



The Seafarers Log

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

Crowley Adds Another State-of-the-Art ATB

The final addition to Crowley's 650-series of articulated tug-barges (ATBs) recently was delivered in Pascagoula, Miss. The Seafarers-contracted *Vision/650-10* (below) will sail in the Jones Act trade, transporting petroleum products between U.S. West Coast ports. Page 3.



U.S. Navy Christens First JHSV

The *USNS Spearhead* (below), the first of 10 U.S. Navy joint high-speed vessels (JHSVs) in a class being built for rapid intra-theater transport of troops and materiel, was christened last month in Mobile, Ala. The 338-foot ship will be crewed in the unlicensed positions by members of the SIU Government Services Division. In this photo, the catamaran is readied for its mid-September christening. Page 3. (U.S. Navy photo Courtesy Austal USA)



USNS Comfort Completes 5-Month Mission

The Seafarers-crewed hospital ship *USNS Comfort* (far right in photo at right) recently wrapped up a five-month humanitarian mission dubbed Operation Continuing Promise. The ship called on nine countries in Central and South America and the Caribbean, providing medical treatment to nearly 68,000 people. In the photo at right, family and friends look on as the ship arrives at Naval Station Norfolk, Va., on Sept 2. Pages 12-13. (U.S. Navy photo by Mass Communication Specialist 2nd Class Rafael Martie).



Seafarers Continue Tradition

Members Enjoy Giving Back to Community through 'Annual Paint Tacoma' Endeavor

SIU members earlier this year volunteered for the annual Paint Tacoma-Pierce (Wash.) Beautiful project, marking the fifth straight year Seafarers have participated in the community-service endeavor. In the photo above, Recertified Bosun Darryl Smith (left) and AB Raul Molina help brighten the appearance of a local residence. Page 24.

President's Report

Saluting a Leader and Friend

No one becomes commander of the United States Transportation Command without being exceptional in the first place, but even by that standard, there is something special about General Duncan McNabb.

General McNabb is scheduled to retire in mid-October, capping a distinguished military career that has included commanding TRANSCOM for the past three years. I truly feel privileged not only to have worked with the General, but also to have gotten to know him very well. And I can say without



Michael Sacco

reservation that General McNabb absolutely, positively values the women and men of the U.S. Merchant Marine.

As the leader of TRANSCOM – which oversees the Military Sealift Command and other military agencies – General McNabb has been intensely focused on protecting and properly equipping our troops. I've heard a number of his presentations describing in detail TRANSCOM's operations. And while those tasks are predictably complex, they really boil down to putting our troops, with the materiel they need, in the best possible positions to succeed in their missions, as safely and quickly as possible.

The General understands and appreciates the critical role of the U.S. Merchant Marine as our nation's fourth arm of defense. He repeatedly has gone above and beyond in promoting a strong American-flag, American-crewed fleet, including during multiple testimonies before Congress and also including efforts to help safeguard our crews by combatting piracy.

I also have to say – and I don't care if it sounds corny – General McNabb cares about the individuals who sail our ships. His planning involves budgets and charts and graphs and other numbers, but he never loses sight of the individuals who support our troops.

He also has been very appreciative of our industry as a whole, including the American-flag operators who are so crucial to making sure the men and women in our armed forces get the materiel they need, wherever and whenever they need it.

Don't get me wrong. I have worked with many great commanders of TRANSCOM over the years. And I look forward to working with General McNabb's successor. But the General has proven his friendship and understanding time and time again.

General, it has been a few years since I was in the U.S. Air Force, but I still know how to salute – and on the occasion of your retirement, I salute you with great respect and fondness. You're a true leader, a class act and a tremendous ally, and I appreciate everything you've done for our industry these past three years. Congratulations on a job well done.

New Tonnage

Even as the rough economic times continue, we are bringing new tonnage into different segments of the SIU-contracted fleet. This month, we're reporting on a new Crowley ATB, a newly reflagged Maersk tanker, and the first of the Navy's joint high-speed vessels or JHSV's, the latter of which means new work for members of the SIU Government Services Division.

More good news is on the horizon. As this edition neared press time, Maersk Line, Limited announced it will be flagging in two heavy-lift ships later this year. And, the inland division of Overseas Shipholding Group was accepting a brand new, state-of-the-art tugboat. A couple of other flag-ins are in the works, too.

