



The

Seafarers Log

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Mariners Remain Ready, Willing, Able

In this Navy file photo, the amphibious assault ship *USS Boxer* (immediate right) conducts a replenishment at sea with Seafarers-crewed *USNS Henry J. Kaiser* (far right). Seafarers, since the founding of the union in 1938, have played an important role in our Armed Forces' ability to defend our nation and its interests around the globe. To see how SIU members continue that proud tradition today, see related story and more photos on Page 7.



Progress Continues In MLP Program

The Seafarers-contracted *USNS Montford Point* (pictured earlier this year in San Diego) recently left the NASSCO shipyard for Naval Station Everett, Wash. Operated by Ocean Ships, Inc. for the U.S. Military Sealift Command, the *Montford Point* is the Navy's first mobile landing platform. Page 4.



Seafarers Approve Contracts At Matson, Express Marine

Agreements Boost Wages, Maintain Benefits

Seafarers have given the thumbs-up to new collective bargaining agreements at Matson Navigation and Express Marine, respectively. Aboard Matson's *Mokihana* (photo above), Recertified Steward Franco Pizzuto (left) and ACU Hussein Ali react to the new contract. Page 3.

President's Report

Proud to Support Our Troops

Whether you're a new member or an old salt, active or retired, sailing or working as a union rep, at some point we've all had the experience of telling someone what we do for a living, and getting a reply along the lines of, "The U.S. Merchant Marine? Oh. What branch of the military is that again?"



Michael Sacco

We of course aren't part of the armed services, but anyone who knows the SIU knows we're proud to support our troops. That's been the case since our founding in 1938. We were there in World War II, delivering the goods in every theater as more than 1,200 SIU members lost their lives. We were there again in Korea and Vietnam, arguably less-remembered fights that still saw our SIU brothers and sisters willingly put themselves in harm's way. We were there for the first Persian Gulf War, when members came out of retirement and joined with active Seafarers to help meet sealift needs that had been neglected by others. And we've been there most recently for Operation Enduring Freedom and Operation Iraqi Freedom/New Dawn, as America fights a new kind of battle.

We were first described as America's "fourth arm of defense" in World War II, and it's a label that still fits today. In fact, one of the positives to emerge from our recent (and ongoing) battles to protect America's Food for Peace program was hearing top officers at the U.S. Transportation Command say they simply couldn't get the job done without us. The new commander of the U.S. Military Sealift Command said the same thing, and the sentiment was echoed by Democratic and Republican members of Congress, both at a recent hearing and in communications related to the Food for Peace fight, as they examined our role in transporting government cargoes.

I'm grateful and not surprised to know that our military leaders have our backs, just like we'll always have theirs. They understand and appreciate our work as much or more than anyone. They know the value we bring – economically, for sure, but far more importantly in the reliable delivery of materiel for our uniformed men and women around the world. They know that a U.S.-flag ship with a U.S.-citizen crew will do whatever it takes to deliver cargo to our troops, wherever and whenever needed. Like it says in concluding the line from "Heave Ho!", the World War II-era song of the U.S. Maritime Service, "Damn the submarine! We're the men of the Merchant Marine!" (The modern lyric would be edited to reflect our many union sisters who go to sea, but you get the point.)

Our economic value is important, too, especially when our nation has had such a rough stretch these last five years. Food for Peace helps sustain tens of thousands of good jobs – more than 100,000 if you include all the ones related to the program. The Jones Act pumps billions of dollars into our economy while sustaining around 500,000 American jobs. The U.S. Maritime Security Program helps keep our Defense capabilities at acceptable levels, and for a fraction of what it would cost the government to replicate from scratch. (The commonly quoted estimate from our military is that it would take billions – yes, billions – of dollars to do so.) All three of those programs, the pillars of the U.S.-flag deep sea industry, maintain a reliable pool of American mariners who are ready, willing and able to "turn to" for our military.

To me, the bottom line is that our industry is good for the country. Our programs make sense. Our performance is consistently reliable. And whether it's on a containership, a tanker, an ATB, a RO/RO or a mobile landing platform, whether it's along the coast or halfway around the world, I know for a fact that we will never, ever let anything stand in our way when it's time to deliver the goods for our men and women in uniform.

You can't put a price on that kind of loyalty, service and dedication. That's why we need a strong U.S. Merchant Marine.

Maritime Industry Welcomes Secretary Anthony Foxx to DOT

New Transportation Secretary Vows to Support Maritime

The American maritime community is pledging to help recently confirmed Transportation Secretary Anthony Foxx grow the maritime industry while strengthening the country's economic and national security.

In a letter to Foxx following his confirmation, the SIU-affiliated American Maritime Partnership (AMP) emphasized the important role shipping plays in the country's transportation network while also reminding Foxx of the work American mariners do in assisting the nation in times of crisis.

Foxx's position atop the Transportation Department is especially important to maritime since the department oversees inland waterways and houses the U.S. Maritime Administration.

"Ours is a proud industry that helps supply, feed, fuel, move and defend the nation," AMP wrote to Foxx, who previously served as mayor of Charlotte, N.C. "American maritime is an economic powerhouse and is responsible for more than 500,000 jobs and more than \$100 billion of annual economic output, including in your home state ports of Wilmington and Morehead City."

Foxx has gone on record stating his support of the American maritime industry. During his confirmation hearing before the Senate Commerce, Science and Transportation Committee, Foxx said he would back and defend the Jones Act and the Maritime Security Program (MSP) – two pro-

grams of vital importance to American mariners and the industry as a whole.

The Jones Act helps ensure there's an available U.S. merchant fleet and reliable U.S. mariners by stipulating that only vessels built, flagged, owned and crewed American transport goods between American ports. The MSP, meanwhile, provides operational support to 60 militarily useful ships that enable them to meet the country's national security needs.

"If confirmed, I would support the Jones Act and the programs available to maintain the strength of our maritime industry, including proper funding and administration of the [Maritime] Security Program," Foxx said during his confirmation hearing. "I would work closely with the Department of Defense, industry and labor to monitor the health of the U.S.-flag fleet, facilitate the retention of vessels and mariners, and develop a national sealift strategy that ensures the long-term viability of the U.S. Merchant Marine as a naval auxiliary and as a U.S. presence in the international trade."

Foxx was later confirmed by the Senate unanimously.

"The unanimous votes by the Senate and the Commerce Committee convey our confidence in Mayor Foxx as the right person to lead the Transportation Department," said Senate Commerce, Science and Transportation Committee Chairman Jay Rockefeller (D-W. Va.).



Anthony Foxx
DOT Secretary

Union Weighs Move from New York

It's not definite, but the SIU is aggressively pursuing plans to move its New York-area operations from the current hall in Brooklyn to a newer facility in Jersey City, N.J.

During the July membership meetings, rank-and-file Seafarers approved the move.

"Nothing has been finalized, but the union received a substantial offer for the Brooklyn hall, and there's no shipping in New York," noted SIU Secretary-Treasurer David Heindel. "The vast majority of our ships in that area are in New Jersey."

SIU Vice President Atlantic Coast Joseph Soresi, who's based at the New York hall, added, "The new building we're looking at in Jersey City would be much more convenient for the vast ma-

majority of our members in this area. The building itself is more modern and close to public transportation. It has some parking spots but it's in a residential area and there's also street parking."

It would be an historic move. The SIU kept its headquarters in New York from the union's founding in 1938 until 1982, when the current headquarters building opened in the Washington, D.C., suburb of Camp Springs, Md. The union always has maintained a facility in New York, however.

Moreover, while not quite a homecoming, a relocation to Jersey City wouldn't be the first time the SIU operated from there, either. The union for many years shared a Jersey City office with its affiliated United Industrial Workers.



The union's New York hall is located on 4th Avenue in Brooklyn.



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



The SIU's negotiating team for the Express Marine contract consisted of (from left) members Doug Covil and Riley Johnson, Philadelphia Port Agent Joe Baselice, member Parran Keane and VP Atlantic Coast Joseph Soresi.



Pictured from left on Matson's *Manulani* are ACU Abdulhalim Ali, Chief Steward Timothy Laird, SIU Guam Port Agent John Hoskins and Chief Cook Romarico Hinayon.



Gathering for a photo on Matson's *Maunalei* after reviewing contract highlights are (front, from left) Chief Cook Richard Walker, Chief Steward Colleen Mast, (back, from left) ACU Larry Ballard and Port Agent John Hoskins.

Members Approve Contracts At Matson, Express Marine

The SIU continues to deliver gainful contracts despite the subpar economy.

The latest examples are new agreements at Matson Navigation and Express Marine, respectively. SIU members overwhelmingly ratified contracts with both companies from late June through July.

The four-year Matson agreement retroactively took effect July 1. It calls for annual wage increases as well as inclusion of the company's planned new tonnage. It also stipulates increases to the Seafarers Money Purchase Pension Plan (SMPPP) and maintains health benefits at the top level available through the Seafarers Health and Benefits Plan, Core Plus. The union also secured an additional pension increase of \$250 per month for

active mariners along with a 2 percent increase for current pensioners covered by the Pacific District Pension Plan.

SIU Vice President Contracts George Tricker, in his report for the July membership meetings, noted that additional plusses in the Matson contract include "baggage reimbursement for first and second bags on required air travel, increased frequency of email exchange via satellite, new mattresses to be provided on request after any yard period, and Washington's birthday swapped for Presidents' Day in recognition of the holiday."

SIU Vice President West Coast Nick Marrone, who negotiated the new Matson contract, stated, "There were no negatives for us. We have nothing but gains

in this new agreement."

The union represents steward department mariners aboard Matson ships.

Meanwhile, the new three-year contract with Express Marine calls for substantial wage increases, maintains pension and Core Plus benefits and increases company contributions to the SMPPP. It also features other gains including a boost in location-differential pay.

Negotiating for the union were Atlantic Coast Vice President Joseph Soresi, Philadelphia Port Agent Joe Baselice and members **Riley Johnson, Parran Keane** and **Doug Covil**.

"I think it's a good contract," Johnson said. "There are a lot of details in

this one, and everybody did well, in my opinion."

SIU crews at Express Marine help transport dry bulk and liquid cargoes, primarily along the East and Gulf Coasts. The SIU represents the captains, mates and ABs, while the other crew members are represented by the Seafarers-affiliated American Maritime Officers.

In other contract news, effective July 1, unlicensed SIU personnel aboard Sealford, Inc. vessels received a 3 percent increase to wages and wage-related items. Also, effective July 28, SIU crew members employed aboard Ready Reserve Force (RRF) vessels received a 3 percent increase to their wages, overtime pay and SMPPP company contribution amount.

ITF Protects Mariners' Rights



The Fair Practices Committee of the International Transport Workers' Federation (ITF) met last month in Chicago. Pictured at one of the sessions (photo above, from left) are SIU VP Great Lakes Tom Orzechowski, American Maritime Officers President Tom Bethel and SIU President Michael Sacco, and (photo below, second from left on dais) SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers' Section. The Fair Practices Committee includes seafarer and docker union representatives from around the world, and manages the federation's flag-of-convenience campaign. The committee also oversees ITF collective bargaining agreements covering mariners.



Report Reinforces PL-480's Merits

In the current fight to maintain America's highly effective Food for Peace program (PL-480), supporters have warned of the pitfalls of altering the program by making direct monetary payments to foreign countries instead of delivering U.S.-grown, U.S.-shipped food.

As SIU President Michael Sacco recently put it, "There are some who believe mistakenly that it would be better to just hand the money used for the program to foreign governments or other interests. As we have seen over the years, money has a way of disappearing while people continue to go hungry. For 60 years, there has been no doubt the food sent overseas by American farmers aboard American vessels has reached their destinations to help those in need."

A new report by the Office of the Special Inspector General for Afghanistan Reconstruction indirectly highlights the need to maintain the accountability and transparency associated with the current structure of Food for Peace. The report criticizes the U.S. Agency for International Development (USAID) for its lack of oversight in Afghan reconstruction. The report's conclusion: "In the absence of effective oversight from USAID, IRD (International Relief and Development) made programmatic decisions that led to both waste and mismanagement of resources under the S-RAD (Southern Regional Agricultural Development) program. Robust oversight by funding agencies—in this case USAID, is the first line of defense when U.S. government dollars are on the line. In environments such as Afghanistan, strong oversight is especially important. However, in the case of the S-RAD program, USAID did not exercise oversight as effectively as it could and should have. As a result, equipment was purchased that may be left unused or stolen; inflated prices for agricultural products were potentially paid; and unnecessary costs for storing, disassembling, and distributing unneeded pumps were incurred."

In response, one former government official noted, "The U.S. Agency for International Development does not have the oversight capability to implement the administration's proposed changes to the current food aid program."

Meanwhile, a recent news article pointed out the bipartisan support enjoyed by the program. Report-

ing on the defeat of an amendment that would have crippled PL-480, Mark Gruenberg credited maritime labor with helping lead the charge to save tens of thousands of American jobs tied to Food for Peace.

"Maritime unions, the maritime industry, the nation's leading – and most conservative – farm group, and other transportation unions all joined together to defeat a bipartisan, Obama-backed plan to spend U.S. food aid money overseas," he wrote, adding that the fight isn't over.

Fortunately, hundreds of legislators sided with maintaining the program. As U.S. Rep. Steven Fincher (R-Tenn.) put it, "This amendment favors our foreign competitors over American-grown products, American-grown industries, and jobs filled by Americans. An American is employed at every step in Food for Peace. Americans grow the crops. The commodities are processed and packaged in the United States. Those packages are carried by our railroads and barges to American seaports and finally delivered to the receiving nations by U.S.-flagged vessels."

U.S. Rep. Elijah Cummings (D-Md.), whose district includes the Port of Baltimore, reminded his colleagues that U.S.-flag cargo ships used to ship food also ship materiel to troops.

"Policies such as the one embodied in this amendment would drive more vessels from the U.S.-flag fleet," Cummings said.

The American Farm Bureau Federation, which is usually at odds with organized labor, told lawmakers that using Food for Peace money to buy things abroad would let host nations divert the cash away from the hungry – and cost the U.S. positive publicity.

"Cash too easily can be used for purposes other than feeding people," Texas cattle rancher Bob Stallman, the Farm Bureau president, said in a blog. "Food can only be useful going into someone's stomach. Shipping a cargo load of food, rather than the money to buy food – if it is available – is the best and most secure way to ensure taxpayer-funded international food assistance actually makes it to hungry people. Giving people sacks of food with 'USA' on them is good international relations. Seeing those USA-labeled food donations in news photos does make a difference!"

USNS Seay Crew Assists Stricken Vessel in Atlantic

Seafarers-Crewed Ship Tows Disabled Catamaran to Safety

After receiving a radioed distress message while traveling through the Atlantic Ocean on June 25, the Seafarers-crewed USNS *Seay* changed course to provide assistance to a stricken vessel.

The *Seay* soon found the *Raptor*, a 49-foot, Australian-flagged catamaran that had experienced trouble with its sails five days earlier before the vessel's engines

failed. The five-member crew of the *Raptor* – who were of different nationalities – was in fairly good spirits despite its predicament, according to the Military Sealift Command (MSC).

