va., for the union-sponsored Thanksgiving gathering in 1969.

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

Welcome Ashore

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



DEEP SEA

GRANT BAZILE

Brother Grant Bazile, 70, began sailing with SIU in 2001 when the NMU merged into the Seafarers International Union.

Brother Bazile worked on the *Chemical Pioneer*. In 2001, he took advantage of educational opportunities at the Paul Hall Center. Brother Bazile sailed as a steward department member. He lives in Missouri City, Texas.



JESSIE BURNETT

Sister Jessie Burnett, 71, became an SIU member in 2000 while in New Orleans. She initially worked aboard the *Robert E. Lee*. Sister Burnett sailed in the steward department. She upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.



Sister Burnett's most recent trip to sea was on the *USNS Piliilau*. She makes her home in Ponchatoula, La.

JESLEY CALLUM

Brother Jesley Callum, 71, signed on with the Seafarers in 2001 during the SIU/NMU merger. The deck department member last shipped aboard the *Advantage*. Brother Callum attended classes at the Piney Point school in 2001. He calls Houston home.

HUGH CATRON

Brother Hugh Catron, 65, started sailing with the Seafarers in 1988. He was originally employed on the *USNS H.H. Hess*. Brother Catron shipped in the steward department. He enhanced his skills in 2001 at the maritime training center in Piney Point, Md.

Brother Catron's most recent ship was the *Observation Island*. He is a resident of Noblesville, Ind.



RAFAEL DURAN

Brother Rafael Duran, 81, joined the SIU ranks in 1960.

His first ship was the *Seatrains Savannah*; his most recent, the *Courier*. Brother Duran was born in the Cuba and worked in the engine department. He resides in Kenner, La.



ROBERT EGRI

Brother Robert Egri, 65, donned the SIU colors in 1992. He initially shipped on the *USNS Regulus* as a member of the engine department.

Brother Egri upgraded in 2011 at the Piney Point school. His most recent trip was aboard the *Philadelphia Express*. Brother Egri lives in Clearwater, Fla.



VLADIMIR FILIP

Brother Vladimir Filip, 65, began sailing with the SIU in 2002 after previously shipping with the NMU. His most recent trip was on the *Charlestown Express*. The deck department member attended classes often at the Paul Hall Center. Brother Filip calls Tampa, Fla., home.



WINFRED ITIMA

Brother Winfred Itima, 58, started shipping with the SIU in 2001. He is a native of Nigeria. Brother Itima enhanced his skills twice at the Piney Point school. The deck department member concluded his career aboard the *Overseas Luxmar*. Brother Itima settled in Houston.

SALVADORE LAGARE

Brother Salvadore Lagare, 65, was born in the Philippines. He joined the Seafarers in 1979.

The deck department member's earliest trip was on the *Overseas Juneau*. Brother Lagare enhanced his skills on numerous occasions at the Paul Hall Center. His most recent ship was the *Intrepid*. Brother Lagare makes his home in San Pedro, Calif.



PAUL PITCHER

Brother Paul Pitcher, 65, donned the SIU colors in 1989. He originally sailed aboard the *USNS Invincible*. Brother Pitcher shipped in the deck department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Pitcher's most recent trip was on the *USNS Impeccable*. He resides in Cantonment, Fla.

GEORGE QUINN

Brother George Quinn, 71, joined the Seafarers in 1960. The steward department member's earliest trip was aboard the *Ft. Hoskins*. Brother Quinn enhanced



his skills on two occasions at the Piney Point school. His most recent ship was the *Maersk Illinois*. Brother Quinn was born in New Orleans and now calls Katy, Texas, home.

WILLIAM SMALLEY

Brother William Smalley, 71, began sailing with the union in 1990 while in Wilmington, Calif. He first shipped aboard the *Cape Gibson*. Brother Smalley sailed in the steward department. He upgraded often at the maritime training center in Piney Point, Md. Brother Smalley's most recent voyage was on the *Observation Island*. He is a resident of Fairfield, Calif.



DONALD SNEED

Brother Donald Sneed, 67, joined the SIU in 1977 while in San Francisco. His first trip was aboard a Waterman Steamship vessel. Brother Sneed attended classes frequently at the Paul Hall Center. The steward department member last worked on the *Pride*. Brother Sneed calls Houston home.



TERRY TOLLEY

Brother Terry Tolley, 67, is a Missouri native. He started shipping with the Seafarers in 1981. Brother Tolley initially worked aboard the *Delta Queen*. On three occasions, the deck de-

partment member enhanced his skills at the Piney Point school. Brother Tolley most recently sailed on the *Cape Jacob*. He resides in O'Fallon, Mo.

WILFREDO WILLIAMS

Brother Wilfredo Williams, 71, began sailing with SIU in 2001 when the NMU merged into the Seafarers International Union. He was a member of the deck department. Brother Williams upgraded in 2001 at the maritime training center in Piney Point, Md.



His most recent voyage was aboard the *Cape Island*. Brother Williams is a resident of Aloha, Ore.

INLAND

RICHARD DIXON

Brother Richard Dixon, 67, became an SIU member in 1965. Brother Dixon mainly sailed with Crescent Towing & Salvage Company of New Orleans. He was a deck department member. Brother Dixon lives in New Orleans.



WILLIAM NEWELL

Brother William Newell, 65, signed on with the Seafarers in 1989. He was born in Mobile, Ala. Brother Newell first worked on the *Sgt. Matej. Kocak*. The engine department member at-

tended classes in 2001 at the Piney Point school. Brother Newell last shipped on the *Delta Mariner*. He calls Ocean Springs, Miss., home.

GERALD STONE

Brother Gerald Stone, 62, started sailing with the union in 1990. The Tennessee native worked with OLS Transport Ltd. for the duration of his career. Brother Stone sailed in the deck department. He makes his home in South Fulton, Tenn.