Our members understand that new ships and replacement vessels don't materialize out of thin air. It takes grassroots action and industry-wide cooperation to make it happen. It also requires confidence on the parts of those vessel and tug operators that they will be able to man them with qualified, responsible crews, and that's where you, the rank-and-file Seafarer come in. Your professionalism and reliability are a big part of the equation. I thank you for your dependability and I encourage you to keep upgrading at our affiliated school in Piney Point, Md.

We're feeling the tough times like everyone else, but we've still got a bright future.



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

Department of Transportation Honors Service of Merchant Mariners on 9/11

The heroism of U.S. Merchant Mariners – including SIU members – who evacuated hundreds of thousands of people from Lower Manhattan after the Sept. 11, 2001 terrorist attacks is featured in a new video released last month by the U.S. Department of Transportation's Maritime Administration. "Rescue at Water's Edge" includes interviews with vessel operators, emergency responders and passengers.

"The story of merchant mariners coming to the aid of those in need on September 11, 2001 is an inspiring one," said U.S. Transportation Secretary Ray LaHood. "On that terrible day, our nation's seafarers, with courage and selflessness, transported hundreds of thousands of people out of harm's way to safety."

More than 300,000 people were evacuated by water from lower Manhattan after the terrorist attacks in the largest unplanned water evacuation in the history of the United States. SIU members working aboard NY Waterway passenger ferries helped evacuate more than 160,000 people.

Bill Aims to Toughen Anti-Piracy Measures

U.S. Rep. Frank LoBiondo (R-N.J.), chairman of the House Subcommittee on Coast Guard and Maritime Transportation, has introduced an important and long-awaited piece of legislation that, if passed, will serve to solidify and strengthen the United States' position on piracy. The legislation has made it through committee, one of the first steps on the way to becoming law.

The bill, dubbed the Piracy Suppression Act of 2011, will pave the way for the U.S. government, its armed forces, and merchant mariners themselves, to take a more proactive and aggressive stance against the acts of piracy. The bill was co-sponsored by House Transportation Committee Chairman John Mica (R-Fla.).

"[The bill] protects American seafarers and property, enhances the legal tools available to prosecutors, provides incentives to other nations to suppress piracy, and examines ways to better track pirate finances," said LoBiondo.

The bill strengthens existing anti-piracy legislation in addition to adding government-funded provisions to help mariners prepare themselves to avoid, defend, and survive potential attacks by pirates.

One of the more notable aspects of the bill is the requirement that the Department of Transportation will take an active role in training and educating members of the U.S. Merchant Marine about the dangers of piracy and how to combat it. In addition to providing mariners with the locations of known pirate danger zones, DOT would teach all deep-sea mariners defensive tactics to use against pirates and provide training with equipment used to deter attacks.

The bill also makes provisions for when the worst does occur. If a ship is attacked and deadly force

"The men and women of the New York and New Jersey merchant maritime community provided a beacon of light on one of the darkest days in our country's history. They were among the heroes running toward danger and exemplify what it means to be a U.S. merchant mariner," said U.S. Maritime Administrator David Matsuda.

The video may be accessed directly on YouTube, on the Maritime Administration web site (www.dot.org) and on the SIU website (www.seafarers.org).

Also very much worth viewing is a separate piece titled "BOATLIFT, An Untold Tale of 9/11 Resilience." That video, which also features SIU members, is narrated by Tom Hanks and was produced by Stephen Flynn and Sean Burke. It premiered Sept. 8 at the 9/11 Tenth Anniversary Summit: Remembrance/Renewal/Resilience in Washington, D.C. The Summit aimed to kick off a national movement to foster community and national resilience in the face of future crises.

is used in defense of the vessel, the bill proposes a standard set of rules that will properly define a crew member's right to defend himself and his or her shipmates. The bill also calls for a Coast Guard-sponsored instruction on the safe use of firearms. (Government-approved small arms training already is available at the Paul Hall Center in Piney Point, Md.)

In the case of pirates captured after an attack, a point of frustration is the difficulty in prosecuting them. This bill would make capital punishment an option for those who engage in an act of piracy against a U.S. ship.

The proposed legislation also would ensure that certain government cargo carried by civilian ships will be protected by armed guards either provided by U.S. armed forces or through private guards that the companies will be reimbursed for.