Capt. Bruce Kreger, master of the *Seay*, added the crew of the *Raptor* was still eager to be on its way.

"The crew of the *Raptor* seemed anxious to affect repairs and get back on their voyage," Kreger said.

The *Seay* then consulted with British Indian Ocean Territory Diego Garcia's cus-

tom and police officials before deciding to tow the stricken vessel to Diego Garcia.

"It took about 20 hours to complete the tow, but the safety of the vessels was our primary objective," Kreger said.

Once reaching a distance of approximately three nautical miles away from the Diego Garcia lagoon, the *Seay* transferred the *Raptor* to a small craft assigned to local port operations which safely towed the *Raptor* to the pier. The *Raptor* was then scheduled to undergo repairs at Diego Garcia.

Operated by SIU-contracted American Overseas Marine (AMSEA), the *Seay* is one of 12 Navy ships assigned to the Maritime Prepositioning Ship Squadron Two, which ensures the readiness of the U.S. Navy by prepositioning ships in the Pacific. As one of those ships, the *Seay* carries prepositioned cargo for various U.S. military services with the mission of transporting vital equipment and supplies to a designated area of operations in support of combatant commanders worldwide.

Message to SIU Crews About MTD Changes

Editor's note: The following message was posted on the SIU website July 19 and also was emailed to SIU-crewed ships and SIU halls. A related message was posted and sent July 22. It's available online in the news section.

You may have read or heard about some recent changes at the AFL-CIO's Maritime Trades Department, which is led by SIU President Michael Sacco. Specifically, the ILA and the MEBA have left the MTD and formed a much smaller splinter group (the Maritime Labor Alliance) that isn't affiliated with the AFL-CIO. (The MM&P is an ILA affiliate, so it never was a direct MTD member organization.)

On behalf of both the SIU and the MTD, we regret their departure. We are encouraged, though, by communications at the regional and local levels that clearly indicate the continuation of the many outstanding working relationships – and friendships – that have been developed over the decades, whether aboard ship, on the docks, through area labor federations or state labor organizations. We can disagree

about things and still work together.

The MTD now has 21 affiliate unions with a collective membership of around 5 million. Through its national organization and regional port councils, it will continue to serve as the leading voice of American maritime labor. The departures of two unions, while not inconsequential, frankly won't affect MTD operations all that much.

The news release about the disaffiliations refers to raiding and jurisdictional infringement. We know for a fact that no raiding has taken place (note that no charges were ever even filed at the AFL-CIO alleging a raid by the SIU or any of its affiliates). Put another way, any organization that repeatedly fails to engage in organizing non-union workers shouldn't blame another one for giving workers union representation. It's also important to note that the other union who disaffiliated from the MTD remains under AFL-CIO sanctions for raiding the SIUNA-affiliated AMO.

The MTD will continue to effectively promote our industry and protect your jobs, as has been the case since its founding in 1946.

SIU-Crewed MLP Departs San Diego

The Seafarers-contracted USNS *Montford Point* departed San Diego on July 12 and sailed for Naval Station Everett, Wash., signaling steady progress in the Navy's mobile landing platform (MLP) program.

Operated by Ocean Ships, Inc. for the U.S. Military Sealift Command (MSC), the *Montford Point* is the first of at least three vessels in the new MLP fleet. It was built at a union shipyard – General Dynamics NASSCO – and delivered to the Navy May 14.

According to MSC, the *Montford Point* "is scheduled for final contract trials in September, with its core capability set installed later this year."

The second ship in the MLP lineup, the *John Glenn*, had its keel laid in December. It is slated for delivery in March 2014. A third ship, the USNS *Lewis B. Puller*, also is under construction at NASSCO.

The MLPs will be utilized as prepositioning ships, supporting the Navy and Marine Corps.

"*Montford Point* will provide the key link – the pier in the ocean – that will permit the military to engage in true seabasing sustainment of equipment and supplies to our troops ashore, from beyond the horizon," said Mike

Touma, assistant engineering officer in MSC's prepositioning program.

Vessels in this class will use float-on/float-off technology and a reconfigurable deck to maximize capability, according to the agency. Modules can be added to a vehicle staging area, vehicle transfer ramp, large mooring fenders and more.

Each vessel in the class, according to NASSCO, will be around 784 feet long with a sailing speed of greater than 15 knots. Each will feature a twin-screw diesel electric propulsion system.

The *Montford Point* is named in honor of the 20,000 African American Marine Corps recruits who trained at Camp Montford Point, N.C., from 1942 to 1949.

The *John Glenn* will be named in honor of John Herschel Glenn, Jr., the former U.S. Marine Corps pilot, astronaut and U.S. senator. Glenn was the first American to orbit the Earth and the third American in space.

The *Lewis B. Puller* will be named in honor of Lt. Gen. Lewis "Chesty" Puller, the most decorated Marine in history and the only one to be awarded five Navy Crosses.

SIU President Meets Seafarers in Ft. Lauderdale

SIU President Michael Sacco (fourth from right) recently met with Seafarers at the union hall in Ft. Lauderdale, Fla. Pictured with him from left to right are Mario Delacruz, Larry Bachelor, Dave Williams, Jose Boza, Carlos Suazo, Larry Harewood, Fernando Domenicale, Jose Smith and Louis Holder.



Maritime Labor Convention 2006 Nears Implementation Date

As the maritime industry heads into August, one of the most notable events will be the implementation of the Maritime Labor Convention, 2006 (MLC).

For most mariners sailing under the U.S. flag this may be inconsequential, but for the hundreds of thousands of seafarers sailing under a dodgy flag-of-convenience (FOC) it is a long-awaited opportunity for them to finally have respect and dignity while working at sea.

There have been many reports about the abuses foreign seafarers have endured since the FOC system came into being in the early 20th century. The MLC gives minimum rights and protections to all seafarers regardless of what the flag they work under.

Set to go into effect Aug. 20 after being ratified by nearly 40 countries, the MLC will establish an international set of standards for the maritime industry. That set of standards guarantees seafarers around the world have access to a basic set of rights, including adequate pay and good working conditions.

The keys to the convention are compliance and enforcement. Flag states and port states have responsibilities that they must meet. Under the convention, each member state implements and enforces laws or regulations or other measures that it has adopted to fulfill its commitments under the accord

with respect to ships and seafarers under its jurisdiction. Further, each member state effectively exercises its jurisdiction and control over ships that fly its flag by establishing a system for ensuring compliance with the requirements of the convention, including regular inspections, reporting, monitoring and legal proceedings under the applicable laws.

Each member state will also ensure that ships flying its flag carry a maritime labor certificate and a declaration of maritime labor compliance as required by the convention.

And finally, a ship to which this convention applies may, in accordance with international law, be inspected by a member other than the flag state when the ship is in one of its ports to determine whether the vessel complies with convention requirements.

That requirement could mean American-flag ships may be inspected and detained if the MLC is not ratified by the United States. While U.S. laws and regulations, coupled with collective bargaining agreements, ensure U.S.-flag ships exceed the MLC's provisions, American ships may still be subject to inspection and possible detainment if the U.S. fails to ratify the convention.

Under the MLC's "no more favorable

treatment clause," any vessel flagged to a country that has not ratified the convention will be subject to inspection and detainment when arriving in the port of an MLC member nation. To date, the MLC member nations make up 39 countries that account for nearly 70 percent of the world's tonnage. Those countries include Australia, Canada, Greece, Singapore and Spain.

SIU Secretary-Treasurer David Heindel – who also serves as chairman of the International Transportation Workers' Federation (ITF) Seafarers' Section – has said in recent forums that work is being done to have the convention ratified by the United States. It's the only way, he added, to avoid the burden of undue inspections and detainments.

"With regard to U.S. ratification, we have been working with the U.S. Coast Guard and Department of Labor and our social partners (shipowners) to bring it forward and are quite happy to say we hope to have the U.S. Senate vote on ratification before the year's end," Heindel said. "We owe it to the world's seafarers and look forward to a speedy U.S. ratification and an effective enforcement policy."

Preparing for the possibility the U.S. would not ratify the MLC, the Coast Guard published a notice in February that estab-

lished a set of procedures for the inspection of U.S. vessels related to voluntary compliance with the MLC. By establishing it has voluntarily complied with the MLC's standards on its own, a U.S. vessel could obtain a Statement of Voluntary Compliance, Maritime Labor Convention. That document could make the process of docking in foreign ports less likely to be inspected if that port state were signatory to the MLC.

Widely considered to be a seafarers' bill of rights, the MLC was hailed as a huge step forward upon its adoption. It incorporates the standards of 68 International Labor Organization (ILO) conventions into one document and provides unprecedented protections for seafarers worldwide. The MLC's standards address everything from wages, hours of work and age requirements, to food, health and workplace accommodations.

In a speech earlier this year, Heindel called the MLC the "Magna Carta" of the modern shipping industry.

"The MLC may be one of, if not the most important pieces of international legislation on behalf of seafarers enacted in maritime history in nearly 100 years," he said. "The convention is all about fairness: fairness to the legitimate shipowner and, more importantly, fairness to the seafarers employed by them."

AOTOS Honorees: Rep. King, Fisher, Rouvelas

The United Seamen's Service (USS) recently announced that its 2013 Admiral of the Ocean Sea awards (AOTOS) will be presented to Philip W. J. Fisher, an executive with Seafarers-contracted Keystone Shipping as well as president of Chas. Kurz & Co.; U.S. Rep. Peter King (R-N.Y.), a longtime backer of the U.S. Merchant Marine; and Emanuel "Manny" Rouvelas, maritime attorney and partner at K&L Gates.

The prestigious awards will be presented at a maritime industry dinner and dance at the Sheraton New York Hotel and Towers, New York City, on Nov. 15. Recognition also will be given to American mariners for specific acts of bravery and heroism while at sea.

In announcing the recipients, Gen. Kenneth Wykle, USA (ret.), chairman of the USS AOTOS Committee and president of the National Defense Transportation Association, said, "Phil Fisher has devoted virtually his entire career to one company and one industry – the American-flag merchant marine. 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. Manny Rouvelas is dedicated to promoting and protecting American maritime jobs vital to our national security. It is our honor to honor these three people with diverse shipping connections."

Fisher joined Keystone and its parent company 47 years ago in Philadelphia as chief financial officer. He has spent his career working with maritime labor, the U.S. government, major shippers, multi-national oil, chemical and transportation entities and other sectors of the American shipping industry. He is a member of the boards of other companies and also serves as a trustee or financial advisor for various union plans covering pension, medical and training benefits. These include the SIU, MEBA, the American Radio Association and the Steelworkers.

Fisher, known for his philanthropy, is the founder of the Family Charitable Fund that is dedicated to supporting high schools, colleges, universities, and maritime training schools. He has received numerous awards for his charitable work. In 2008, the Maritime Port Council of Greater New York hon-



Rep. Peter King



Phil Fisher



Manny Rouvelas

ored him as Man of the Year. In 2013, he received the Philadelphia Pinnacle Award for outstanding achievements and philanthropy. He holds a bachelor's degree from LaSalle University and a master's from Drexel University. In addition to being a certified public accountant, he was a staff sergeant in the U.S. Army. He and his wife, Suzanne, have four sons and eight grandchildren.

King is serving his 11th term in the U.S. House of Representatives where he is a member of the Homeland Security Committee and chairman of the Subcommittee on Counterterrorism and Intelligence. He also serves on the Financial Services Committee and Permanent Select Committee on Intelligence.

During his years in Congress, King has earned a reputation for being well-informed and independent. Following the ravages of Superstorm Sandy, he led the successful fight in Congress to obtain \$60.4 billion in emergency funding for the victims of the storm (many of whom were aided by the efforts of SIU crews).

In addition to backing the merchant marine, King is a strong supporter of the U.S.

military and has fought to improve veterans' benefits. He is a graduate of St. Francis College, Brooklyn, and the University of Notre Dame Law School. He is a lifelong resident of New York and has lived in Nassau County for more than 40 years. King and his wife, Rosemary, have two adult children and two grandchildren.

Rouvelas is a recognized authority in maritime law and for three decades has traveled globally to advise the CEOs of many of the world's leading shipping companies. He engages in a wide-ranging federal practice representing leading companies and trade associations in the transportation, telecommunications, high technology, hospitality, and manufacturing industries regarding their Washington, D.C., activities and strategies. He often works with the executive branch, Congress, and foreign embassies and governments on international trade and transport matters. He founded the Washington, D.C., office of Preston Gates and guided its growth to more than 140 partners and employees at the time it was merged into K&L Gates on January 1, 2007.

Prior to joining K&L Gates, he was coun-

sel to the U.S. Senate Committee on Commerce and chief counsel to its Merchant Marine and Foreign Commerce Subcommittees where he had lead staff responsibility for the enactment of 32 public laws. Included was major legislation relating to vessel construction and operation, oil spill prevention, vessel traffic systems, recreational boat safety, Coast Guard and Maritime Administration programs. He is a graduate of the University of Washington and received his law degree from Harvard University. He is married to Marilyn and they have two children and four grandchildren.

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and the U.S. government and military overseas. SIU President Michael Sacco is this year's AOTOS dinner chairman.

USS, a non-profit agency established in 1942, operates centers in six foreign ports in Europe, Asia and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

Navy League of the United States Honors TOTE Executive Chiarello

The head of Seafarers-contracted TOTE, Inc. in late June received a prestigious award in Long Beach, Calif.

TOTE President and CEO Anthony Chiarello was honored by The Navy League of the United States with the Vincent T. Hirsch Maritime Award at the organization's annual convention and Sea Service awards luncheon.

The award, named for a patron and past president of the Navy League, was presented to Chiarello in honor of his achievements during his more than 30-year career with maritime organizations and "contributions to protecting and growing the privately owned U.S.-flag merchant fleet, for United States national security and economic prosperity."

Chiarello, who joined TOTE, Inc. (formerly American Shipping Group) in August of 2010, was previously COO and executive vice president of NYK Logistics (Americas), Inc. Prior to NYK, Chiarello was with the AP Moller/Maersk organization for 16 years where he held a variety of leadership positions.



Anthony Chiarello

Chiarello's industry involvement includes: leadership participation with the Retail Industry Leaders Association; board membership with the Transportation Institute; board membership with the Coalition for Responsible Transportation; membership with the Council of Supply Chain Management Professionals; membership with the Advisory Board of The United States Maritime Resource Center; and past service with the Global Maritime and Transportation School at the U.S. Merchant Marine Academy.

The award comes on the heels of TOTE's June 4 acceptance of the *Next Generation Shipping* award at Nor-Shipping, a forum for the global maritime industry. Chiarello travelled to Oslo, Norway, to accept the award for TOTE's Marlin Class of 3,100 TEU LNG-powered container-ships, ordered from General Dynamics NASSCO in December 2012. Once completed in 2015, the 764-foot ships will operate with SIU crews in the U.S. Jones Act market between Jacksonville, Fla., and San Juan, P.R. The Marlin Class reportedly will be the world's first LNG-powered containerships.