GREAT LAKES

KIRK DIENER

Brother Kirk Diener, 65, joined the SIU in 1974 while in Fort Lauderdale, Fla. The Michigan native's first ship was the *Detroit Edison*; his most recent, the *American Mariner*. During his career he sailed in all three departments. Brother Diener is a resident of Alpena, Mich.



JAMES SORENSON

Brother James Sorenson, 58, began shipping with the SIU in 1973 from the port of New York. He primarily worked aboard Arnold Transit Company vessels. Brother Sorenson, who sailed in the deck and engine departments, is a Michigan native. He resides in St. Ignace, Mich.

This Month In SIU History

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

1947

In a joint resolution proposed by SIU and SUP members, and passed by the New York membership of the SIU in a regular meeting on Dec. 3, foreign aid for the "shattered people of Europe and Asia" was supported with the proviso that such assistance be shipped in American bottoms, and that a halt be called to the practice of handling over American tonnage to foreign powers. The resolution was adopted by an overwhelming majority.

1954

Hope has virtually been abandoned for the 22-man crew of the SIU-contracted *Southern Districts*, which disappeared without a trace somewhere off the East Coast and has not been seen or heard from since Dec. 6. An intensive Coast Guard and air-sea search, underway since Dec. 11, was called off on Dec. 21 after failing to turn up a shred of evidence as to the fate of the vessel and her crew. Of the 13 unlicensed men aboard, 11 sailed with the SIU A&G District and two were members of the SIU-affiliated Sailors Union of the Pacific.

1963

The death of President John F. Kennedy has deeply affected many people the world over, and practically everyone has felt his loss as a personal shock. One of the first expressions of condolence to the SIU membership on the loss of the president came from George Monroe, secretary general of the Seamen's and Waterfront Workers' Trade Union, in Port-of-Spain, Trinidad. His letter sent to SIUNA President Paul Hall read in part: "I share with you, the entire membership of our international and American people as a whole, the dismay and sorrow over this shocking and atrocious act.... He was truly a great man. May he rest in peace."

1966

SIU members and their dependents have collected a total of more than \$75.2 million in welfare and vacation benefits since the inception of the Seafarer Welfare and Vacation Plans. Since 1950, when the plan was organized, more than \$30 million has been paid out in hospital, death, disability, maternity, dependent, optical and out-patient benefits. The SIU Vacation Plan, which went into operation in February 1952, has provided Seafarers with more than \$44.2 million in benefits in the past 14 years.

Final Departures



DEEP SEA

DONALD COX

Pensioner Donald Cox, 81, died May 19. He joined the Seafarers in 1961 in New York.

Brother Cox was an engine department member. He was last employed aboard the *Cape Lambert*. Brother Cox retired in 1996 and called Newburyport, Mass., home.



RICHARD GIBBONS

Pensioner Richard Gibbons, 69, passed away May 26. Born in New York, he began sailing with the union in 1964. Brother Gibbons first sailed on the *City of Alma*. He was a deck department member. Brother Gibbons most recently shipped aboard the *Golden Endeavor*.



He went on pension in 2008. Brother Gibbons was a resident of Bronx, N.Y.

CHARLES HESS

Brother Charles Hess, 90, died June 24. He was born in Monterey, Va. Brother Hess worked in the steward department. He called Vancouver, Wash., home.



JOSEPH McCROSKY

Brother Joseph McCrosky, 64, passed away April 1. Brother McCrosky first donned the SIU colors in 2001 during the SIU/NMU merger. The engine department member was born in Los Angeles. Brother McCrosky's final ship was the *Lightening*. He lived in Rialto, Calif.

ANTHONY MOORE

Brother Anthony Moore, 56, died May 11. He started shipping with the Seafarers in 2002 in the port of Seattle. Brother Moore's first vessel was the *USNS Bob Hope*; his last, the *Green Mountain State*. He was born in New Orleans and shipped in the engine department. Brother Moore settled in Reserve, La.

GILBERTO RODRIGUEZ

Brother Gilberto Rodriguez, 82, passed away April 7. He began sailing with the union in 1979. Brother Rodriguez first sailed aboard the *Californian*. He was a steward department member. Brother Rodriguez most recently shipped on the *Matsonia*. He was a resident of Oakland, Calif.

ROY THEISS

Pensioner Roy Theiss, 89, died April 5. He started sailing with the SIU in 1943 while in Norfolk, Va.



Brother Theiss initially sailed on the *Henry Rainey*. He was a member of the deck department. Brother Theiss' last trip was aboard the *Charles L. Brown*. He retired in 1988 and made his home in Mobile, Ala.

JOSEPH VIOLANTE

Pensioner Joseph Violante, 86, passed away April 6. Brother Violante signed on with the union in 1948 in the port of New York. The deck department member's ships included the *Steel Fabricator* and the *Ambassador*. He became a pensioner in 1991.



Brother Violante was a resident of Portugal.

FRANK WONG

Pensioner Frank Wong, 92, died April 13. Brother Wong joined the SIU in 1951, initially sailing with Waterman Steamship Corporation. He worked in the deck department. Brother Wong's final ship was the *Elizabeth*. He went on pension in 1985 and lived in New York.



INLAND

HENRY CORBELL

Pensioner Henry Corbell, 80, passed away April 21. Brother Corbell started working with the union in 1972 while in Norfolk, Va. The Virginia native was primarily employed with Allied Towing. Brother Corbell retired in 1995. He made his home in Norfolk.



JOHN IFFLAND

Pensioner John Iffland, 84, died April 26. Brother Iffland was born in Brooklyn, N.Y. He joined the union in 1970 in Philadelphia. Brother Iffland mostly worked aboard Interstate Oil Transport Company vessels. He began collecting his retirement pay in 1990. Brother Iffland settled in Newark, Del.