The bill is welcome news to members of the maritime industry, particularly civilian mariners whose jobs carrying important cargo involve them running the risk of attack on a regular basis. The SIU sees this bill as the beginning of progress.

"A major complaint from the maritime industry has been centered on the menace of piracy and the lack of decisive action being taken by many governments to seriously combat it," said SIU Secretary-Treasurer David Heindel, who also serves as chairman of the International Transport Workers' Federation Seafarers' Section. "In addition to making sure that U.S.-flag ships are protected, the bill further provides for reimbursement from a foreign-flag vessel for actions taken to protect their vessels from piracy. There is no rational reason why U.S. taxpayers should provide protection services for nations failing to protect vessels that fly its flag. This bill is a step in the right direction."

Maritime Unions' Message to U.S. State Department: Don't Reward Indolent Flag States in Piracy Fight

Four American maritime unions have urged the U.S. Department of State not to follow the recommendation of an international shipping group that advocated using UN military guards to fight ship-board piracy.

In a mid-September letter to Donna Leigh Hopkins, Coordinator, Piracy & Maritime Security, U.S. Department of State, SIU Secretary-Treasurer David Heindel spelled out the severe pitfalls of a recent proposal by a group known as the Round Table of international shipping associations. Heindel also serves as chair of the Seafarers' Section of the International Transport Workers' Federation (ITF). He wrote on behalf of the SIU and three other unions: the American Maritime Officers (AMO); Masters, Mates and Pilots (MM&P); and Marine Engineers' Beneficial Association (MEBA).

After pointing out that many members of those respective unions sail in pirate-infested waters near Somalia and farther out in the Indian Ocean, Heindel observed that the Round Table recently asked the United Nations to establish a "UN Force of Armed Military Guards" for deployment aboard merchant ships.

"We oppose the use of UN forces in this fight because, quite simply, it rewards flag-of-convenience states that make no effort to protect crews working on vessels flying their flags," Heindel

wrote. "In particular, most if not all of the so-called flag-of-convenience or runaway flags have either made woefully inadequate attempts to combat piracy, or they've made none at all. The burden of dealing with pirates is being borne by the seafarers themselves, ship operators and a few nations – including the United States – and the task of actually prosecuting pirates by even fewer. The failure of flag-of-convenience states to exercise their jurisdiction against pirates who have attacked vessels flying their flag is totally unacceptable by the world's seafarers and should be by those that employ and regulate us."

He continued, "In that light, the Round Table's proposal amounts to saddling American taxpayers with paying to protect the flag-of-convenience scheme. Put another way, their proposal equates to having others pay to fight piracy while the absent flag states rake in profits from much of the world's fleet without meeting any of the obligations as a proper flag state. In our opinion, their failure to act thus far has contributed to the death of more than sixty seafarers. ..."

Finally, Heindel noted that the aforementioned unions as well as the ITF support many of the concerns expressed by the Round Table. "However, they missed the mark on this proposal."

Crowley Accepts Delivery of ATB Vision/650-10

Jones Act Vessel Ready to Deliver Petroleum Products on West Coast

Crowley Maritime Corporation's *Vision/650-10*, the last of 10 articulated tug-barges (ATBs) in the 650-series new-build program, was delivered in late August by V.T. Halter Marine in Pascagoula, Miss. According to SIU-contracted Crowley, the ATB is entering service and will transport petroleum products between U.S. West Coast ports.

The *Vision/650-10*, which has a capacity of 185,000 barrels, will be operated by Crowley's petroleum services group.

In announcing the delivery, Crowley reported that the new ATB "incorporates many unique features, including a fixed-tank cleaning system, complete cargo heating system and the ability to carry EZ chemicals."

"Crowley is committed to providing

safe and reliable petroleum transportation in Jones Act trades," said Crowley's Rob Grune, senior vice president and general manager, petroleum services. "This class has a long history of safe petroleum transportation and offers compelling economics and exceptional performance."

The 650-class barges are 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. When coupled for operation the tug and tank vessel measure 689 feet. The fully loaded draft is 30 feet.

The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. The barge *650-10*, like its SIU-crewed sister vessels (*650-1* through *650-9*), is also certified by the American Bureau of

Shipping (ABS) to comply with the international maritime environmental Green Passport program.