Novotny Assumes Command at NMC

The command has changed at the Coast Guard's National Maritime Center (NMC) – the entity tasked with issuing mariners' credentials and approving courses such as those offered at the SIU's affiliated school in Piney Point, Md.

In a formal change of command ceremony held at the NMC's headquarters in Martinsburg, W.Va., Capt. Anthony Lloyd handed the reins over to Capt. Jeffrey Novotny.

Acknowledging the opportunity he's been given as the NMC's new commander, Novotny said he was honored to take the helm of such an important agency. In fact, he said, it was something he was continually working to achieve.

"This was at the top of my list. I'm very excited to be here and serve as the commanding officer," Novotny said, according to West Virginia's *Journal-News* newspaper. "I plan to continue the excellence that's been going on here."

Lloyd, meanwhile, said he was proud of the work that was done during the three years he headed the NMC.

"It feels great because I knew we did a great job. We did a lot of improvements," Lloyd was quoted as saying.

The NMC plays a large role in U.S. maritime, issuing credentials to every mariner who works on commercial vessels that carry passengers or freight. According to the *Journal-News*, the NMC evaluates more than 60,000 merchant mariner credentials per

year in support of the more than 216,000 who work in the country.

During his time as NMC commander, Lloyd said he focused on efficiency and reducing the length of the credentialing process. He also reached out to the public in 2008 after relocating the NMC's headquarters from Kearneysville, W.Va. to its current location in Martinsburg.

"I think there was a misunderstanding as we changed and what was actually going on," Lloyd said. "So I made a big effort to go out and explain it to people. I'm very proud of how we've continued to increase the knowledge of the role of the National Maritime Center."

Deputy NMC Commander Ike Eisentrout said the change of command ceremony is an important event for all military commands, adding that the ceremony is an opportunity

to show unity and dedication.

"The change of command ceremony is a revered military tradition which formally restates the continuity and authority of command," Eisentrout said at the event. "The ceremony is a transfer of total responsibility, authority and accountability from one individual to another."

Knowing that the NMC would be headed by someone as well regarded as Novotny, Lloyd added, made the bittersweet process of handing over the reins that much easier.

"I actually feel better today than I thought I would," he said.



Capt. Jeffrey Novotny

'It Still Feels Like Family Here'

IAFF Official Proudly Recalls His Seafaring Father

As a child, the old SIU hall on East Baltimore Street "almost seemed like a big playground" to Edward C. Smith, who occasionally went there on weekends with his dad, the late SIU Representative Ed Smith.

"When you're a little kid, it was fun to go to work with your father," Smith recalled. "It was something to look forward to."

But the son's appreciation for the union definitely wasn't limited to those trips to the hall. Calmly but firmly, the elder Smith regularly reminded his son, "Those shoes on your feet and those clothes on your back are because of the SIU."

In some ways, that sentiment helped develop Ed Jr. into a lifelong trade unionist.

Local President

Edward C. Smith, 42, currently serves as president of Local 36 of the International Association of Fire Fighters (IAFF), based in Washington, D.C. He holds the rank of captain – and doesn't want to figuratively climb the ladder too far, because it would mean he'd have to leave the union.

This summer, at the invitation of SIU President Michael Sacco, he reacquainted with the Seafarers during visits to the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., and to SIU headquarters in Camp Springs, Md.

"I'm happy to reconnect with the Seafarers Union after all these years," Smith stated. "My father (who died in 2006, at age 79) was proud to no end of the Seafarers and I carry that same pride with me today. Even though I'm not a direct member, it still feels like family here."

He added, "I'm so impressed by Piney Point. The SIU has an opportunity to train new members right from the start, and also teach them what the union is all about. That's phenomenal, that opportunity. It makes me want a national training academy for the Fire Fighters in D.C.... There's a model to be learned from Piney Point."

Starting Young

For Ed Sr., the lure of the sea surfaced at a young age. Born near Boston, he was living in Prince Edward Island, Canada, when he ran away from home at age 15, in 1942. He immediately began sailing on Canadian ships supporting the war effort – not uncommon for boys of that age at the time.

He later switched to U.S.-flag ships and joined the SIU in 1947; he'd sail with

the union for the next 10 years, including voyages as a chief steward.

"He was tough, and he could tell you stories about any port because he had been all around the world," Ed Jr. recalled. "But he ended up in Baltimore in the 1950s. He said when he sailed up the Chesapeake Bay, he fell in love with the sights. He was waiting for a ship and someone offered him a job at the cafeteria in the union hall, and that's what got him started on the land side. He ended up working 25 years (retiring in 1982) and moved up along the way."

Both President Sacco and SIU Executive Vice President Augie Tellez worked with the elder Smith, and both described him as a dedicated official. Sacco added that Smith also helped facilitate steward department upgrading opportunities in Piney Point.

Looking Back

Ed Jr. still has many fond memories of his father, including the last 10 years of his life, when they shared a residence. (They were close but, in the son's words, stubborn – Ed Jr. said his wife sometimes stepped away if the father-son discussions became too animated.)

He now laughs at suggestions from 25 years ago when his father urged him to learn Chinese, because he was convinced China would become a superpower and knowing the language would give his son an edge. The younger Smith balked at the time but now appreciates his father's foresight.

He always appreciated his dad's union pride, too, as well as his helpfulness and insights.

"He was so proud of the Seafarers and his merchant marine service," Smith recalled. "He was always pro-labor on everything and was very active in grassroots politics. He was also very supportive, always. He wasn't pushy about formal education but he definitely wanted to see me get a career and be successful. As he put it, 'I don't care if you're a trash collector hanging off the back of the truck – just be the best trash man out there.'"

Almost Sailed

Ironically for the younger Smith, the effectiveness of union representation stopped him from following in his father's footsteps up the gangway.

He had joined a local volunteer fire house near Baltimore "and I just got the bug. It seemed natural and I wanted to make a career out of it."

Then, in 1993, he had been hired as a D.C. fire fighter but got a layoff notice along with around 200 other union members. The IAFF intervened and saved everyone's jobs; that experience, along with his upbringing, sowed the roots of his activism.



SIU President Michael Sacco (left) welcomes Ed Smith to the union-affiliated school in Piney Point, Md.

"Had I lost my job at that point, I was going to try my sea legs out," Smith recalled. "That experience was powerful – you feel like there's a debt owed. Someone stuck up for me, and so as I progress, there's a debt owed that needs to be repaid."

Looking Ahead

After working his way up through the ranks, including time as a shop steward, Smith is in his second term as president of Local 36, which represents approximately 1,700 members.

"It's hard work but it's good, you

know?" he said.

The local's biggest issues are "staffing and resources. It's just a national trend of reduction of government."

Looking at the big picture for not only Local 36 but the entire labor movement, Smith believes that getting members to participate in union activities is key.

"I think the earlier we're able to educate a member, the better," he concluded. "And we have to embrace some of the electronic changes out there, to bridge the gap between the generations."

Always a forward thinker, his father undoubtedly would have agreed.



The late SIU Representative Ed Smith (above) started sailing during World War II, at age 15. Smith's union book (left) reflects an SIU career that began in 1947. He retired in 1982.



IAFF Local 36 President Ed Smith (left) visits in Camp Springs, Md., with SIU Exec. VP Augie Tellez, who worked with Smith's father in Baltimore.



The elder Smith's scrapbook included this undated photo taken from aboard ship in Cape Town, South Africa.



Pictured at McMurdo Station, Antarctica, earlier this year, the tanker *Maersk Peary* (above) provides fuel to the National Science Foundation-chartered scientific-research vessel *R/V Nathaniel B. Palmer*. The *Peary*, operated by Maersk Line, Limited, supplied the station with 100 percent of the fuel needed for the year. (U.S. Navy photo by Larry Larson) In the photo at right *USNS Laramie* and *USS Kearsarge* conduct an underway replenishment. *Kearsarge* is the flagship for the Kearsarge Amphibious Ready Group. (U.S. Navy photo by MC3 Sabrina Fine)

Fourth Arm of Defense: *Mariners Help Military Stay Ready Wherever, Whenever Called Upon*



For more than 230 years, the men and women of the United States Merchant Marine have risen to meet our country's call—whenever and wherever needed. SIU members have been an important part of that movement since the union's founding in 1938.

Whether fighting for American Independence, supporting our Armed Forces during conflicts, or sustaining the robust domestic and international trade networks that power our economy, these brave and reliable civilian Seafarers have risen to meet the challenge.

That proud heritage continues today as the creativity and ingenuity of civilian mariners plays a significant role in our Armed Forces' ability to defend our nation and our interests around the globe. The photos of Seafarers-crewed ships appearing on this page provide a view of some of the tasks mariners perform to help the U.S. Military maintain its constant state of readiness and ability to respond instantaneously to any situation around the globe.



Civil service mariners aboard MSC submarine tender *USS Frank Cable* (above) heave in the aft mooring lines in preparation for getting underway from Sepanggar Naval Base in Malaysia. (U.S. Navy Photo) In the photo at right, steward department mariners prepare lunch aboard the *USNS Richard Byrd*. (U.S. Navy photo by Roberta Jio)



A CIVMAR (above) loads humanitarian goods aboard the *HSV-2 Swift*, operated by SIU-contracted Sealift, Inc. (U.S. Army Photo by Sgt. Alan Owens) In the photo at right, another mariner guides an Army AH-64D Apache helicopter as it lands aboard the *USS Ponce* during an exercise. (U.S. Navy Photo by MC1 Jon Rasmussen)

At Sea And . . .



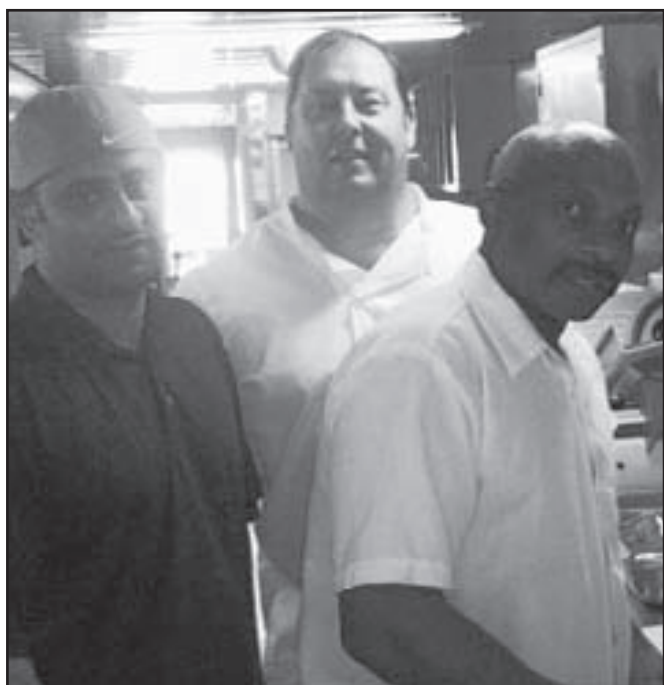
PRESENTATIONS IN OAKLAND – ACU David Dingman (left in photo above, with SIU Asst. VP Nick Celona) recently got his B-seniority book at the hall in Oakland, Calif., while AB Hussen Mohamed (right in photo at left with Patrolman Nick Marrone II) picked up his A-book. Dingman's recent vessels included the *Black Eagle* and the *Endurance*; Mohamed's included the *Green Ridge* and *Green Bay*.

CONGRATULATIONS, GRADUATE! – Deck-department upgrader Freddie Taylor recently earned his high school diploma through the long-running program at the union-affiliated Paul Hall Center for Maritime Training and Education. He received the diploma during the July membership meeting at the school in Piney Point, Md.



TEAMING UP WITH CROWLEY – Representatives from the union and Seafarers-contracted Crowley worked together at a job fair at Fort Eustis, located in Newport News, Va. Pictured from left are Jenny Terpenning of Crowley, SIU Manpower Director Bart Rogers, CWO Pat Deck, Ira Douglas of Crowley and SIU Houston Port Agent Mike Russo.

ABOARD SEALAND INTREPID – Pictured from left to right aboard the *Sealand Intrepid* following a payoff on the West Coast in early June are AB Almario Sison, Chief Electrician George Rose, SA Prasert Mastrototaro, Bosun Abdulla Alwaseem, Recertified Steward Roderick Clay and AB Tomas Robinson.



ABOARD OVERSEAS LOS ANGELES – Pictured aboard OSG's *Overseas Los Angeles* early last month in Martinez, Calif., are (photo above, from left) SA Abdulsalim Omar, Chief Steward Norman Cox and Chief Cook Roberto Martinez, and (photo at right, from left) ABs Emmanuel Ghansah and Craig Nebbia.

A-BOOK IN WILMINGTON – AB Ronie Llave (right) recently picked up his A-seniority book at the hall in Wilmington, Calif. Presenting the book is Safety Director Abdul Al Omari.

... *Ashore With The SIU*



CELEBRATING INDEPENDENCE DAY – The galley gang on the *Maersk Michigan* helped promote the July 4 spirit with a patriotic feast including a flag cake. Pictured aboard the vessel (from left) are Recertified Steward Edvaldo Viana, Bosun Phil McGeoghegan and Chief Cook Radfan Almaklani.



ABOARD HORIZON NAVIGATOR – Keeping their shipmates well-fed aboard the *Horizon Navigator* are (from left) Chief Steward Antonio Mendez Cruz, SA Argelio Borroto and Recertified Steward Carlos Sanchez. Port Agent Amancio Crespo submitted the photo.



B-BOOKS IN HONOLULU – Earlier this year, four Seafarers picked up their respective B-seniority books at the union hall in Honolulu, Hawaii. Patrolman Warren Asp (left in each photo) presented the books to (above, from left to right) Jesus Derramas, Prentice Conley, Ronnel Sugui and Walden Galacgac.



SHARING UNION HISTORY – When these retired Seafarers got together at the hall in Mobile, Ala., for an Independence Day celebration, they had lots of sea time and union history between them. From left: George Williamson, oiler, who started sailing in 1950; Tom Bonner, bosun, 1952; Esaw Wright, chief cook, 1941; William Reeves, bosun, 1952; Gerald Beuk, AB, 1975. Thanks to Patrolman Brian Guiry for the photo.



SHBP Officials Urge Members to Keep All Beneficiary Information Up to Date

The Seafarers Health and Benefits Plan (SHBP) regularly reminds Seafarers about the vital importance of completing and submitting a new SHBP Enrollment-Beneficiary Card whenever a member has a change in his or her family status – such as marriage, divorce, birth of a child, death of a family member, or change in beneficiary. This form enables the Plan to process the member's Seafarers Health and Benefits Plan benefits correctly and expeditiously.