EDWIN POWELL

Pensioner Edwin Powell, 75, passed away May 9. He signed on with the SIU in 1965. Brother Powell's earliest trip was with Debardeleben Marine Corporation. He last worked aboard a Higman Barge Lines vessel. Brother Powell became a pensioner in 1999. He called Broken Bow, Okla., home.



EDDIE TORRES

Brother Eddie Torres, 33, died April 8. He began sailing with the union in

2000. Brother Torres sailed with NY Waterway for his entire career. He was a resident of Weehawken, N.J.

HORACE WILTSHIRE

Pensioner Horace Wiltshire, 85, passed away April 8. Brother Wiltshire joined the SIU in 1946 while in Norfolk, Va. He was a member of the deck department. Brother Wiltshire last sailed with McAllister Towing of Virginia. He went on pension in 1990 and lived in Sea Level, N.C.

GREAT LAKES

FRANK STIGLICH

Pensioner Frank Stiglich, 83, died April 21. Brother Stiglich signed on with the union in 1967. The deck department member first sailed on the *American Seacoast*. Brother Stiglich's final ship was the *Walter J. McCarthy*. He became a pensioner in 1994. Brother Stiglich was a resident of Calumet, Mich.



HARRIS STOCKMAN

Brother Harris Stockman, 73, passed away April 26. He was a Michigan native. Brother Stockman joined the SIU in 1963, and made his first trip with Michigan Interstate Railway. Brother Stockman sailed in both the deck and steward departments. He last worked with Great Lakes Towing Company and called Honor, Mich., home.

EDWARD WARD

Pensioner Edward Ward, 92, died April 15. Brother Ward began sailing with the union in 1953. He was born in Michigan. Brother Ward mainly worked with Michigan Interstate Railway. He went on pension in 1985. Brother Ward settled in Elberta, Mich.



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

ALFRED ABBATE

Pensioner Alfred Abbate, 87, died May 12. Brother Abbate was born in Brooklyn, N.Y. He became a pensioner in 1985 and continued to call New York home.

GENE ANDERSON

Pensioner Gene Anderson, 90, passed away April 17. Brother Anderson, a native of Mississippi, began collecting his pension in 1993. He resided in Long Beach, Calif.

JAMES ANDRADE

Pensioner James Andrade, 86, died April 27. Brother Andrade went on pension in 1997. He lived in New Bedford, Mass.

JENO BERKOVITS

Pensioner Jenó Berkovits, 94, passed

away April 17. Brother Berkovits was born in Hungary. He retired in 1965 and was a resident of Port St. Lucie, Fla.

RAFAEL COTTO

Pensioner Rafael Cotto, 91, died April 4. Born in San Juan, P.R. Brother Cotto became a pensioner in 1969. He called Terrytown, La., home.

DENNIS DARDEN

Pensioner Dennis Darden, 89, passed away May 4. Brother Darden was born in North Carolina. He retired in 1990 and resided in Baltimore.

JIMMIE FERRARA

Pensioner Jimmie Ferrara, 87, died May 27. Brother Ferrara was a California native. He started receiving his retirement pay in 1981. Brother Ferrara made his home in Victorville, Calif.

ISADORE FERSTER

Pensioner Isadore Ferster, 88, passed away May 5. Brother Ferster was a native of Missouri. He began receiving his pension in 2002. Brother Ferster lived in Wilmer, Ala.

RICHARD GONSALVES

Pensioner Richard Gonsalves, 89, died April 19. Brother Gonsalves, a native of Bourne, Mass., started collecting his retirement compensation in 1969. He lived in Wareham, Mass.

PERCY HICKS

Pensioner Percy Hicks, 80, passed away May 24. The Texas-born mariner became a pensioner in 2000. Brother Hicks settled in Wiergate, Texas.

WILLIAM JONES

Pensioner William Jones, 89, died May 7. Brother Jones, a North Carolina native, went on pension in 1988. He called Richmond, Va., home.

FAUSTO MELENDEZ

Pensioner Fausto Melendez, 96, passed away April 8. Born in Honduras, Brother Melendez started receiving his retirement compensation in 1969. He continued to live in Honduras.

ADOLFO MUNOZ

Pensioner Adolfo Munoz, 92, died May 6. Brother Munoz began collecting compensation for his retirement in 1986. He made his home in Puerto Rico.

ISIDORO NIETO

Pensioner Isidoro Nieto, 89, passed away April 3. Born in Puerto Rico, Brother Nieto started receiving his pension in 1978. He lived in McKinney, Texas.

CLIDES POTTER

Pensioner Clides Potter, 87, died April 7. Brother Potter, a native of North Carolina, began collecting his pension in 1987. He made his home in Wilmington, N.C.

CHARLES POWERS

Pensioner Charles Powers, 87, passed

away May 9. Brother Powers was born in North Carolina. He went on pension in 1989. Brother Powers made his home in Kenly, N.C.

JUAN ROMAN

Pensioner Juan Roman, 92, died April 25. Brother Roman was born in Puerto Rico. He became a pensioner in 1973 and settled in Springfield, Mass.

WILLIE ROSS

Pensioner Willie Ross, 85, passed away May 16. Brother Ross was a native of New Orleans. He retired in 1972 and continued to reside in Louisiana.

ANDREW SEKMAN

Pensioner Andrew Sekman, 90, died April 15. Brother Sekman was born in Sayreville, N.J. He went on pension in 1988 and continued to live in Sayreville.

HUBERT SMITH

Pensioner Hubert Smith, 85, passed away April 4. Born in Mobile, Ala., Brother Smith started receiving his retirement pay in 1992. He called Houston home.

KRISTIAN SORENSEN

Pensioner Kristian Sorensen, 96, died April 16. Brother Sorensen, a native of Denmark, became a pensioner in 1983. He lived in North Union Township, Pa.