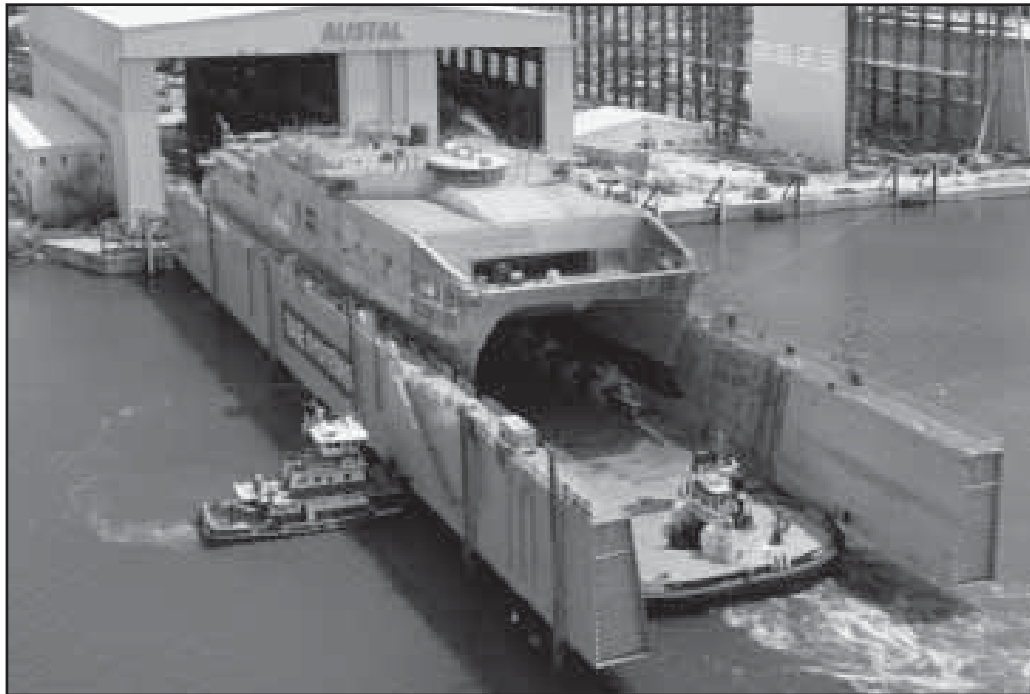
"All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection," the company added. "This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure."

The newest ATB, like the others in its class, features an electrically driven cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations; and a vacuum system with three retention tanks to easily handle

cargo changes. There is also a dual mode inert gas system and vapor collection system for maximum safety. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs in this series are fitted with a foam-capable fire monitor. According to Crowley, the communication and navigation equipment is among the most technologically advanced in the industry today.

Besides the 650 class, three larger, Jones Act-qualified ATBs, known as the 750 class, which will each have 330,000 barrels of capacity, are under construction for Crowley, the first of which is scheduled for delivery later this year.



The *USNS Spearhead* is prepped for its mid-September christening in Mobile, Ala. The 338-foot-long aluminum catamaran and its sister ships are designed to be fast, flexible and maneuverable even in shallow waters, making them ideal for transporting troops and equipment quickly within a theater of operations. (U.S. Navy photo Courtesy Austal USA)

Navy's First Joint High-Speed Vessel Christened

The *USNS Spearhead*, the first of the Navy's joint high-speed vessels designed for rapid intra-theater transport of troops and military equipment, was christened Sept. 17 during a ceremony at Austal USA in Mobile, Ala.

The vessel will be crewed in the unlicensed positions by members of the SIU Government Services Division. It is owned and will be operated by the U.S. Military Sealift Command.

"*USNS Spearhead* and her MSC crew will be indispensable as they perform critical logistics and fleet support missions around the world," said Rear Adm. Mark H. Buzby, MSC commander, during his address at to an audience of more than 1,200 people including leaders from the military services, Congress and the maritime industry. Alabama Senator Jeff Sessions (R) was the ceremony's principal speaker.

Retired Army Chief Warrant Officer 4 Kenneth Wahlman is the ship's sponsor. His daughter Catherine, a staff sergeant in the Army Reserve Officer Training Corps at Virginia Tech, broke the traditional bottle of champagne across the bow to formally christen the ship.