Having an updated card on file is especially important in the event of a member's death. Death benefits for eligible participants are payable to the beneficiary listed on the most recent beneficiary card on file with the Plan. If a member's beneficiary has predeceased the member, or if the member does not name a beneficiary, a maximum amount of \$1,000 may be payable to the member's estate. Also, in order for the member's beneficiary to claim the full amount of the death benefit, the beneficiary must be a close relative. "Close relative" is defined by the Plan as follows:

Spouse	Mother	Brother
Child	Father	Sister
Grandchild	Stepmother	Stepsister
Grandfather	Stepfather	Stepbrother
Grandmother	Half-sister	Nephew*
Stepchild	Half-brother	Niece*

(*Niece and nephew are defined as the children of the brother or sister of a deceased employee. A Spouse includes a husband or wife of the same sex



as the employee, as long as the marriage between the employee and his or her spouse is recognized as a result of a civil or religious ceremony, or by virtue of the common law.)

If the beneficiary named by a member is not a relative on this list, the maximum amount he or she can receive as a death benefit is \$1,000. This could greatly reduce any amount payable under the Plan's Graduated Death Benefit rules.

Please check the member portal on the SIU website (www.seafarers.org) to view the beneficiary information that we have on file to see if it is up-to-date. If the information is outdated, members are urged to submit a current SHBP Enrollment-Beneficiary Card as soon as possible. Those cards are available at the union halls. Also, members may call 1-800-252-4674 and request that a card be mailed to them.

Plan Offers COBRA Continuation Coverage To Those Who Lose Access to Health Care

The Seafarers Health and Benefits Plan (SHBP) would like to notify you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you must notify the Plan within 60 days of the divorce or death in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be



eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU website, www.seafarers.org, under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at 1 (800) 252-4674.

Manpower Issues Reminders Concerning Proper Maintenance of Mariners Credentials

Officials in the union's manpower office are offering members some reminders regarding the maintenance of merchant mariner credentials (MMC).

It is especially important that new endorsement stickers are placed on the next empty MMC page and added in order as numbered by the National Maritime Center (NMC). Do NOT place new endorsement stickers on pages that already have endorsements or writing on them.

Please read the instructions provided by the NMC prior to adding your stickers. Also, mariners should NEVER cover up anything in their MMC with new stickers. If a mariner puts stickers over a page that already contains a sticker, their MMC is automatically void and he/she cannot ship on it

until a duplicate is issued by the NMC.

Manpower officials therefore urge members to take great care when adding new endorsement stickers to their credentials, making sure that they are affixed properly. Anyone requiring assistance should contact their local port agent or the admissions office at the Paul Hall Center.

In addition, mariners should be sure that they are aware of what endorsements they currently hold in their MMCs, both international and domestic. This is extremely important when renewing MMCs with the Coast Guard. Be sure to check any newly issued MMC for errors which may occur in issuance. Mariners who notice an error should contact the NMC as soon as possible at 888-427-5662

Reminder and Instructions For Obtaining STCW Security Endorsements

As previously reported, the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) led the U.S. Coast Guard to issue a policy letter outlining new security training and endorsement requirements for all vessel personnel. According to that policy letter (No. 12-06), as of Jan. 1, 2014 all mariners must have an STCW security endorsement as part of their merchant mariner credential (MMC) in line with their respective assigned duties.

Detailed information is available in a March 28 post in the News section of the SIU website at:

www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm

The same information should be available at all SIU halls. Included with the March 28 post are links to the policy letter; a related FAQ (which also covers information from a separate policy letter); a related sample letter (which also is included at the end of this article); and a link to Coast Guard forms 719B and 719K.

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.

SIU members who currently have a Vessel Security Officer (VSO) endorsement already comply with the new requirement. Other members will need to secure a letter from their employer (company) or vessel master confirming sea time or performance of security functions equivalent to designated security duties for six months in the previous three years that satisfy the requirements for the new endorsements and then send it to the NMC, or they'll need to show proof of having completed an approved course that meets the requirements.

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.

Alternatively, mariners who commenced sea service prior to Jan. 1, 2012 may apply for the VPDSO endorsement by providing documentation attesting to seagoing service with designated security duties for a period of six months in the preceding three years. These duties may include, but are not limited to, duties specified in the vessel security plan or as assigned on a station bill. Documentation of this service can be a letter or certificate signed by a company official, including a vessel master. This letter is to be presented to the NMC as an attachment to a form 719B.

Another method of satisfying the requirement is to secure a letter signed by a company official attesting to performance of security functions considered to be equivalent in scope to ship-board designated duties for a period of six months in the previous three years.

The three STCW security endorsements are:

- SA – VI/6 – Security Awareness
- VPDSO – VI/6 – Vessel Personnel with Designated Security Duties
- VSO – VI/5 – Vessel Security Officer

Unless VSO has already been placed on the STCW page of a mariner's MMC, he or she will need to obtain one of the endorsements listed above. Both the SIU and its affiliated school in Piney Point, Md., believe that most mariners will require the VPDSO endorsement.

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:

Commanding Officer
U.S. Coast Guard
National Maritime Center
100 Forbes Drive
Martinsburg, WV 25404

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

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- Get a **special low price** on **NutriSystem** nutritious pre-packaged meals right to your door through **GlobalFit**.
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- **Health Coaching** - one-on-one guidance from a trained professional offering to help you lose weight, de-stress, or meet any other health goal.
- **Smoking Cessation** - quit for good with a convenient, guided program that includes free educational materials.



Call **1.800.294.1500** to speak with a fitness representative

*Not available at all clubs.

NOTE: To receive your union-member rates on any of these programs, you must enroll directly through GlobalFit. These rates are not available to the general public. Fitness club participation is not available for current club members.

For more information about these benefits available to SIU members go to:

UnionPlus.org/HealthClubs

Remembering the U.S. Army Transport Edmund B. Alexander

Editor's note: Beginning in September 2010, the LOG regularly has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. Most of the earlier stories were run in two series, concluding in the September 2012 edition. Stand-alone articles were published in the November 2012 and May 2013 issues.

Brother Woods recently submitted the following article.

World War II fighting was over; a cease-fire had been in effect since August 15, 1945. The Japanese and Germans had surrendered. However, President Truman had declared that the official end of World War II would not take effect until December 31, 1946.

With the end of the fighting, there was less of a demand for seamen. The need to carry supplies to our armed forces and our allies had decreased manifold. Our wartime tankers and cargo ships were being sold to foreign interests or added to the mothball fleet reserve. I thought myself fortunate to obtain a berth as an engine room oiler aboard the *United States Army Transport Edmund B. Alexander (USAT)*.

When I boarded the *Alexander* a month earlier, I took note that life on this army transport would be a new experience for me. She was a huge ship with a huge crew. My previous experience at sea was limited to oil tankers and cargo ships. The *Alexander* was twice their size.

The *Alexander* had been built in Belfast, Ireland, for the German Hamburg American Line and was originally named *M/S Amerika*, the German word for America. When launched in 1905, the *Amerika* was the biggest and most luxurious passenger liner in the world. Its engine room boasted a twin set of quadruple expansion reciprocating engines – the biggest set of “up and down” engines ever to propel a ship. The Germans immediately put her to service in the very competitive and profitable transatlantic trade.

In April 1912, as she was crossing the Atlantic en route to New York City, she passed through an ice field. Her Marconi radio operators immediately transmitted an alert to all ships warning them of the dangerous condition. It is now believed by some that the *Amerika* was the first ship to warn the *Titanic* of the ice floes in its path. (The *Amerika* being the first to alert other ships to the danger ahead has been disputed. The *Titanic* had stronger radio transmitters and the *Amerika* requested her radio operators to transmit the location of the ice field to all concerned.)

Sadly, with the desire to set a transatlantic speed record, the *Titanic* ignored the warning, continued to travel at full speed, and became the most infamous maritime disaster of all time.

Later during World War I, Great Britain and Germany were at war and the *Amerika* was taking refuge in Boston Harbor. Off shore, outside American waters, British naval ships were waiting to sink her once she entered international waters.

Shortly later, the United States entered the war and joined forces with the British. The *Amerika* was still in Boston Harbor and under the rules of war, the U.S. confiscated her. She was later named the *United States Army Transport General Edmund B. Alexander*. The years passed by and she continued to serve the U.S. government in various capacities.

In 1946, the *Alexander* was in service carrying troops and war brides between Germany, England and the United States. On September 7 of that year, a night I often wish I could forget, I was aboard the *Alexander* when it left

Bremerhaven, Germany. We were en route to pick up war brides and American troops in Southampton, England.

It was a little after 11 o'clock, and I was sitting up in my bunk reading a magazine when a massive explosion rocked the ship. The blast literally lifted the huge ship a few feet above the waterline. It had to be an enormous explosion to lift a 22,000-ton ship into the air.

The explosion threw me to the deck. Without a second thought, I grabbed my lifejacket and, in my skivvies, made a dash for the main staircase. (On a passenger ship, the staircase is not called a ladder.) I could feel the ship vibrating. The noise of the vessel's alarms and horns was deafening. The passageways were filled with crew members racing to get above to the boat deck. No one wanted to be four decks below on E Deck following an explosion of undetermined origin.

When I reached the boat deck, I could hear the captain ordering the lifeboats to be swung out on their davits but not to lower the boats until he gave the order.

The man in charge of my boat was a master at arms (MA), a ship's position that was not familiar to me. Assigning him to this lifeboat position was a critical mistake and could have had serious consequences, if we had been ordered to lower our lifeboat. It became obvious that the man, who appeared anxious to perform his assigned duties, knew nothing about lifeboats. I also took notice that the other seamen assigned to the boat were mainly from the steward department and equally unqualified.

I carried a lifeboat man certificate I had earned in boat

camp. I also had experience in boat drills during the late war. I called out, “Has the drain plug been checked?” The MA in charge admitted he didn't know. I took the initiative, climbed into the boat and found the bottom of the boat covered with a layer of a soggy mass of mud and other debris that had accumulated over the years. It took me a few minutes to find the plug and insert it.

Two men from the steward department arrived at the station carrying a full-size steamer trunk and attempted to load it in the boat. I was waiting for the MA to tell them, “No, you can't do that,” but he remained mute. I told them it was not a good idea: “We will not have any room to spare once we lower to the next deck and take on more passengers.” They became belligerent and I suggested that they wait until we were ordered to abandon ship. I was hoping an armed ship's officer would show up and decide the question.

The chief electrician appeared asking for help to get a nearby diesel emergency generator on line. Its fuel tank was empty.

We located a nearby storeroom containing barrels of kerosene. The chief shouted, “This will do it. It will run on kerosene.” We started a bucket brigade and passed the fuel to the generator. It worked!

I noticed a ship off our port beam; it was our sister ship the *USAT George Washington* standing by to help us.

I decided to go down to the engine room to see what I could do. We had been previously ordered to stay away and let the crew on watch handle the situation.

When I got down to the engine room, I could see seawater over the floor plates. The chief mate entered the area accompanied by the chief engineer. They conferred with the engineer on duty and then the chief engineer called out, “I want everybody who is not on this watch out of here and up on the boat deck. We don't know if there are other fractures in the hull and if it becomes necessary to evacuate the area, I want as few crewmen here as possible.”

He added, “The bilge pumps are working and that is a good sign.”

I returned to the boat deck to see lifeboats being lowered with passengers. I was told it had been decided to transfer all female passengers, mostly army nurses and those who had medical problems, to the *USAT Washington*.

The captain ordered all off-duty crew members to spend the night on the boat deck and to keep our lifejackets on. Within an hour, tugboats came alongside and towed us to the dry dock in Bremerhaven.

The following morning, when the dry dock was emptied, the crew went alongside the dock expecting to see a hole or damage to the hull. But there was nothing, not even a dent!

It was decided that the damage was internal: machinery in the engine room had been knocked out of alignment, especially the horseshoe bearings in the shaft alley, and the overboard discharge line had ruptured. The latter break proved to be the source of the seawater filling the bilges.

In summary: If the *Alexander* had to be abandoned and the crew and passengers forced to take to the lifeboats, there could have been a serious loss of life. There were far too many unqualified crew members in all departments. Many lacked training and had no U.S. Coast Guard certification. This would not have been the case on a merchant ship where the Coast Guard had the final say to the crew's qualifications and all factors pertaining to the safety of ship. Only certified crew members would be in charge of lifeboats. It was obvious the Coast Guard did not have the final say on U.S. Army-operated ships.

Later, we were told it was a floating mine that hit the ship. The engine crew did not believe this report; we believed it was an internal explosion, since the damage was internal. The engine crew was certain it was an explosive device planted aboard by our former enemies not pleased with losing their war.

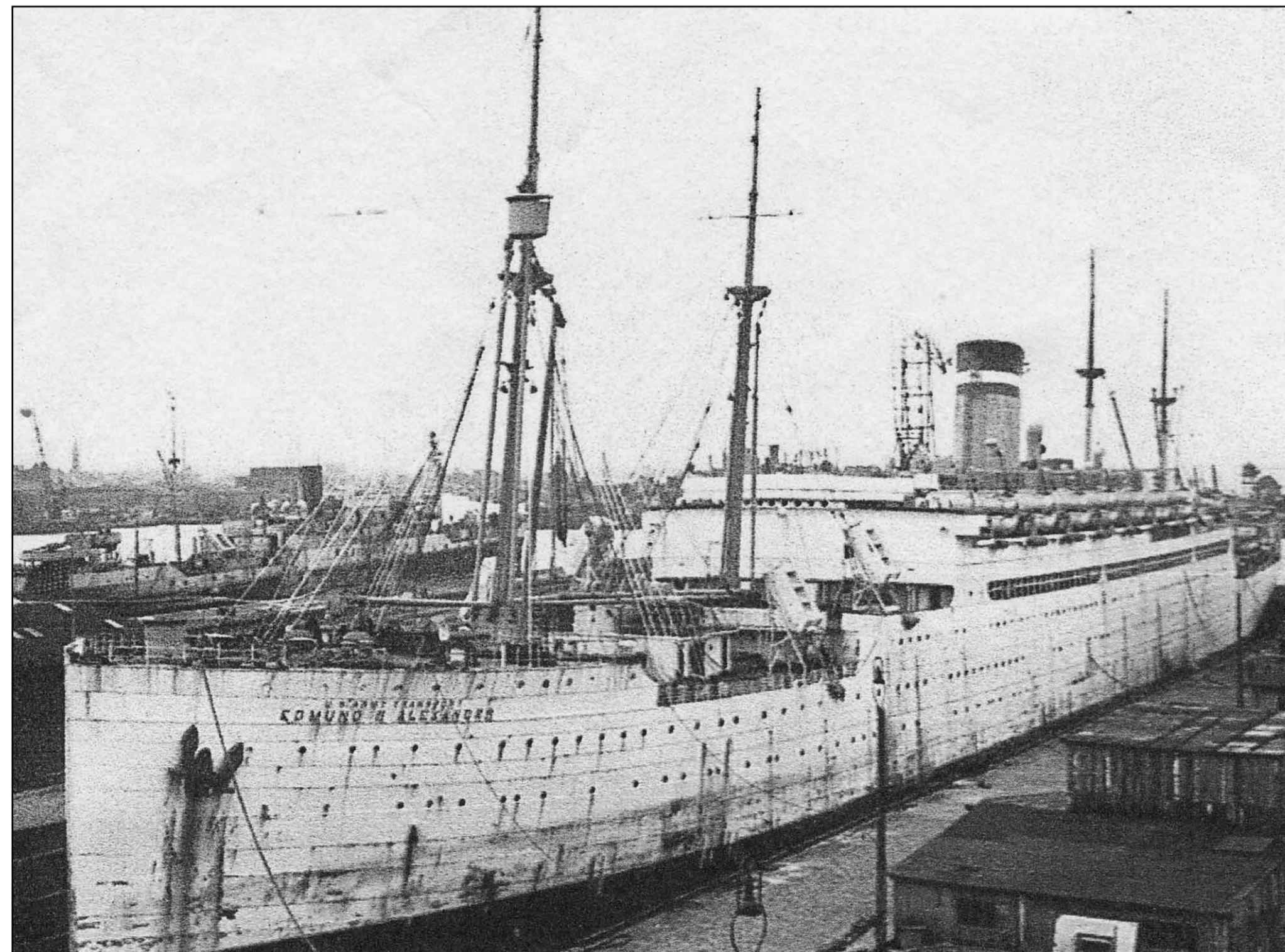
The government claims today that all records of the *Alexander* have been destroyed. I need to question our government's need to destroy historical records. However, the report that a mine hit the *Alexander* on September 7, 1946 can be found in *American Merchant Marine at War*, at the website www.usmm.org

The ship's crew was eventually paid a \$150 mine bonus through a wartime program still in effect in 1946.