JOHN TAYLOR

Pensioner John Taylor, 78, passed away May 10. Brother Taylor started receiving his pension in 1971 and was a resident of New Jersey.

CHARLES THOMAS

Pensioner Charles Thomas, 84, died April 4. Brother Thomas was born in Baton Rouge, La. He began collecting his pension in 1996 and made his home in Port Allen, La.

COURTNEY TOOLE

Pensioner Courtney Toole, 87, passed away April 4. Born in Perry, Fla., Brother Toole went on pension in 1968. He settled in Bowling Green, Fla.

GERMAN VASQUEZ

Pensioner German Vasquez, 93, died May 26. Brother Vasquez was a native of Ecuador. He began collecting compensation for his retirement in 1985. Brother Vasquez was a resident of Tucson, Ariz.

ROBERT WEDEWER

Pensioner Robert Wedewer, 84, passed away May 26. Brother Wedewer, a native of Dyersville, Iowa, started receiving his pension in 1966. He resided in Freehold Township, N.J.

LEROY WEEKES

Pensioner Leroy Weekes, 73, died April 29. Born in Barbados, Brother Weekes became a pensioner in 1997. He made his home in Miami.



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.

ALASKAN FRONTIER (Alaska Tanker Company), September 29 – Chairman **Chris Rosado**, Secretary **Gregory Lynch**, Educational Director **Odilio Evora**, Deck Delegate **Ramon Guimba**, Engine Delegate **Alberto Semedo**, Steward Delegate **J.D. Reyes**. Under old business, the crew discussed current health benefits and Cigna providers. Chairman thanked crew for working safely and cooperatively during his first tour as bosun. He noted vessel is en route to Portland, Ore., for steering gear inspection and pending repairs. He reminded members to stay updated on union news by reading the *Seafarers LOG* regularly. Secretary addressed coming winter months and flu season and its impact on crew. He offered tips on reducing exposure and lessening the chance of spreading the virus. He reviewed new clinic system and extended clinic network. Educational director encouraged mariners to take advantage of SIU-affiliated school in Piney Point, Md., and also to stay abreast of deadlines for document renewals. He reviewed Coast Guard requirements for vessel security endorsements. No beefs or disputed OT reported. Crew thanked steward department for good chow. Brief discussion took place about room vents and regulating temps. Request made to replace lounge chairs in staterooms. Mattresses are on their ninth year and should be scheduled for replacement next year.

MAERSK CAROLINA (Maersk Line, Limited), September 29 – Chairman **Brian Fountain**, Secretary **Alexander Banky**, Educational Director **Kevin Cooper**, Steward Delegate **Edward English**. Crew still waiting for response from HQ concerning apparent disparity in physical exam requirements. Questions also raised concerning imminent danger pay, new chairs in duty mess, gym equipment that is in disrepair, and requests for drink dispenser and chest freezer. Chairman announced upcoming payoff in Newark, N.J., and thanked crew for their good work. This was another safe trip with no lost-time injuries, bringing the vessel's tally to 3,361 days. Secretary reviewed steps to get STCW security endorsement sticker added to merchant mariner credential. Educational director reminded everyone to check documents and make sure they're up-to-date. No beefs or disputed OT

reported. Crew thanked galley gang for great meals and cookouts. Crew offered suggestions for next contract including online registration, safety pay, increasing vacation days, modifying health and pension benefits and more. For the steward department, they suggested increasing the amount paid for riders and extra meals to it reflects "how much additional work it really is." Next ports: Newark, Charleston, S.C., Houston, Mobile, Ala., and Miami.

MAERSK CHICAGO (Maersk Line, Limited), September 15 – Chairman **Mohamed Ahmed**, Secretary **Hugh Wildermuth**, Educational Director **Donald Christian**, Deck Delegate **Melvin Nichols**, Engine Delegate **Sandra Baker**, Steward Delegate **Anthony Rutland**. Chairman announced upcoming payoff in Newark, N.J. He reported a smooth trip and reminded departing crew to leave rooms clean and supplied with fresh linens. He also suggested checking out changes to SIU website and reminded everyone to stay current on documents and contribute to SPAD, the union's voluntary political action fund. Secretary thanked crew for safe trip and cooperation with security personnel and extra people riding. Educational director also thanked everyone for safe trip and reminded fellow members to file for STCW security endorsement. He also recommended upgrading whenever possible. Engine delegate reported beef on missing-man wages; no other beefs or disputed OT reported. Crew suggested raising pension and vacation benefits and lowering sea-time requirement for pension eligibility.

MAERSK IOWA (Maersk Line, Limited), September 8 – Chairman **Egidio Ferreria**, Secretary **Paul Isherwood**, Educational Director **Eufemiano Gomes**. Under old business, crew reiterated they would like to see their vacation checks direct deposited. Educational director recommended training at SIU-affiliated Paul Hall Center, located in Piney Point, Md. He also reminded mariners to have all papers in working order. No beefs or disputed OT reported. New York-based patrolman addressed crew concerning jurisdiction on plugging and unplugging reefer boxes in port. Crew expressed displeasure at not hearing back from union about questions raised during

Aboard the Regulus

The SIU-crewed *Regulus* (photo directly below), part of the Ready Reserve Force, recently completed a sea trial. Pictured on the stern of the Keystone-operated vessel are (top photo at right, from left) AB Arnedo Paredes, STOS Jimmy Hargrove and Bosun Bill Yurick. Seated left to right in the other photo (taken in the crew mess) are Hargrove, AB John Kamara and Yurick. (Ship photo courtesy Military Sealift Command)



these meetings. They would like to be able to pay dues via direct deposit and also want to manage their own Seafarers Money Purchase Pension Plan (SMPPP) accounts. Crew asked about standby reliefs vs. overtime in lieu of time off.