The 338-foot-long aluminum catamarans are designed to be fast, flexible and maneuverable, even in shallow waters, making them ideal for transporting troops and equipment quickly within a theater of operations.

"Flexibility may be the best attribute of this ship," said civilian Capt. Douglas D. Casavant Jr., the *Spearhead's* civil service master, who has been sailing with MSC for 22 years. "Our 20,000-square-foot mission bay area can be

reconfigured to quickly adapt to whatever mission we are tasked with – for instance carrying containerized portable hospitals to support disaster relief or transporting tanks and troops."

According to MSC, the JHSV's are capable of transporting 600 short tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots and can operate in shallow-draft, bare-bones ports and waterways, providing U.S. forces added mobility and flexibility. The JHSV's aviation flight decks can support day and night flight operations. Each JHSV also has sleeping accommodations for up to 146 personnel and airline-style seating for up to 312.

Following acceptance trials, delivery to the Navy and operational testing, the *Spearhead* will be based in Little Creek, Va., and is expected to begin conducting missions for the Navy in the first quarter of fiscal year 2013.

The Navy honored the ship's original U.S. Army-chosen name and sponsor after the decision earlier this year to transfer five JHSV's first slated to be owned and operated by the Army to the Navy.

The Navy's current contract with Austal is for the construction of 10 JHSV's, three of which are yet-to-be awarded construction options. The first four of the 10 currently under contract – including the *Spearhead* – will be crewed by federally employed civil service mariners, while the next six are slated to be crewed by civilian mariners working for private companies under contract to MSC. Military mission personnel will embark as required by the mission sponsors.

Ceremony Set for New Maersk Ship



A naming ceremony for the Seafarers-contracted *Maersk Peary* (above and below) was scheduled for Sept. 30 in Norfolk, Va., too late for this edition. As previously reported, the ice-class tanker, built in 2004, has been reflagged under the Stars and Stripes and is being renamed in honor of the late U.S. Navy Admiral Robert Peary. Additional coverage is planned for the next LOG.



SHBP Releases Updated Guide For Active Members

As previously reported, an updated version of the Seafarers Health and Benefits Plan (SHBP) guide for active members is available in PDF format on the SIU web site, www.seafarers.org.

The guide is posted in the "Member Benefits" section. From there, click on the Seafarers Benefits Plan tab and then the Seafarers Health and Benefits Plan tab. The link to the updated guide is on the SHBP page.



Michael Sacco
SIU President



David Heindel
SIU Secretary-Treasurer



George Tricker
SIU VP Contracts

Advisory Board Meets in Piney Point

The SIU-affiliated Paul Hall Center for Maritime Training and Education hosted an array of major shipping company representatives, members of the Center's board of trustees, representatives of government agencies, union officials and others on Sept. 14. The occasion was the 40th Paul Hall Center Advisory Board meeting; attendees discussed a wide variety of issues concerning the maritime industry, partly in an effort to identify how the school can improve its curriculums to continue producing some of the best-trained workers at sea.

"When it comes to maritime training, this school can do it all," said SIU President Michael Sacco in his opening remarks. "There are Coast Guard- and MSC-approved courses both here at the school and we can also teach those classes out in the ports and aboard ships. We recruit students from all over this country, and we have hundreds and even thousands of upgraders who come back here for advanced training throughout the year. I hope that [everyone in attendance] will continue to think of both the SIU and the Paul Hall Center as your partners."

Representing the union at the day-long meeting were President Sacco, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Atlantic Coast Joseph Soresi, Vice President Great Lakes and Inland Waters Tom Orzechowski, Vice President Government Services Kermet Mangram, Vice President Gulf Coast Dean Corgey and Assistant Vice President West Coast Nick Celona.

The meeting kicked off with Coast Guard

Division Chief of the Mariner Credentialing Program Policy Division of the Office of Vessel Activities Luke Harden, who talked about the structure of the Coast Guard credential service and some of the nuances of processing mariner credentials. The Coast Guard handles many issues important to civilian mariners and their credentials, including drafting appeals, STCW oversight, and outreach to explain what's happening with credentials applications, denials, and appeals.