In the days following the explosion, the majority of the crew – mostly stewards and about half the deck crew – were sent back to the States on other ships. With a few exceptions, most of the engine room crew was kept aboard to assist in the repairs. We stayed in Bremerhaven with this skeleton crew for six months for the repair work before returning to the States.

During our stay in Bremerhaven, we tried to make the best of our situation. The occupying forces (the U.S., Russia, France, and Great Britain) had declared Martial Law. There were laws forbidding fraternization with the Germans and a late-night curfew was in effect for all service men

“If there was any black market trade in progress, it was news to my shipmates and me. The only trade that I was aware of was a few cigarettes for a few souvenirs. However, we did hear that the Russians had made counterfeit plates and were flooding the occupation zones with the phony money.” --- Ed Woods



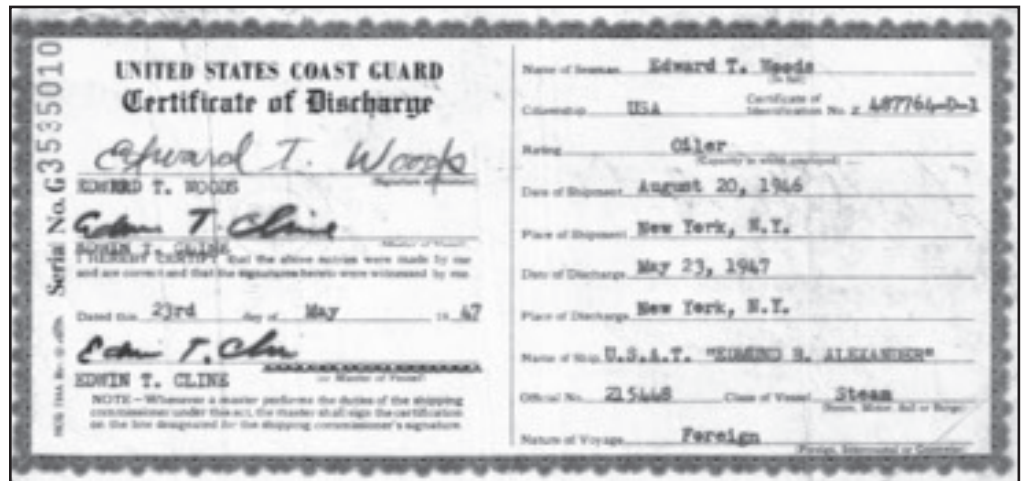
Undated photo of the USAT Alexander



Woods is pictured in Germany in 1946 (above) and aboard ship with the White Cliffs of Dover in the background.



Continued on next page



His training in lifeboat operations (certificate at left) made Woods uneasy when questionable orders were given following the blast aboard ship. Woods' discharge (above) from his voyage aboard the *Alexander*. In an accompanying note, he wrote, "During the war, if your ship was sunk by the enemy and you managed to make it back to shore, the discharge would read: 'Discharged at Sea.'"

Retired Mariner Recalls Teenage Years in Post-War Germany

Continued from Page 12

including merchant seamen.

There was a seamen's club located on the main street in Bremerhaven. It offered good American beer by the glass for a few Pfennigs of Allied Script and a three-piece German orchestra for entertainment. The latter's repertoire was limited to waltzes and operatic music. They valued their job, as they were given cigarettes as gratuities. No German ever wanted money – it was always, "eine Zigarette bitte," meaning, "a cigarette, please." Cigarettes were the medium of exchange during our entire stay.

We could rent a room at the seamen's club for the night. This proved to be of value when we were late returning to our ship and concerned about the military police arresting and fining us for being out after curfew.

As the weeks went by, some of the crew befriended a few of the local kids and their families, although fraternizing with Germans continued to be illegal. One

boy about 13 years old became a valuable asset to our stay. His English was exceptionally good for the time. He was more than willing to show us the sites, interpret for us and tell us about his life during the late war. We were invited to spend nights at his mother's farmhouse located in the suburbs.

In a desire to take in a few sights, we took chances and in groups of three or four, we rode the strassenbahn (the streetcars) out to the rural areas at the ends of the lines.

Bremerhaven and its outlying districts had been touched but little by the war. It was said that the allies purposely kept from bombing Bremerhaven and its shipyards in expectation of using the city and its repair facilities once Germany was defeated.

However, on weekends when we were able to travel to the much bigger city of Bremen, it was very different. There were only a few buildings standing. Most of the city had been destroyed by allied bombing. What was especially noticeable was that the streets had been swept clean of all debris.

The cleanliness of the roadways was in stark contrast to the nearby rubble. We attributed this to the German ethos for cleanliness.

We drew advances in our wages in the form of military occupation script (Allied Marks). Periodically, the color and designs on the script would be changed without previous notice. The existing script would be declared null and void. To change the old script for the new, it was necessary to show the amount was not more than one had originally withdrawn. It was said that this sudden change would hamper the black market trade.

If there was any black market trade in progress, it was news to my shipmates and me. The only trade that

I was aware of was a few cigarettes for a few souvenirs. However, we did hear that the Russians had made counterfeit plates and were flooding the occupation zones with the phony money.

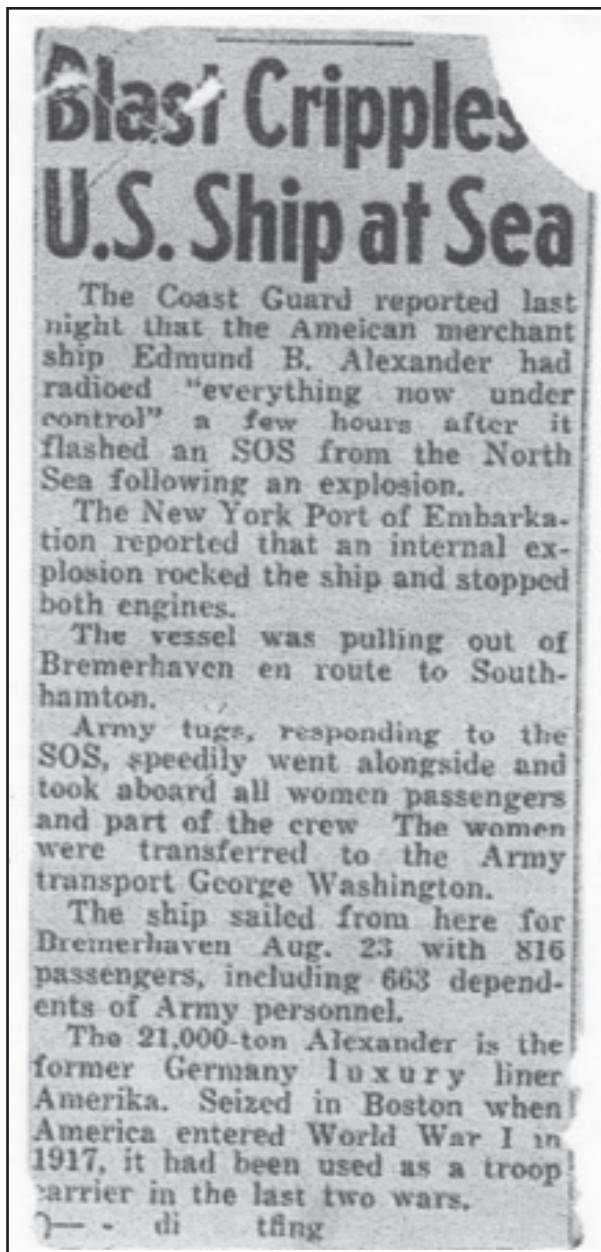
This latter explanation was probably true. The final peace treaty had not been signed. The Russians were not cooperating and were creating all sorts of mischief. The Cold War that had started at the Potsdam Conference was continuing.

We continued to make the best of our forced stay in Germany. I was young, healthy, able, and willing to put up with the inconveniences. It was a very cold winter. However, even with the nearly primitive living conditions in the city, shore leave was more enjoyable in Bremerhaven than the ports I had visited during the war in the Pacific. In the Pacific, we rarely got ashore for more than a few hours.

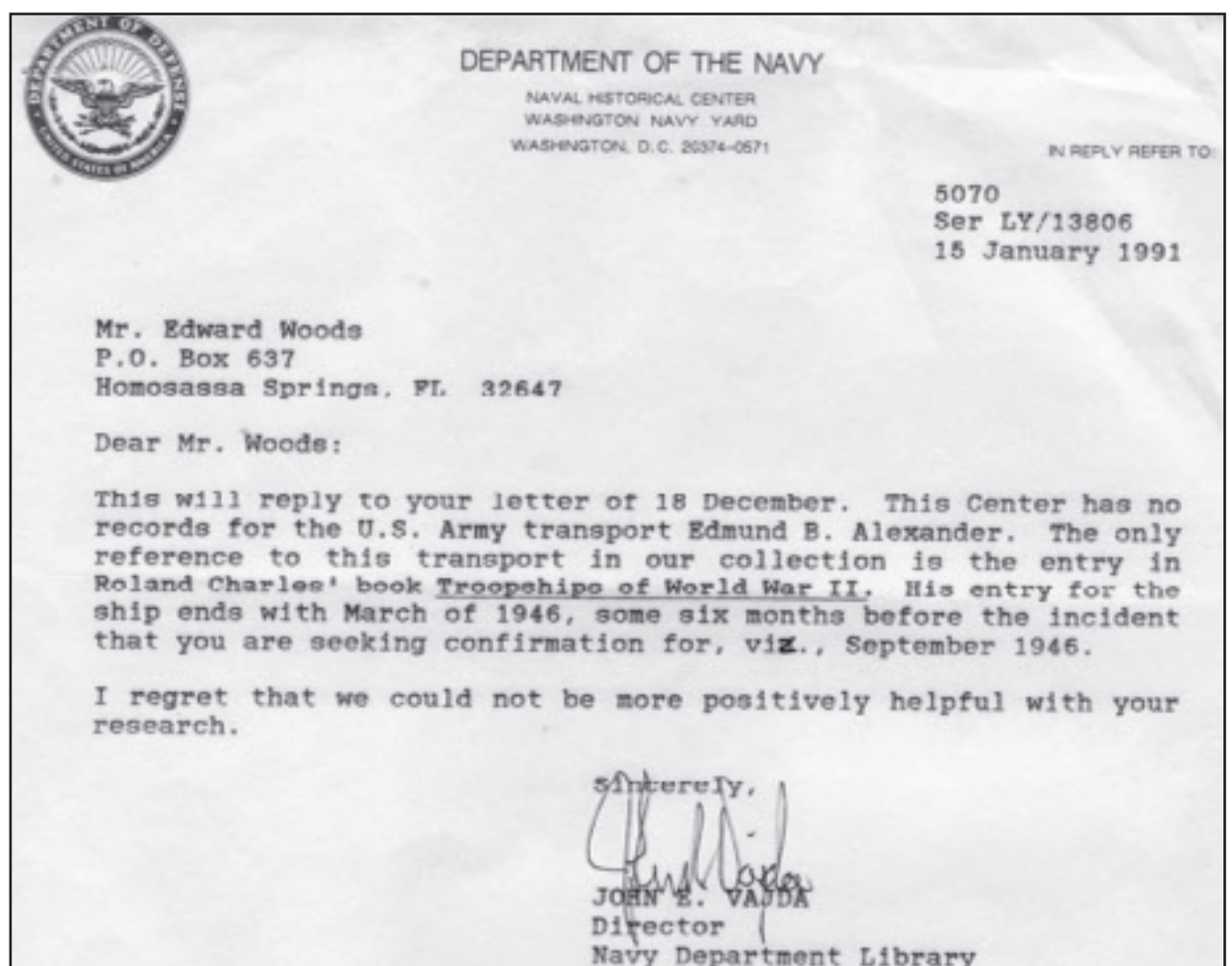
In the 66 years since I sailed on the *Alexander*, I have only heard from one crew member, Bernard X. Bovasso, who was aboard the *Alexander* the night of the explosion. From my e-mail conversations with him over the past few years, I learned that the events he experienced that evening were quite different from mine and more frightful. He has agreed to write and combine what the two of us can remember of that scary night in 1946.

Today, at 85 years old, I would love to be a teenager again – reliving the challenges and the excitement of going to sea, visiting foreign ports and enjoying the event of the 1940s.

Ed Woods
Atlanta, Georgia
April 2013



Though the source is unknown, there was at least one news account of the incident aboard the *Alexander* (which, contrary to the article, was a military transportation vessel rather than a merchant ship).





Brick Donation Program Rolls On At Union-Affiliated Paul Hall Center

The Brick Donation Program that was launched earlier this year at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md., continues to roll along.

Offered as a way to honor individuals, groups and organizations within the maritime community, the program makes it possible for people to support the PHC's Waterfront Restoration Project while also permanently recognizing individuals and organizations. The donation of a brick comes with an automatic entry in the program's name-the-park contest.

The bricks come in two sizes and may be ordered online at: <http://seafarers.org/SIUBricks.htm>.

The sizes include a traditional-sized brick (4 x 8 inches x 2.25) with three lines of engraving for a donation of \$125 and a larger brick (8 x 8 inches x 2.25) with six lines of engraving for a donation of \$250. The larger version also may be ordered with a corporate logo and up to three lines of text (subject to space limitations based on the logo) for a donation of \$300. If submitting a logo, please note that it cannot be sent through the online order form. Logos (either in EPS, AI, PDF or high-resolution JPG, BMP or TIF format) should be emailed to siubricks@seafarers.org. Please include your contact information.