MAERSK KENTUCKY (Maersk Line, Limited), September 1 – Chairman **Wilson Trayvilla**, Secretary **Wayne Wilson**, Educational Director **Jonathan Tucker**, Deck Delegate **Ernest Frank**, Engine Delegate **Owen Richards**, Steward Delegate **Mauricio Arriola**. Chairman announced payoff scheduled for Newark, N.J. He thanked everyone for a safe trip and reminded them to be careful – people may start to relax toward the end of a voyage, making them more susceptible to injury. Educational director said go to Piney Point and upgrade when possible. No beefs or disputed OT reported. Crew said they need union to follow up on air conditioning repairs. New Internet

security filters aboard vessel are blocking most web pages and making it difficult to retrieve emails.

FLORIDA (Crowley), October 12 – Chairman **John R. Lamprecht**, Secretary **Hazel Johnson**, Educational Director **Troy D. Banks**, Engine Delegate **Ernest Smith**, Steward Delegate **Brian Young**. Chairman reported a smooth voyage and informed members payoff would take place October 31. He also thanked them for doing their jobs professionally and in a timely manner. Secretary reminded mariners to purchase MDLs and contribute to SPAD, to keep our voice strong in Washington. Those departing vessel were asked to leave rooms clean for reliefs. Educational Director reiterated the need for members to get their time in and take advantage of upgrading opportunities at the Paul Hall Center. He also advised mariners to read the *Seafarers LOG* to get up-to-date information on changes to benefits and shipping rules. No beefs or disputed OT reported. Request was made to have direct deposit of vacation checks. Crew thanked the steward department for a job well done. Next port: Corpus Christi, Texas.

MAERSK MISSOURI (Maersk Line, Limited), October 6 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Rolando Guity**, Engine Delegate **Roger A. Nesbeth**, Steward Delegate **Asril Syarbaini**. Chairman expressed his gratitude to crew for their hard work. Clarification requested on days' pay in lieu of days-off requirement. Secretary asked crew to leave cabins clean and supplied with fresh linen for reliefs. Educational director reminded fellow members to keep an eye on document expiration dates, and allow plenty of time for renewals. Everyone was also encouraged to upgrade at the Paul Hall Center.

No beefs or disputed OT reported. Vote of thanks was given to the steward department. Next ports: Elizabeth, N.J., Charleston, S.C., Savannah, Ga., Houston, Mobile, Ala. and Miami, Fla.

OVERSEAS NEW YORK (OSG Ship Management), October 27 – Chairman **Charles Hill**, Secretary **Judi L. Chester**, Educational Director **Kenny D. Spivey**, Deck Delegate **Doyle W. Stanley**. Bosun talked about importance of enforcing all provisions of contract and said he is working to that end. Secretary reported good run with everyone working well together. Educational director went over STCW requirements. Treasurer stated \$1,800 in ship's fund. No beefs or disputed OT reported, but engine delegate asked for clarification on bilge cleaning, and steward delegate asked for clarification on certain other tasks. Recommendations were made regarding medical benefit requirements. Crew discussed importance of Food for Peace program. They thanked galley gang for job well done. Next port: Tampa, Fla.

USNS MONTFORD POINT (Ocean Ships Inc.), October 11 – Chairman **Harlan K. Hulst**, Secretary **Clark S. Williams**, Educational Director **Gary M. Dahl**, Engine Delegate **Ryan Palmer**, Steward Delegate **Arlene Thomas**. Chairman asked crew to turn in keys, remove trash and leave rooms neat for reliefs. Secretary urged all mariners to keep necessary documents current and thanked them for helping keep ship clean. Educational director advised crew members to enhance skills at Piney Point school and take advantage of scholarship program. No beefs or disputed OT reported. Members were informed that refrigerators have been ordered for crew cabins. Crew was reminded to remove pens from clothes before washing. Next port: Portland, Ore.

Labor Day on APL Belgium



Recertified Steward Fernando Guity submitted this photo of SIU members along with other crew members and officers at a Labor Day cookout aboard the *APL Belgium*. The vessel (shown in the superimposed image at lower left) reflagged U.S. earlier this year.

Union Provides Active Seafarers Instructions For Obtaining STCW Security Endorsements

As previously reported, because of requirements stemming from the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), all mariners serving on vessels engaged on voyages to which the STCW applies must have training in and an endorsement for Security Awareness (SA).

If any of their assigned duties on ship will include security of the vessel, they must also hold the Vessel Personnel with Designated Security Duties (VPDSD) endorsement, according to the U.S. Coast Guard's National Maritime Center. Sea time may be substituted for training if it meets specified requirements.

For most Seafarers, complying with these new regulations will simply be a matter of securing a letter from their respective employers (companies or vessel masters) indicating that the mariner has performed security functions aboard ship for a period of at least six months during

the preceding three years. The letter then is submitted to a Coast Guard regional exam center (REC) so the member may acquire an appropriate sticker indicating the corresponding security endorsement.

SIU officials and personnel from the union-affiliated Paul Hall Center for Maritime Training and Education have been assisting as many Seafarers as possible through this process.

For Seafarers who don't have the required sea time with security duties, the Paul Hall Center regularly offers courses to meet the new requirements.

Other Notes

SIU members who currently have a Vessel Security Officer (VSO) endorsement already comply with the new requirement.

If demonstrating completion of an approved course, the certificate of completion should be attached to Coast Guard form 719B as an application for an endorsement. If the mariner is also seeking

a renewal of an existing document, form 719K (Medical Evaluation Report) would also have to be filed. Those forms are linked in an SIU web post mentioned at the end of this article.

The three STCW security endorsements are:

SA – VI/6 – Security Awareness
VPDSD – VI/6 – Vessel Personnel with Designated Security Duties

VSO – VI/5 – Vessel Security Officer

According to the policy letter, mariners will not be charged for adding an STCW endorsement if they apply before Jan. 1, 2014 unless they're seeking a renewal or a raise in grade of their MMCs, nor will the expiration dates change.