Harden also addressed some of the general complaints about the Coast Guard credentialing services and the medical advisory committee. He made it clear that policy changes are needed and that they are, indeed, forthcoming. For example, some safety manuals contain outdated and sometimes irrelevant information and it's clear to many in the industry that they haven't been altered for years. The Coast Guard, according to Harden, needs new policies.

"When we finish developing our policy, we're going to make sure the public knows about it," said Harden. "We want the people that these changes will affect to be able to comment on it."

Robert Smith, chief of the Mariner Training and Assessment Division at the National Maritime Center (NMC), pointed out that having a well-trained workforce is essential to allowing commerce on the seas to flow.

"When I started, we had 600-foot-long vessels with a 42-man crew," said Smith. "We could have a person not up to speed and people could pitch in to help that individual catch up. Today, we've got some vessels that are 1,200 feet with crews of maybe a dozen. The state of the industry makes it an obligation to train and provide qualified people."

The NMC also is in the process of setting up a database with data from all the courses from all affiliated maritime schools. Having a mariner's training history in a centralized location will make it easier for workers and management alike to be able to access information in case of lost transcripts or other unforeseeable incidents, as well as ease the credentialing process.

Smith said that streamlining the credentialing process is a major concern for the NMC and one that they rank high on their list of priorities.

"Our job is to help companies and mariners fully understand their credentials and regulations," said Smith.

J.C. Wiegman, director of training at the Paul Hall Center, discussed some of the potential effects of the Manila amendments to the STCW Convention and how the school is preparing for them. Wiegman pointed out that the school, as well as the U.S. maritime industry in general, is ahead of the curve and plans to continue that trend well into the future.

U.S. Military Sealift Command (MSC)

Director of Training Kyrm Hickman was on hand to commend the SIU and the Paul Hall Center for their excellent work and reliability in helping the United States military in times of need.

Hickman also talked about the state of the MSC fleet and the 10 new high-speed vessels that are set to be built. (The first vessel's christening took place Sept. 17 in Mobile, Ala.) The first four of those ships will be crewed by members of the Government Services Division.

Anne Wehde, the director of the Office of Maritime Workforce Development of the U.S. Maritime Administration, spoke about the importance of boosting the industry's profile and reaching out to a new generation of potential maritime workers.

Wehde's talk dealt with an educational concept called STEM, which stands for science, technology, engineering, and mathematics. An emphasis on teaching these skills to students of all ages is something that is not only important to the economic recovery at large, but is also paramount to the success of the maritime industry as well.

Along that vein, Wehde discussed programs that serve to expose more and more people to the maritime industry. One of them is an Adopt-a-Ship program, which allows schools and classes to "adopt" a vessel, visit it, and learn about its functions, its uses, and the technology behind it. The aim behind the program is to make a relatively low-profile industry more visible, thus getting more people interested in pursuing a career as a merchant mariner.

"We really are one of the best kept secrets

out there," Wehde said. "But we've got to start getting people involved at a younger age, with the right skills and the right training, to make sure that the maritime industry can continue on long into the future."

Continued on next page



Anne Wehde,
U.S. Maritime Administration



J.C. Wiegman
Director of Training
Paul Hall Center



Kyrm Hickman
U.S. Military Sealift Command



Luke Harden
U.S. Coast Guard

Bipartisan Letter Criticizes Waivers of Jones Act

MTD Also Strongly Weighs In on Recent Use of Foreign Vessels

Legislators from both sides of the aisle recently spoke out in support of a vital maritime law called the Jones Act, as did the Maritime Trades Department (MTD), AFL-CIO.

In late August, a joint letter criticizing recent waivers of the Jones Act was sent to the White House by Sen. Mary Landrieu (D-La.), Sen. David Vitter (R-La.) and Reps. Charles Boustany (R-La.), Elijah Cummings (D-Md.), Peter King (R-N.Y.), Candice Miller (R-Mich.), Bennie Thompson (D-Miss.), and Pete Visclosky (D-Ind.).

Specifically, the letter condemned the administration's use of foreign vessels to transport crude oil within the United States during the ongoing Strategic Petroleum Reserve (SPR) drawdown. The letter urges the use of domestic vessels and mariners – as required in the Jones Act – in order to create jobs and improve the economy here at home.