While proceeds from brick donations will be used to help offset some of the costs of the overall restoration (a multi-million dollar endeavor), the program's larger aim is to beautify PHC's waterfront area while giving people an opportunity to share memories and honor others in a lasting way. For instance, an engraved brick may be for a particular lifeboat class, an instructor, or a crew that performed a heroic rescue. Brick purchasers may want to honor the memory of a departed loved one, or some other person who helped them along the way. Or, they may want to salute a company or an individual that's made a difference for the U.S. Merchant Marine. The possibilities are almost limitless, and the engravings do not have to be related to the school.

Everyone is encouraged to join in and support this worthwhile project. Questions as well as name-the-park submissions may be emailed to SIUBricks@seafarers.org.

September & October 2013 Membership Meetings

Piney Point.....	*Tuesday: September 3, Monday: October 7
Algonac.....	Friday: September 6, October 11
Baltimore.....	Thursday: September 5, October 10
Guam.....	Thursday: September 19, October 24
Honolulu.....	Friday: September 13, October 18
Houston.....	Monday: September 9, * Tuesday: October 15
Jacksonville.....	Thursday: September 5, October 10
Joliet.....	Thursday: September 12, October 17
Mobile.....	Wednesday: September 11, October 16
New Orleans.....	Tuesday: September 10, October 15
New York.....	Tuesday: September 3, October 8
Norfolk.....	Thursday: September 5, October 10
Oakland.....	Thursday: September 12, October 17
Philadelphia.....	Wednesday: September 4, October 9
Port Everglades.....	Thursday: September 12, October 17
San Juan.....	Thursday: September 5, October 10
St. Louis.....	Friday: September 13, October 18
Tacoma.....	Friday: September 20, October 25
Wilmington.....	Monday: September 16, October 21

* Piney Point change created by Labor Day holiday

* Houston change created by Columbus Day holiday

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

Dispatchers' Report for Deep Sea

June 16, 2013 - July 15, 2013

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	14	8	0	8	3	0	2	22	9	1
Anchorage	2	3	2	1	1	1	1	3	3	1
Baltimore	12	4	2	7	4	2	3	13	6	3
Fort Lauderdale	19	11	4	13	12	4	12	27	12	6
Guam	3	7	0	2	0	0	0	4	6	0
Honolulu	8	2	1	10	1	0	4	21	6	1
Houston	56	11	2	39	10	2	14	101	17	6
Jacksonville	32	23	2	24	19	2	15	57	31	7
Joliet	7	8	1	5	6	2	2	6	6	0
Mobile	9	4	1	1	2	1	2	15	2	4
New Orleans	15	2	1	12	4	0	3	21	4	4
New York	58	13	1	43	11	1	17	89	24	5
Norfolk	18	26	4	13	15	4	8	29	38	9
Oakland	25	4	2	13	5	2	4	40	12	3
Philadelphia	5	3	1	4	2	1	3	10	5	3
Piney Point	2	2	0	0	0	0	0	6	2	0
Puerto Rico	10	5	1	4	2	1	6	16	7	3
Tacoma	48	15	2	30	9	2	18	90	24	7
St. Louis	2	2	2	4	2	1	2	3	3	2
Wilmington	36	23	3	31	15	2	19	59	40	10
TOTALS	381	176	32	264	123	28	135	632	257	75
Engine Department										
Algonac	6	7	1	0	2	2	2	7	6	2
Anchorage	2	1	0	0	0	0	0	1	1	0
Baltimore	7	3	1	1	6	1	1	9	5	2
Fort Lauderdale	8	3	3	9	5	0	7	11	4	4
Guam	1	0	0	1	0	0	0	3	0	0
Honolulu	10	5	2	10	4	2	2	13	9	2
Houston	18	12	2	16	6	0	8	31	18	3
Jacksonville	22	12	3	14	13	0	13	45	21	12
Joliet	2	1	1	0	4	1	1	4	2	0
Mobile	8	2	4	5	2	2	1	10	3	2
New Orleans	3	3	0	2	0	0	0	8	4	0
New York	15	15	4	9	4	3	5	29	23	6
Norfolk	9	20	1	5	6	0	3	18	25	1
Oakland	11	5	1	9	2	0	2	13	4	2
Philadelphia	4	3	1	2	0	0	1	2	5	1
Piney Point	5	1	0	1	1	0	0	6	2	0
Puerto Rico	1	1	0	1	3	0	1	4	2	1
Tacoma	17	3	0	16	9	0	7	30	5	0
St. Louis	1	2	0	3	0	0	0	1	4	1
Wilmington	12	13	3	6	10	1	6	21	20	7
TOTALS	162	112	27	110	77	12	60	266	163	46
Steward Department										
Algonac	3	5	0	1	4	0	0	5	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	0	0	0	2	0	0	8	1	0
Fort Lauderdale	11	4	3	12	3	1	6	16	2	3
Guam	3	0	0	0	1	0	0	3	0	0
Honolulu	9	2	0	7	2	0	2	25	5	0
Houston	21	5	1	18	0	0	5	30	12	1
Jacksonville	17	6	1	12	2	0	7	35	10	1
Joliet	1	1	0	1	3	1	2	0	1	0
Mobile	7	3	0	5	0	0	2	10	4	0
New Orleans	5	4	2	3	3	2	2	10	1	4
New York	21	5	0	15	7	0	8	28	8	1
Norfolk	12	9	4	7	8	3	8	22	12	4
Oakland	10	3	1	15	1	2	2	26	8	2
Philadelphia	3	1	1	1	0	0	0	5	1	2
Piney Point	5	0	0	3	2	0	1	6	0	0
Puerto Rico	0	0	1	1	0	1	0	4	2	0
Tacoma	17	2	0	15	3	0	10	32	4	1
St. Louis	2	1	0	2	0	0	1	2	2	0
Wilmington	25	2	0	20	2	0	13	36	6	1
TOTALS	177	53	14	138	43	10	69	303	81	20
Entry Department										
Algonac	2	22	12	3	9	9	5	2	29	17
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	0	3	3	1	1	2	1	0	5	5
Fort Lauderdale	1	6	3	2	4	2	0	0	9	6
Guam	0	1	0	0	0	0	0	0	1	0
Honolulu	2	5	8	0	2	2	0	6	10	20
Houston	1	12	7	3	4	5	1	5	23	15
Jacksonville	1	6	3	0	6	6	2	2	25	12
Joliet	1	1	1	0	1	1	0	1	0	2
Mobile	0	0	0	1	1	1	2	1	0	1
New Orleans	0	3	1	0	1	0	0	2	2	5
New York	7	27	14	5	11	5	3	8	42	23
Norfolk	0	14	11	1	4	11	2	4	24	41
Oakland	4	14	6	2	13	4	3	5	18	13
Philadelphia	0	0	1	0	0	1	0	1	1	3
Piney Point	0	0	2	0	0	14	0	0	0	8
Puerto Rico	0	0	2	1	0	0	0	3	0	2
Tacoma	7	6	3	1	9	4	4	11	17	7
St. Louis	0	0	1	0	0	0	0	0	1	1
Wilmington	7	17	8	2	13	6	7	12	33	34
TOTALS	33	138	86	22	79	73	30	63	241	215
GRAND TOTAL:	753	479	159	534	322	123	294	1,264	742	356

Seafarers International Union Directory

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(907) 561-4988

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1640 Dauphin Island Pkwy, Mobile, AL 36605
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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

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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 who are enrolled in upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Question: What are some of your goals for the rest of this year?



Larry Genetiano
ACU

I'd like to keep upgrading and also get more experience and travel to different places. The course I'm taking starts today. I want to learn more and do more cooking – stuff like that.



Sabrina Long
GVA

Just to get upgraded and get back to work, and then upgrade again. It's a busy year. I'm taking galley ops and I want to be a chief cook. That's where the money is.



Salvador Deguzman
Chief Cook

I want to enhance my career. I'm taking the chief cook class now. I'll go back on the ship and then come back to school for more classes, but I need to get more experience.



Richard Jefferson
Chief Cook

Keep upgrading, get as much training and possible and get sea time. My time is in for the year, so I'm going to hang out, upgrade, do a little crabbing.



George Steube
STOS

Get my AB ticket and go back to work. I'm taking AB now. It's important to keep advancing. I had the (sea) time to upgrade and knew I needed to do it.



René Alfaro
Asst. Cook

Go to work. I go back to the ship on the 24th of this month, and after that I'll come back to Piney Point. Every part of upgrading is important, and you really have to pay attention to each step.

Pic-From-The-Past



All set for a preliminary heat in the soap box derby sponsored by the New Orleans recreation department is 13-year-old Paul Geiger, the SIU-sponsored entry. According to a caption from the August 1955 LOG, Paul finished "out of the money but vowed to be back next year."

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

MOHSIN ALI

Brother Mohsin Ali, 66, became an SIU member in 1970. He initially worked aboard the *Erickson*. Brother Ali was born in Saudi Arabia. He attended classes in 1988 and 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Ali sailed in the deck department. His most recent trip to sea was on the *Horizon Hunter*. Brother Ali makes his home in San Francisco.

ROBYN ANDERSON

Sister Robyn Anderson, 65, joined the union in 1999. The steward department member first sailed on the *Wilson*. Sister Anderson upgraded in 2002 at the Piney Point school. She most recently shipped aboard the *Sgt. John Chapman*. Sister Anderson calls Naples, Fla., home.



Sister Robyn Anderson calls Naples, Fla., home.

ABDULRUB ATIAH

Brother Abdulrub Atiah, 60, started sailing with the Seafarers in 1977. He was originally employed on the *Overseas Ulla*. Brother Atiah was born in Yemen and shipped in the engine department. He enhanced his skills often at the maritime training center in Piney Point, Md. Brother Atiah's last ship was the *Elizabeth*. He is a resident of Brooklyn, N.Y.



JAMES BOSS

Brother James Boss, 68, joined the SIU ranks in 1970. His first ship was the *Longview Victory*; his most recent, the *Manunalei*. Brother Boss worked in the steward department. He upgraded frequently at the Paul Hall Center. Brother Boss resides in Seattle.



LEOPOLDO EMNACE

Brother Leopoldo Emnace, 67, signed on with the SIU in 1980. He initially shipped on the *Trans Columbia* as a member of the deck department. In 2010, he took advantage of educational opportunities available at the union-affiliated school. He concluded his career aboard the *Maersk Idaho*. Brother Emnace settled in Bedminster, N.J.



ROBERT FLESEY

Brother Robert Flesey, 66, was born in Pennsylvania. He began sailing with the union in 1990. Brother

Flesey's first ship was the *Cape Mohican*; his most recent was the *RJ Pfeiffer*. The engine department member attended classes often at the maritime training center. Brother Flesey lives in San Marcos, Calif.



RONALD FLUKER

Brother Ronald Fluker, 63, donned the SIU colors in 1968. He originally sailed aboard the *Jacksonville*. Brother Fluker shipped in the steward department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Fluker's most recent trip was on the *USNS Capella*. He was born in New Orleans and now resides in Oakland, Calif.



JOSEPH OLSON

Brother Joseph Olson, 65, joined the Seafarers in 1964 while in the port of New York. The deck department member's earliest trip was on the *Portmar*. Brother Olson enhanced his skills on two occasions at the Piney Point school. His final ship was the *Global Sentinel*. Brother Olson makes his home in Rochester, N.H.



LEXIE SHAW

Brother Lexie Shaw, 64, began sailing with the union in 1966. He initially shipped aboard the *Del Sud*. Brother Shaw sailed in the engine department. He attended classes frequently at the SIU-affiliated school. Brother Shaw was last employed on the *Pfc. Eugene A. Obregon*. He is a resident of Bayonne, N.J.



HAMIN SIALANA

Brother Hamin Sialana, 65, joined the SIU in 1990. His first trip was aboard the *Independence*. Brother Sialana upgraded in 1995 and 2001 at the maritime training center in Piney Point, Md. The steward department member was born in Indonesia. He last worked on the *Pearl*. Brother Sialana calls Brooklyn, N.Y., home.



DOUGLAS SWETS

Brother Douglas Swets, 65, became an SIU member in 1989. His earliest trip was on the *Independence*; his most recent was aboard the *Singapore*. Brother Swets sailed in the



steward department. He often took advantage of educational opportunities available at the Piney Point school. He lives in Oakland, Calif.

JOHN YATES

Brother John Yates, 65, signed on with the Seafarers in 1989 while in Mobile, Ala. He first worked on the *Pfc. Dewayne T. Williams*. A member of the deck department, Brother Yates was last employed aboard the *Seabulk Power*. Brother Yates resides in Pensacola, Fla.



INLAND

ALEX CHEEK

Brother Alex Cheek, 65, started sailing with the union in 1980. The deck department member's earliest trip was on the *Puget Sound*. In 2001, he enhanced his skills at the Paul Hall Center. Brother Cheek's final ship was the *Chemical Trader*. He makes his home in Grass Valley, Calif.

TIMOTHY GEGENHEIMER

Brother Timothy Gegenheimer, 61, began shipping with the SIU in 1976. He primarily sailed with Crescent Towing of New Orleans, including many years as a captain. Brother Gegenheimer upgraded in 2012 at the maritime training center in Piney Point. He lives in his native city, New Orleans.

DANIEL HANLON

Brother Daniel Hanlon, 57, joined the SIU in 1986. He sailed as a



member of the engine department. Brother Hanlon's first trip was with G&H Towing. He attended classes in 2008 at the union-affiliated school. Brother Hanlon last worked aboard the *Pride*. He is a resident of Goliad, Texas.

DONALD LARSEN

Brother Donald Larsen, 62, began sailing with SIU in 1987. Brother Larsen originally worked on a Steuart Transportation Company vessel. He frequently took advantage of educational opportunities at the Paul Hall Center. Brother Larsen sailed as a deck department member. His most recent trip was with Penn Maritime Inc. Brother Larsen settled in Kirbyville, Texas.



TED MIDGETT

Brother Ted Midgett, 62, signed on with the union in 1981. His earliest trip was with Stc Little Curtis Company. Brother Midgett is a native of North Carolina. He sailed in the engine department. Brother Midgett was last employed with Piney Point Transportation. He lives in Wanchese, N.C.



GENE PAYNE

Brother Gene Payne, 62, donned the SIU colors in 1974. He initially worked with Norfolk & Baltimore Steamship Company. Brother Payne was a deck department member. He was born in Norfolk, Va. He upgraded his seafaring abilities on two occasions. Brother Payne's most recent trip was aboard an Allied Towing vessel. He resides in Chesapeake, Va.



DONALD TOBY

Brother Donald Toby, 68, became an SIU member in 1972. Brother Toby first worked with Brooklyn East District Terminal. In 1982, he enhanced his skills at the Piney Point school. Brother Toby was last employed with New York Cross Harbor Railroad. He makes his home in Oceanside, N.Y.



HARRY TOOHEY

Brother Harry Toohey, 68, started sailing with the union in 1992. The engine department member sailed mainly with Allied Towing Company. Brother Toohey frequently upgraded at the Piney Point school. He lives in Virginia Beach, Va.