Sample Letter for those with Sea Time Prior to January 1, 2012:

Dear Sir:
This letter is to provide documentation that NAME has seagoing service with designated security duties for a period of at least six months during the preceding three

years and meets the STCW qualifications for Vessel Personnel with Designated Security Duties.

Sincerely,
NAME OF MASTER OR
COMPANY OFFICIAL

For More Information

Questions may be directed to the NMC at 1-888-IASKNMC (1-888-427-5662), 8 a.m. to 8 p.m. Eastern Time, Monday through Friday.

Questions may be directed to your port agent.

Questions may be directed to the Paul Hall Center's admissions office at (301) 994-0010.

A post on the SIU website includes a sample letter and links to related Coast Guard material. It is located at:

<http://www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm>

(Or, just go to www.seafarers.org and search for "VPDSD")

Seafarers-Crewed Maersk Texas Performs Heavy-Lift Assignment

The SIU-crewed *Maersk Texas* recently lifted and moved two 100-plus ton range support craft for the U.S. Navy.

According to vessel operator Maersk-Rickmers, shipboard cranes were used to perform the operation. The smaller vessels were loaded on the U.S. West Coast and travelled across the Pacific to their destinations.

The mission is one more example of how the U.S. Merchant Marine serves as America's fourth arm of defense, assisting the military in times of peace and war.

The company further reported that the *Maersk Texas* will soon transport U.S.-manufactured power plant equipment destined for Turkey. The equipment was financed by the U.S. Export-Import Bank and will be a critical component for a Turkish power generation project led by the industrial company Habaş. When it comes online, the Habaş 800 megawatt combined cycle power plant will be capable of providing power

to approximately one million homes.

"We're pleased to move military craft and support Ex-Im financed projects all over the world," said Jordan Van Hook, senior director at SIU-contracted Maersk Line, Limited.

He added, "We're also excited about our upcoming journey to Antarctica."

This winter, another SIU-crewed vessel, the *Maersk Illinois*, will deliver vital cargo to the men and women based at the McMurdo Station research center in Antarctica. The ship will carry crucial supplies to the teams stationed there in support of the National Science Foundation's (NSF) U.S. Antarctic Program. The voyage is a part of an overall mission known as Operation Deep Freeze, which SIU members have backed for decades.

Additionally, the SIU-crewed, Maersk-operated tanker *Maersk Peary* will make its third trip to Antarctica this winter, so it can resupply fuel at McMurdo Station.



These three photos show part of the operation as the SIU-crewed *Maersk Texas* maneuvers support craft for the U.S. Navy.



Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next two months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—national security.

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
Deck Department		
Able Seaman (Deck)	February 3	February 28
ARPA	January 20	January 24
Lifeboatman/Water Survival	January 6	January 17
Radar Observer	January 6	January 17
Radar Renewal (One day)	December 16 February 10	December 16 February 10
STOS	January 6	January 31
Engine Department		
FOWT	January 6	February 28
Junior Engineer	January 6	February 28
Safety Upgrading Courses		
BST Renewal/VPDSD	January 27	January 31
Basic Firefighting/BST	January 13	January 17
Government Vessels	February 3	February 7

Steward Department Upgrading Courses		
Chief Steward	January 6	February 14
Certified Chief Cook (Module 2) These modules begin every other week.	January 6	January 17
Advanced Galley Operations These classes begin every two weeks.	January 13	January 24

Title of Course	Start Date	Date of Completion
Steward Department Upgrading Courses		
Galley Operations These modules start every two weeks.	January 6	January 17
ServeSafe	February 17	February 21

Here's How It's Done



Hands-on training is a key part of most Paul Hall Center courses.

NMC Website Provides Useful Mariner Resources

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

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

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

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.
 Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____

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

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

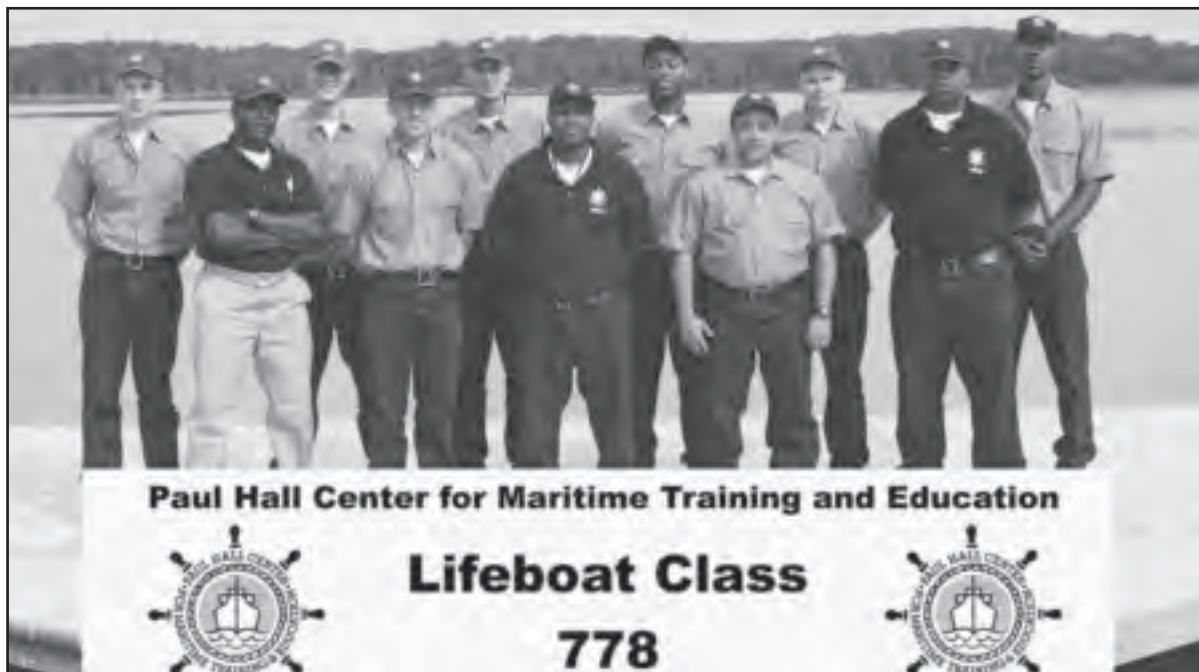
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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