This Month In SIU History

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

1948

The SIU smashed through with a precedent-making pattern for the maritime industry Aug. 6. On that date, New Orleans Agent Earl Shepard, acting as chairman of the Negotiating Committee, signed a two-year contract with the Mississippi Shipping Company for the highest wages ever achieved in the history of maritime. The contract will expire Sept. 30, 1950 and guarantees a wage increase of \$12.50 across the board for every rating, with the exception of bosun, for whom the Negotiating Committee secured a \$25 raise.

1954

The SIU and other maritime groups have scored a surprise upset victory to end a seven-year fight for a permanent "50-50" law. The bill now awaits President Dwight D. Eisenhower's signature. The success of the "50-50" bill climaxes a seven-year fight by the SIU for the principle that American-flag shipping is entitled to at least half of cargoes paid for by the U.S. taxpayer. From now on, once this new bill is signed into law, the principle of "50-50" will be firmly fixed in future maritime dealings.

1964

The SIU has called for a new national mari-

time policy to provide the nation with a balanced American-flag merchant marine which would carry at least half of this country's overseas cargoes, as do the national-flag fleets of other major maritime nations of the world. The SIU's call was submitted to the members of the Maritime Advisory Committee which was created by President Lyndon Johnson to consider ways to strengthen the U.S. Merchant Marine. The SIU noted in its presentation that Russia is building up its merchant armada with awesome speed and urged that the U.S. do the same. "If we cannot compete with the Russians on the high seas then we had best forget about competing with them in space, on the battlefields or anywhere else," the SIU said.

1966

The Vietnam War has put great pressure on the existing SIU manpower, but the SIU has always been able to provide enough men to man the needed ships. Atlantic Coast Vice President Earl Shepard has been assigned the responsibility of meeting SIU Atlantic and Gulf Coast manpower needs. The SIU, through its extensive upgrading and training programs, is able to provide a pool of manpower to meet sudden crises, such as the Vietnam call-up. The break-out of vessels from the reserve fleet has meant that more jobs are available to SIU men and the union has effectively filled them.

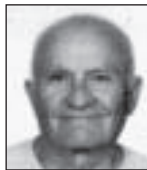
Final Departures



DEEP SEA

JAMES ELBE

Pensioner James Elbe, 75, passed away Jan. 14. Brother Elbe became an SIU member in 1982. His first voyage was on the *Virgo*. Brother Elbe was born in Bloomsburg, Pa. and shipped in the deck department. Prior to his retirement in 2010, he sailed aboard the *Cyprine*. Brother Elbe made his home in Wiloughby, Ohio.



ERIC JOHNSTON

Pensioner Eric Johnston, 91, died Jan. 28. He joined the Seafarers in 1966. Brother Johnston initially sailed with Bloomfield Steamship Company. The deck department member was last employed aboard the *Liberator*. Brother Johnston retired in 1986 and called Oxnard, Calif., home.

FRANK KRAEMER

Pensioner Frank Kraemer, 71, passed away Jan. 5. Born in New Orleans, he began sailing with the union in 1968. Brother Kraemer first sailed with CSX Lines. He was an engine department member. Brother Kraemer most recently shipped aboard the *USNS Altair*. He went on pension in 2004. Brother Kraemer was a resident of Metairie, La.



KARL LEITER

Brother Karl Leiter, 54, died Dec. 26. He began sailing with the SIU in 1989 while in Honolulu. Brother Leiter was originally employed aboard the *Independence*. He was born in Toronto and primarily worked in the engine department, in addition to working as a patrolman. Brother Leiter's last trip was on the *Horizon Reliance*. He called Jacksonville, Fla., home.



CARL LINEBERRY

Pensioner Carl Lineberry, 74, passed away Jan. 7. Brother Lineberry first donned the SIU colors in 1958 while in the port of New York. The deck department member was born in Alabama. Brother Lineberry's first trip was aboard the *Del Aires*. His final ship was the *Stonewall Jackson*. Brother Lineberry became a pensioner in 2001. He lived in Daphne, Ala.



WILTON STOKES

Pensioner Wilton Stokes, 82, died Jan. 12. Brother Stokes started

shipping with the Seafarers in 1951 in the port of Baltimore. His first vessel was the *Frank E. Spencer*; his last, the *Sgt. William R. Button*. Brother Stokes was born in Alabama and shipped in the engine department. He went on pension in 1991 and settled in Mobile, Ala.



RALPH TAYLOR

Pensioner Ralph Taylor, 75, passed away Jan. 14. Born in Mississippi, he began sailing with the union in 1961. Brother Taylor first sailed with Interocean American Shipping Corporation. He was a deck department member. Brother Taylor most recently shipped aboard the *Carolina*. He started collecting his retirement compensation in 1993. Brother Taylor was a resident of Enterprise, Miss.

INLAND

GEORGE CARLTON

Brother George Carlton, 68, died Dec. 28. He signed on with the SIU in 1969. Brother Carlton's earliest trip was with Carolina Towing Company. He last worked aboard a Steuart Transportation Company vessel. Brother Carlton was a deck department member. He resided in Wilmington, N.C.

NORMAN ERLIN

Pensioner Norman Erlin, 79, passed away Jan. 23. He started sailing with the union in 1964. Brother Erlin initially sailed on a Mobile Towing Company vessel. He was a member of the engine department. Brother Erlin's last voyage was with Allied Transportation Company. He retired in 1996 and made his home in Land O'Lakes, Fla.



LARRY GASTON

Pensioner Larry Gaston, 66, died Jan. 15. Brother Gaston was a Texas native. He joined the SIU in 1977. Brother Gaston first sailed on the *Sabine*. The deck department member's final trip was with Crowley Towing of Jacksonville. Brother Gaston began receiving his pension in 2002. He called Houston home.



JAMES LARKIN

Brother James Larkin, 62, passed away Dec. 5. He began sailing with the union in 1969. Brother Larkin initially worked with Dixie Carriers. He was born in Osceola Mills, Pa. The deck department member most recently shipped on a Penn Maritime Inc. vessel. Brother Larkin settled in Inverness, Fla.

NAD MIYASATO

Pensioner Nad Miyasato, 61, died Jan. 16. Brother Miyasato became an SIU member in 1980. He sailed with Allied Transportation Company for the duration of his career. Brother Miyasato was born in Honolulu and worked in the steward department. He went on pension in 2009 and resided in Grandy, N.C.

BOBBY SCHEIDER

Pensioner Bobby Scheider, 68, passed away Jan. 14. Brother Scheider signed on with the SIU in 1990. One of his earliest trips was with OSG Ship Management. Brother Scheider was born in Florida and sailed in the deck department. Before his retirement in 2011, he worked aboard the *Innovation*. Brother Scheider lived in Lake City, Fla.



WILLIAM THOM

Pensioner William Thom, 65, died Jan. 1. Brother Thom first donned the SIU colors in 1970. He was a member of the deck department. Brother Thom first signed on at Brooklyn Eastern District Terminal. His final ship was the *USNS*



Potomac. Brother Thom became a pensioner in 2009. He was a resident of Brooklyn, N.Y.

DAVID WADE

Brother David Wade, 48, passed away Jan. 16. He started shipping with the union in 1997. Brother Wade mainly sailed with Penn Maritime Inc. He was a member of the deck department. Brother Wade made his home in Cordova, Tenn.

DAVID ZEIGLER

Pensioner David Zeigler, 58, died Jan. 22. Brother Zeigler began shipping with the union in 1990. He primarily worked with Crowley Towing & Transportation of Jacksonville. Brother Zeigler sailed in the deck department. He retired in 2010 and called Dunnellon, Fla., home.

GREAT LAKES

STANLEY SZEJBACH

Pensioner Stanley Szejbach, 80, passed away Jan. 28. Brother Szejbach was a Michigan native. He joined the union in 1989 and sailed on the *Steel T. Crapo*. Brother Szejbach worked in the engine department. He last sailed aboard the *Alpena*. Brother Szejbach started collecting his pension in 1998. He lived in Alpena, Mich.

DAVID WILLIS

Pensioner David Willis, 84, died Jan. 10. Brother Willis became an SIU member in 1963. He was employed with Great Lakes Associates. Brother Willis was born in

Indiana and sailed in both the deck and engine departments. His final trip was on the *Kinsman Independent*. Brother Willis went on pension in 1994 and made his home in Wisconsin.

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

ANTONIO ALVAREZ

Pensioner Antonio Alvarez, 93, died Jan. 1. Brother Alvarez was a native of Spain. He became a pensioner in 1968 and called New Jersey home.

FRANKLIN ARNOLD

Pensioner Franklin Arnold, 88, passed away Jan. 20. Brother Arnold, a native of New Orleans, began collecting his pension in 1971. He resided in Charlotte, N.C.

CARLOS BROWN

Pensioner Carlos Brown, 78, died Jan. 17. Born in Honduras, Brother Brown went on pension in 1995. He lived in New Orleans.

JULIO CLOTTER

Pensioner Julio Clotter, 75, passed away Jan. 24. Brother Clotter was born in Santa Rosa, Honduras. He retired in 2007 and was a resident of New Orleans.

ANTONIO ESCOBAR

Pensioner Antonio Escobar, 90, died Dec. 11. Born in Honduras, Brother Escobar became a pensioner in 1988. He called San Pablo, Calif., home.

ADOLPH EVERETT

Pensioner Adolph Everett, 89, passed away Dec. 28. Brother Everett was born in LaCeiba, Honduras. He retired in 1987 and resided in Passaic City, N.J.

HERMAN GOODWIN

Pensioner Herman Goodwin, 87, died Jan. 19. Brother Goodwin was a South Carolina native. He started receiving his retirement pay in 1988. Brother Goodwin made his home in Woodbridge, Va.

IVAR JOHANSSON

Pensioner Ivar Johansson, 92, passed away Dec. 5. Brother Johansson was a native of Sweden. He began receiving his pension in 1983. Brother Johansson lived in Leesburg, Fla.

BENJAMIN JOHNSON

Pensioner Benjamin Johnson, 78, died Jan. 16. Brother Johnson, a native of Georgia, started collecting his retirement compensation in 1990. He lived in Garden City, Ga.

STUART MACINTOSH

Pensioner Stuart MacIntosh, 85, passed away Jan. 23. The Michigan-born mariner became a pensioner in 1967. Brother MacIntosh

settled in St. Clair, Mich.

WILLIAM MARTEL

Pensioner William Martel, 91, died Jan. 2. Brother Martel, a Biddeford, Maine, native, went on pension in 1969. He called North Waterboro, Maine, home.

MARIANO MARTINEZ

Pensioner Mariano Martinez, 76, passed away Nov. 2. Born in Puerto Rico, Brother Martinez started receiving his retirement compensation in 2000. He continued to live in Puerto Rico.

MOHAMED PADY

Pensioner Mohamed Pady, 78, died Nov. 26. Brother Pady was born in Yemen. He began collecting compensation for his retirement in 1990. Brother Pady made his home in New York.

AUBREY PHILPOTT

Pensioner Aubrey Philpott, 86, passed away Jan. 8. Born in California, Brother Philpott started receiving his pension in 1985. He lived in Los Angeles.

DOMENICO RIVIECCIO

Pensioner Domenico Riviuccio, 91, died Dec. 27. Brother Riviuccio, a native of Italy, began collecting his pension in 1986. He continued to make his home in Italy.

ERNESTO SAYON

Pensioner Ernesto Sayon, 94, passed away Jan. 4. Brother Sayon was born in the Philippines. He went on pension in 1966. Brother Sayon made his home in New York.

GORDON SIMPSON

Pensioner Gordon Simpson, 91, died Nov. 2. Brother Simpson was born in Missouri. He became a pensioner in 1983 and settled in North Charleston, S.C.

ERNESTO SOLOMON

Pensioner Ernesto Solomon, 78, passed away Jan. 12. Brother Solomon was a native of Honduras. He retired in 1989 and resided in Port Arthur, Texas.

PABLO TORRES

Pensioner Pablo Torres, 79, died Jan. 24. Brother Torres went on pension in 1998. He was a resident of New Jersey.

SYLVESTER WINGERTER

Pensioner Sylvester Wingerter, 80, passed away Jan. 25. Born in New Orleans, Brother Wingerter started receiving his retirement pay in 1995. He called Montgomery, La., home.

Name	Age	DOD
Colon, Rafael	92	Dec. 1
Garcia, Jose	89	Dec. 17
McKinnon, George	83	Dec. 31
Thabet, Mohamed	81	Dec. 3
Tucano, Joe	88	Dec. 2
Walczak, Casimir	84	Jan. 29
Wnuk, Henry	87	Dec. 3

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.

AMERICAN PHOENIX (Seabulk), May 1 – Chairman **Samuel Duah**, Secretary **Pedro R. Mena**, Educational Director **Kelly L. Mayo**, Deck Delegate **Edward Gavagan**, Engine Delegate **Augusto Rodil**, Steward Delegate **Cesar Avila**. Chairman discussed new medical procedures with the crew. Secretary would like union to check to see if stores could be preordered. Educational director talked about keeping documents current and new requirements for STCW. No beefs or disputed OT reported. Crew would like new refrigerator.

HORIZON KODIAK (Horizon Lines), May 19 – Chairman **Garry D. Walker**, Secretary **Cynthia L. Caster**, Educational Director **Christopher L. Earnhart**, Deck Delegate **Daniel Lovely**, Engine Delegate **Gebar Ogbe**, Steward Delegate **Strode Call**. Bosun emphasized the importance of keeping dues up-to-date and donating to SPAD, the union's voluntary political action fund. He reminded crew members to beware of moose in the Port of Anchorage. "They are dangerous and will stomp on you." Secretary advised members to give themselves extra time to get annual physical or drug test. Educational director urged all mariners to keep necessary documents current. He also suggested crew take advantage of courses available at maritime training center in Piney Point. Treasurer reported on ship's fund and how much more is needed to have satellite TV installed aboard vessel. No beefs or disputed OT reported. Crew members made a motion to restore "Payoff, day off." Vote of thanks was given to the steward department for excellent food. Deck department was thanked also for construction of new partitions in garbage room. Request was made for crew to clean lint tray in laundry room and notify electrician of lights that need to be replaced. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

HORIZON SPIRIT (Horizon Lines), May 19 – Chairman **Hussein M. Mohamed**, Secretary **Glenn A. Taar**, Educational Director **Roy S. Frett**, Deck Delegate **Alfred Polk**. Chairman announced payoff at sea May 21. He thanked everyone for doing a good job and reminded them to contribute to SPAD. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point, Md. Treasurer reported \$145 in ship's fund. No beefs or disputed OT reported. Crew members expressed their gratitude to steward department for a job well done. Next port: Honolulu.

INDEPENDENCE II (Crowley), May 5 – Chairman **Boguslaw Mikula**, Secretary **Rocky D. Dupraw**, Educational Director **Archie D. Eldridge**, Steward Delegate **Thomas Cyprus**. Chairman thanked crew for a smooth voyage with no LTA. Secretary expressed his gratitude for keeping ship clean. He reminded crew members that stateroom must be cleaned and inspected prior to signing off. Everyone was encouraged to take advantage of Paul Hall Center. No beefs or disputed OT reported. Communication from patrolman pertaining to CHSi, physical, drug screen and portal set-up was read. Crew thanked steward department for stellar performance. Recommendations were made to lower retirement age and get new linen. Next ports: Beaumont, Texas, Galveston, Texas, Brunswick, Ga. and Charleston, S.C.

MAERSK GEORGIA (Maersk Line, Limited), May 19 – Chairman **Konstantinos Prokovas**, Secretary **Darryl K. Goggins**, Educational Director **Christopher Devonish**, Deck Delegate **Frank Vogler**, Engine Delegate **Romel Reyes**, Steward Delegate **Christopher Coston**. Bosun announced payoff in Newark, N.J. and thanked crew for a safe voyage. "This is one of the best crews I've worked with." Mariners

With Seafarers Aboard HSV2 Swift



Pictured aboard the Sealift, Inc.-operated HSV2 Swift are (from left) Chief Mate Joe Zayac, Capt. Rhett Mann, QMED Ashley Carmichael, Bosun Rick Fugit, AB Jarred Moylan and Chief Engineer Andrew Powers. The high-speed vessel supports operations of the U.S. Military Sealift Command.



were reminded to leave rooms clean and supplied with fresh linen. Educational director reminded crew to enhance skills at Piney Point school and suggested members check out changes to SIU website. No beefs or disputed OT reported. Seafarers suggested increasing pension payments.

HORIZON TRADER (Horizon Lines), May 5 – Chairman **Isaac Vega Mercado**, Secretary **Kevin M. Dougherty**, Educational Director **Roger L. Dillinger**, Steward Delegate **Tracey Newsome**. Chairman went over ship's itinerary and notified crew of payoff in Jacksonville, Fla., on June 20. Educational director urged members to stay up-to-date on new requirements. Treasurer reported about \$5,000 in ship's fund, which will be used to replace satellite dome. No beefs or disputed OT reported. Recommendations were made regarding pension benefits and SMPPP. Mariners would like satellite TV in each crew room. Crew members wished DEU **Angel Bruno** the best on retirement after 43 year with the SIU. Next ports: Jacksonville, Fla., San Juan, P.R. and Philadelphia.

MAERSK KENTUCKY (Maersk Line, Limited), May 5 – Chairman **William M. Richards**, Secretary **Michael M. Amador**, Educational Director **Brian J. Senglaub**, Deck Delegate **Peter Wojcikowski**. Chairman

thanked entire crew for a safe voyage. He stated the trip was hot due to the AC being broken but chief engineer has ordered parts to fix it. Secretary thanked mariners for keeping ship clean. Crew members departing vessel were asked to leave rooms how they would want to find them. Educational director thanked all for their professionalism and urged them to stay current with documents. No beefs or disputed OT reported. Crew thanked steward department. Request was made for a microwave in the crew mess. Next port: Newark, N.J.

MAERSK MONTANA (Maersk Line, Limited), May 25 – Chairman **Domingo Leon**, Secretary **Vernon S. Thibodeaux**, Educational Director **Grant W. Schuman**, Steward Delegate **Fernando Lopes**. Bosun reported a smooth voyage and thanked crew for keeping ship clean. Secretary expressed his gratitude for fellow mariners' professional attitudes. Educational director talked about the importance of upgrading at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Crew was reminded to close washing machine and dryer doors.

PELICAN STATE (Crowley), May 17 – Chairman **Raymond A. Tate**, Secretary **Milton M. Yournett**, Educational Director **Oscar Garcia**, Engine Delegate **Emanuel Paul**,

Steward Delegate **William Kane**. Bosun discussed annual physical exams, Coast Guard exams and functional capacity evaluations. He warned crew members "don't let bad timing cost you your employment." Secretary encouraged mariners to enhance seafaring abilities at the maritime training center. Educational director reminded fellow members to keep an eye on document expiration dates, allow plenty of time for renewals, and also head to Piney Point to upgrade. Treasurer noted \$5,000 in ship's fund. No beefs or disputed OT reported. Request was made for new gym equipment and iPod station. Vote of thanks was given to the steward department. Next port: Corpus Christi, Texas.

WASHINGTON EXPRESS (Crowley), May 26 – Chairman **Charles J. Hill**, Secretary **Robert E. Wilcox**, Educational Director **Nicholas A. Vieira**, Deck Delegate **Barry Hamm**, Engine Delegate **Alex Oliva**, Steward Delegate **John Plakas**. Bosun reported that captain will issue letter for security compliance for Coast Guard endorsement. Secretary thanked crew for their help maintaining cleanliness of living areas. Educational director urged mariners to renew documents early and reminded them of new CHSi procedures. No beefs or disputed OT reported. Steward department was thanked for good food and service. Next ports: Savannah, Ga. and Norfolk, Va.

Seafarer Earns Safety Award

OMU Arthur "Buddy" Marshall (right) recently earned a cash award as part of the ongoing safety program conducted by SIU-contracted



Maersk Line, Limited. Chief Engineer Dicky Collins (left) presented the award aboard the *Alliance Richmond*. Marshall was credited for setting "an exceptional example of crew safety awareness. He is dedicated to his own safety and the safety of his fellow shipmates at all times." In a specific recent instance, Marshall helped report and repair a faulty grinder guard.

Calling all Merchant Mariners

Then and Now!



WE ARE HERE FOR YOU!

The American Merchant Marine Veterans welcomes veterans with DD-214's; all active and retired seaman, spouses, and descendants of members. For general info, search www.usmm.org. To join, contact Sindy Raymond, AMMV National Headquarters, ph. 707-786-4554; email: saaren@frontiernet.net

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters 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.

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #773 – The following Phase 1 trainees (above, in alphabetical order) completed this course June 7: Ali Alhadad, Mahdi Ali, Isiah Brown, Kenneth Hardy Jr., Markese Haynes, Reed Hopper, George Johnson, Ezequiel Macias-Troncoso, Frederick Murray, Joseph Reich, William Russell IV, Ryan Snow and James Wilder. Class Instructor Ben Cusic is at the far left.



Junior Engineer – Twenty-three upgraders finished this course June 28. Graduating (above, in alphabetical order) were: Roberto Borrás, Maurice Brodie, Larry Calixto, Louise Digma, Albert Dulig, Ross Halstead, Brandon Hess, Michael Hill, Gregory Howard, Vladimir Loutaev, Terrence Meadows, Kassim Mohamed, Eddie Pittman, Robert Puckett, Guiomar Rancel, Gerald Scott, Christopher Shivalier, Zaza Tchantava, Charles Toliver, Nathaniel Turman, George Velez, Osburn Wyche Jr., and Alexander Zharkoff. Class Instructor John Wiegman is at the far right. (Note: Not all are pictured.)



Welding – Two Seafarers finished the enhancement of their skills in this course June 21. Completing their requirements (above) were: Mark Canada (center) and Mark Loughman (left). Buzzy Andrews, their instructor, is at the right.



Water Survival Class #773 – Seafarer Santos Goity (above) completed this 60-hour course June 7. His instructor was Ben Cusic.



Fast Rescue Boat – Five upgraders finished their requirements in this course June 21. Those graduating (above, in alphabetical order) were: Nathaniel Balos, Patrick Bethel, Zapata-Nicholls Guillermo, Timothy Heil and Bryan Page. Their instructor, Stan Beck, is at the far right.



Designated Duty Engineer – The following individuals (above, in alphabetical order) graduated from this course June 28: Haeven Bautista, Clint Haylock, Victorino Labrilla and Michael Papaioannou. Scott Ciatto, their instructor, is at the far right.



Marine Refrigeration – Ten upgraders completed this course June 14. Those graduating (above, in alphabetical order) were: Jonathyn Bland, Louis Champa, Lawrence Croft, Ralph Garner, Paula Gomez, Gregorio Orara, Loreto Orosco, Elijah Stewart-Eastman, Abner Diaz Torres and Steven Wilson. Class Instructor Jay Henderson is at the far right. (Note: Not all are pictured.)

BST (SIU) – Twenty-one Seafarers completed the enhancement of their skills in this course June 21. Graduating (right, in alphabetical order) were: Dimitri Baker, Joel Bell, Robert Borro, William Dukes, Bernardino Eda, Leoncio Gadingan, Frederick Gathers, Charles Hill, Jeffrey Idalski, Derek Ivory, Younis Kaid, Eduardo Merigillano, MaMarilynda Nance, Neal Nelson, Mitch Oakley, Cary Pratts, Jonamie Rivera Encarnacion, Johnny Rodriguez, Deocadio Romney, Marcus Rowe and Wayne Yearbain. Their instructor, Tom Truitt, is at the far right. (Note: Not all are pictured.)



Paul Hall Center Classes



Tankship Familiarization DL – Fourteen upgraders graduated from this course June 14. Completing their requirements (left, in alphabetical order) were: Arkady Bichevsky, Matthew Bryant, Julian Dingzon Jr., William Dukes, Charles Hill, Younis Kaid, Victorino Labrilla, Thomas LeRoy, Mana Muhsen, John Nersten, Johnny Rodriguez, Deocadio Romney, Diomedes Vigo and Mony Williams. Jim Shaffer, the class instructor, is at the far left.

Notice to Students

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



Specially Trained Ordinary Seaman – Six individuals finished this course June 7. Those graduating (above, in alphabetical order) were: Maximo Aguiran, Matthew Alexander, Carlos Cayetano, Dominador Diaz, Victor Febres and Terry Franklin. Bernabe Pelington, their instructor, is at the far right. (Note: Not all are pictured.)



Able Seaman – Seven upgraders completed their requirements in this course June 7. Graduating (above, in alphabetical order) were: Nathaniel Balos, Patrick Bethel, John Garrett, Chris Johnson, Harry Schreffer, Ben Smith and Jason Wagner. Class Instructor Bernabe Pelington is at the far right in the front row.



Water Survival Class #774 - Two upgraders graduated from this 60-hour course July 5. Completing their requirements were Walden Galacgac (above, left) and George Steube (above, right). Class Instructor Ben Cusic is in the center.



Steward Department Courses –Five upgraders recently completed the enhancement of their skills in steward department courses. Those graduating and the courses they completed (above, in no particular order) were: Dawn Johnson, advanced galley ops; Richard Jones, advanced galley ops; Dan Stepnik, advanced galley ops; Rio Cuellar, chief cook; and David Dingman, galley ops.



Steward Department Courses – Three upgraders recently completed the enhancement of their skills in steward department courses. Those graduating and the courses they completed (above, from left) were: Marlow Brown, advanced galley ops; Daniel Kane, certified chief cook; and Clifford Simril, certified chief cook.



Steward Department Courses –Three Seafarers recently finished their requirements in steward department courses. Graduating and the respective courses they completed (above, in no particular order) were: Jonda Tanner, advanced galley ops; Arlene Thomas, advanced galley ops; and Craig Lundberg, chief cook.



Steward Department Courses – Two upgraders recently completed the enhancement of their skills in the steward department's certified chief cook course. Graduating were Maccine Bell (above, left) and Mario Lacayo.



- | | | | | | | |
|-------------|---------------|---------------|----------------|----------------|-------------------|---------------|
| Aderholt | Coble | Gallego | Johnson, E. B. | McIntyre | Renacci | Stivers |
| Alexander | Coffman | Garamendi | Johnson, Sam | McKeon | Richmond | Stockman |
| Andrews | Cole | Garcia | Jones | McKinley | Rigell | Stutzman |
| Barber | Coleman (NY) | Gardner | Joyce | McNerney | Roby | Swahill (CA) |
| Barletta | Conaway | Gerlach | Kaptur | Meehan | Rogers (AL) | Thompson (MS) |
| Barrow (GA) | Connolly | Gibbs | Keating | Michaud | Rogers (MI) | Thompson (PA) |
| Bartoni | Cook | Gibson | Kelly (IL) | Miller (MI) | Rooney | Thornberry |
| Beatty | Cotton | Goodlatte | Kelly (PA) | Miller, George | Roskam | Tiberi |
| Benishak | Courtney | Granger | Kildee | Mullin | Ros-Lehtinen | Titus |
| Bishop (GA) | Cramer | Graves (MO) | Kilmer | Murphy (PA) | Rothfus | Toriko |
| Bishop (NY) | Crawford | Green, Al | King (IA) | Napolitano | Runyan | Turner |
| Bishop (UT) | Cuellar | Green, Gene | King (NY) | Neal | Ruppersberger | Upton |
| Boustany | Cummings | Griffin (AR) | Kinzinger (IL) | Negrete McLeod | Ryan (OH) | Valadao |
| Brady (PA) | Davis, Rodney | Griffith (VA) | Kirkpatrick | Neugebauer | Sanchez, Linda T. | Vargas |



THANK YOU

to the House Members who voted to defeat the Royce/Engel Amendment to the Farm Bill.

Thank you for standing up for American jobs, the American Farmer, and the U.S. Merchant Marine.

- | | | | | | | |
|---------------|---------------|-----------------|---------------|-------------|------------------|--------------|
| Bralley (IA) | DeBene | Grijalva | Kline | Noem | Sanchez, Loretta | Voasey |
| Broun (GA) | Denham | Grimm | LaMalfa | Nolan | Scalise | Veta |
| Brown (FL) | DeJarlais | Hahn | Lankford | Nunes | Schrader | Visclosky |
| Brownley (CA) | Diaz-Balart | Hanabusa | Latham | Nunnelee | Schwartz | Wagner |
| Bucshon | Dingell | Harper | Latta | Owers | Scott, Austin | Walz |
| Bustos | Doyle | Harris | Levin | Palazzo | Sessions | Webster (FL) |
| Colvert | Duncan (TN) | Hartzler | Lipinski | Pascarell | Gewell (AL) | Westmoreland |
| Camp | Eilmers | Heck (WA) | LoBlundo | Pastor (AZ) | Shea-Porter | Whitfield |
| Campbell | Eriart | Herrera Beutler | Loeb | Pearce | Sherman | Williams |
| Capito | Farenthold | Higgins | Long | Perlmutter | Shimkus | Wittman |
| Capuano | Fattah | Hinojosa | Lowenthal | Peters (MI) | Shuster | Womack |
| Carney | Fincher | Hudson | Lucas | Peterson | Simpson | Woodall |
| Carter | Fleming | Hunter | Luetkemeyer | Pocan | Sinema | Yoder |
| Cassidy | Forbes | Issa | Lynch | Poe (TX) | Sires | Young (AK) |
| Castor (FL) | Fortenberry | Jackson Lee | Maffei | Posey | Smith (MO) | |
| Chu | Frelinghuysen | Jenkins | Maloney, Sean | Rahall | Smith (NE) | |
| Clay | Fudge | Johnson (GA) | Matheson | Reed | Smith (TX) | |
| Clyburn | Gabbard | Johnson (OH) | McDermott | Reichert | Southerland | |

Your vote made the difference, and we are grateful.