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

12/12

Paul Hall Center Classes



Apprentice Water Survival Class 778 – The following individuals (above, in alphabetical order) graduated from this course Oct. 25: Loren Arriola, Fredrick Conroy, Terrell Cuffee, Smyrno Desir, Abraham Elsayy, Matthew Gilliland, John Jaremchuk, Joshua Leonor, Demarkus McNabb, Andrey Prytkow, Khadim Robinson and Brian Smith. (Note: Not all are pictured.)

Water Survival – Four upgraders completed their requirements in this course Oct. 25. Graduating (above, in alphabetical order) were: Diosdado Abugotal Jr., Antonio Griffin, Radi Hani, and George Pobee.



Able Seaman – The following individuals (above, in alphabetical order) graduated from this course Oct. 11: Dalton Artzner, Lindsey Austin, Fritz Bernier, James Brooks, William Davis, Colton Edmiston, Anthony Ellison, Radi Hani and Brennon Hough. Bernabe Pelington, their instructor, is at the far right.

Welding – Nine Seafarers finished this course Oct. 4. Those graduating (above, in alphabetical order) were: Leonilo Arano, Kyle Bennett, Eric Cunanan, Joven Deocampo, Sean Geddie, James Kayser, Floyd Larson, Ali Malahi and Michael Pirch. Class instructor John Wiegman, is at the far left.



BAPO – Eleven apprentices completed their requirements in this course Oct. 11. Graduating (above, in alphabetical order) were: Xyla Bautista, Gregory Beebe, Kenneth Biddle, Lyncon Brathwaite, David Garrett, Jr., Ivan Hussan Martinez, Christopher Mendoza, Christina Price, Khadim Robinson, Rachel Rodriguez and Michal Sinkiwica. Class instructor Tim Achorn is at the far left.

BAPO – Six upgraders completed the enhancement of their skills in this course Oct. 1. Those graduating (above, in alphabetical order) were: William Bazar, Justin Bing, Erik Castano, Matthew Dalgetty, Andre Graham and Gil Ruben Jr. Tim Achorn, their instructor is at the far right. (Note: Not all are pictured.)

Junior Engineer – Twenty-four upgraders graduated from this course Oct. 18. Completing their requirements (right, in alphabetical order) were: Tousif Ahmed, Sean Branch, Latiffe Brooks, Marcus Brown, Ryan Brown, Corey Covington, Ryan Crowell, Mike Deren, Davis Freitas, Mohamed Ghaleb, Nathan Graddick, Michael Grey, Joe Griggs, Cresente Gumanas, Steven Hamilton, Ian Jordan, Trevor Manion, Mark Merenda, Ronilo Monares, Mana Muhsen, Steven Supplee, Okei Valentine, Charles Wescott and Mony Williams. John Wiegman, their instructor, is at the far left.



Paul Hall Center Classes



Tank Barge (DL) – Eighteen individuals (above, in alphabetical order) graduated from this course Oct. 18: Stephen Blanchard, Andrew Brzezinski, Susan Fagan, Joel Fahselt, Marlon Green, Christopher Hickey, Melvin Kennedy, DeMond Lindsey, Kyle Nielsen, Timothy O'Brien, Miles Partridge, Ricky Reid, Nathaniel Rivera, Aresha Rivers, Adolph Romero, Jonathan Scalsky, Lear Surcedo and Gary Youman. Class instructor Mitch Oakley is at the far left. (Note: Not all are pictured.)



Government Vessels – The following upgraders (above, in alphabetical order) graduated from this course Oct. 18: Ammanuel Adeoti, Adiener Alfaro, Marciano Amandoron, Leonillo Arano, Eric Cunanan, Joven Deocampo, Larry Harewood, Charles Herrera, Gregory Howard, Joseph Jacobs, Edward Krebs, Mary Little, Getolio Medallo, Michael Munoz, Edwin Narvasa, Jethro Powers, Gil Ruben Jr. and Michael Sykes. Mark Cates, their instructor, is at the far right in the back row.



Tankship Familiarization (DL) – Two classes of apprentices completed their requirements in this course Nov. 1. Graduating (two photos above, in alphabetical order) were: Tinika Anderson, Kevin Arroyo, Stephen Baker, Daniel Briggs, Edwin Bunda, Hector Caballero, Derek Chestnut, De'Anthony Cole, Bobby Conner II, Matthew Conyac, Dustin Crutchfield, Timothy Dougherty, Alexander Eaton, William Elam, Erick Ellis, Alexander Franklin, Jason Fuller, Andrew Graham, Nigel Green,



Domaneeq Jesus Guerrero, Donte Harris, TJ Harris, Anthony Heck, Katrina Jones, Michael Kloos, Ashley Lee, Travis Lee, Henry Marchant, Joseph Marino, Josean Martinez Serrano, Samuel McClure Matthew Meehan, Jesus Ortiz-Rivera, Patricia Placek, Peter Plathan, Wrightly Reed, Scott Reynolds, Lawton Simmons, John Teodosio, Jeffrey Thrash, Christopher Torres, Douglas Vaughn, Ryan Walker, Jeffery Watts, William White and Hakeem Woods Shoatz.



ECDIS – The following individuals (above, in alphabetical order) graduated from this course Oct. 25: Evan Alexander, Richard Barnes, Travis Cheer, Eric Eaton, Scott Ellis, Jonathan Hendrickson, Samuel Russell, Steven Sears, Suzanne Slater and Charles Williams. Class instructor Charles Noell III is at the far left.



ECDIS – Six individuals finished their requirements in this course Nov. 1. Graduating (above, in alphabetical order) were: Andrew Ashworth, Stephen Berschger, Rufino Inopiquez, Darrell Koonce Jr., Andrew Smith and Jose Valdez. Charles Noell III, their instructor, is at the far right.



Steward Department Courses – The two Seafarers shown above recently completed steward department courses. They are Lea Ramos (left), certified chef steward; and Romie Scott, galley operations.



Steward Department Courses – Five upgraders have completed steward department courses. Those graduating and the respective courses they completed (above, front row, left to right) were: Felicia Lampasas, galley operations; Shirley Jenkins, advanced galley operations; Donna Hickman, advanced galley operations; (back row) Larry Wilkinson, galley operations; and Michael Ingram, chief cook.



Small Arms – The following individuals (above, in alphabetical order) graduated from this course Oct. 25: Julian Dingzon Jr., Mana Muhsen, David Sexton, Gary Torres and Andrei Tretyak. Their instructors, Stan Beck and Robbie Springer, are at the far left and far right, respectively.



BST Renewal (SIU) – The following Seafarers (above, in alphabetical order) finished their requirements in this course Oct. 30: Diosdado Abugotal Jr., Randy Baggs, Rio Cuellar, Radi Hani, Sandra Leonard, Edwin Narvasa, Gebar Ogbe, Dennis Riley, Ken Tan and Shaun Wood. Mark Cates, their instructor, is at the far right.



BST Renewal (SIU) – Twenty-five Seafarers (left, in alphabetical order) graduated from this course Oct. 9: Collins Agyemang, Richard Barnes, John Carraway, Michael Dunn, Lawrence Frisbie, Paul Foran, Byron Graham, Seth Green, Carl Gushee, Daniel Harlow, Gary Herring, Daniel Loewer, Servillamo Lozandi, John Middlebrooks, Brian Nixon, William Sanchez, Chris Scherhauser, Roger Stanus, Thomas Tramutola, Chris Valley, Liberato Viray, Dean Waiwaiole, James Whalen, William White and Alan Winsor. Class instructor Wayne Johnson Jr., is at the far right.



The

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Maersk California Participates in Lucky Mariner 2013



The SIU-crewed *Maersk California* has returned to business as usual following its participation in a week-long U.S. Navy exercise in the Persian Gulf.

Conducted Oct. 27–Nov. 2 and dubbed Lucky Mariner 14-1, the exercise brought together people and equipment from Naval Cooperation and Guidance for Shipping, U.S. Naval Forces Central Command and the commercial shipping industry. According to Navy Public Affairs sources, Lucky Mariner is a biannual U.S. Navy, coalition, and commercial shipping exercise in the U.S. 5th Fleet Area of Responsibility. It is designed to integrate the civilian-military response to a global shipping threat.

“I’m happy to report that for the second year in a row, SIU-crewed *Maersk California* was selected to participate in ... Lucky Mariner,” wrote Capt. Robert C. Beauregard, master of the *Maersk California*, who sent the photos appearing on this page to the *Seafarers LOG*.

“It (Lucky Mariner) is a multinational exercise designed to put best management practices into real life scenarios for a variety of contingencies that may affect normal shipping in the Persian Gulf,” he added.

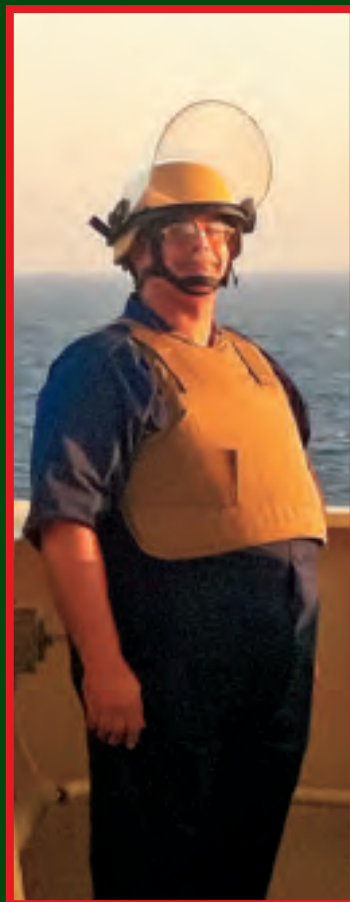
For its part in the exercise, the *California* rendezvoused with six other vessels (a U.S. Navy guided missile destroyer, a British frigate, a U.S. Navy patrol coastal vessel and three U.S. Coast Guard cutters) at dawn Oct. 27. As a group, these vessels and their respective crews conducted exercises that focused on the threat of waterborne attacks to shipping. Featured were scenarios involving piracy, hostile governments and rogue extremists. The maneuvers also included a variety of conferences to discuss how to best ensure safety and stability of the seas for international commercial traffic.

Several SIU members were lauded for their respective contributions during the maneuvers, including Recertified Bosun **Brian Corbett**, ABs **Yousry Ibrahim**, **Belarmino DaRosa**, **Travis Long** and **Bill “Old Salt” Rackley**; and GUDE **Clinton Perret**. Ibrahim and DaRosa were commended for the skills they exhibited at the helm while convoy steaming. Corbett, Long and Rackley each received recognition for their roles in making the transfer of personnel from vessel to vessel safe and smooth.

The operation was hailed as a complete success by all participants, according to Beauregard.



These five photos capture some of the action that occurred on and around the SIU-crewed *Maersk California* as she participated in the week-long U.S. Navy exercise Lucky Mariner.



AB Yousry Ibrahim



AB Belarmino DaRosa