"We strongly urge the administration to end the practice of waiving the Jones Act for SPR oil distribution and handing American jobs to foreign shipping companies," the letter reads. "The rash of recent waivers, exacerbated by a lack of transparency in the decision-making process, represents

a stain on the administration's determined effort to create jobs and improve the economy here at home, and it should therefore be rectified immediately."

In a news release announcing the letter, Sen. Landrieu's office wrote, "The 90-year-old Jones Act requires the use of American vessels and American seafarers when moving cargo between two points in the United States. Since President Obama's decision in June to release oil from the SPR, the administration has waived the Jones Act 46 times – despite the fact that U.S. vessels are ready and available to transport the oil."

According to the letter, "The administration's current policy provides jobs to foreign seafarers while American seafarers stand by ready to help. In waiving the Jones Act, the Maritime Administration apparently has determined that no American ships are 'available.' We would appreciate your assistance in understanding why U.S. vessels that are in the full-time commercial business of transporting oil, are far more experienced in coastline movements of oil than any foreign flag operators, exceed the barrel capacity as defined by the DOE, are owned, controlled and operated by Americans, are not considered 'avail-

able.'"

In their letter, Sen. Landrieu and the other signees note that the administration will waive the Jones Act more times since the June SPR release than in all previous administrations combined over the entire 90-year history of the federal law. They also criticized the administration's "lack of transparency" in conducting these Jones Act waivers, saying that "at the very least, the American shipping industry is owed an explanation as to why their vessels are being declared unavailable."

Meanwhile, the MTD said it is "shocked, disappointed and outraged by recent waivers of the Jones Act that have allowed foreign-flag, foreign-crewed vessels to transport oil from the U.S. Strategic Petroleum Reserve. These waivers ... have been issued despite the ample availability of American-flag tankers and barges with well-trained, highly qualified American citizen crews."

The MTD joined with the U.S.-flag maritime industry to overturn a blanket waiver of the Jones Act when the White House announced in June its intention to release oil from the reserves. Within 24 hours, the blanket waiver was retracted. However, the Department of Energy re-

wrote the specifics regarding how the oil was to be sold, thereby all but eliminating any participation by any tanker or barge flying the U.S. flag.

The Jones Act is a vital law that helps sustain nearly 500,000 American jobs while protecting U.S. national and economic security. It helps maintain a pool of well-trained, loyal, U.S. citizen seafarers who are available to sail aboard American military support vessels that deliver vital materiel to our troops. For example, thousands of U.S. civilian mariners sailed in support of Operation Iraqi Freedom, and many continue sailing in support of Operation Enduring Freedom.

Further, the Jones Act pumps billions of dollars into the U.S. economy each year while requiring that cargo moving between U.S. ports is carried aboard vessels that are built, owned, crewed and flagged American. That economic infusion includes more than \$11 billion in federal, state and local taxes. Most other industrialized nations have similar laws.

The MTD is a constitutional department of the AFL-CIO. Its 23 international unions (including the SIU) and 21 port maritime councils in the United States and Canada represent more than 5 million members.

STCW Amendments, Credentialing Among Meeting's Main Topics

Continued from Page 4

SIU Secretary-Treasurer Heindel gave a presentation that outlined the many useful and important features of the Seafarers Management Information System (SMIS). SMIS is database used by members, the union, and companies to upload and access important information, including seetime, credentials and documentation, contact information, ratings and others. Heindel drove home the significance of having a well-maintained and updated system for Seafarers. A lot of this responsibility lies with the companies, who have details about sign-ons and sign-offs, total days on, and other important factors that play a vital role in the day-to-day lives of Seafarers and their families.

"It's important that we have the data to make sure that our members are taken care of in terms of health benefits for their families and vacation time, to name a few," said Heindel. "The more diligence that company people put in to updating SMIS, the better it is for our members."

Wiegman announced that a new program is in the works that will hopefully be ready for introduction into the course catalog by early next year. The 3rd assistant engineer program is a step above the current junior engineer program (in fact, that program is a prerequisite for this new class). The new program will introduce two new courses: Engine Room Resource Management and Watchkeeping Operational Level.

Following the individual presentations, participants split up into working groups that dealt with various issues, including the electrician's apprentice program at the school and suggestions for improvements in galley operations. After the groups met, the general meeting reconvened and the recommendations were read aloud to all.

The electrician's apprentice program group came up with several suggestions for the school and companies to consider. They included standardizing the pay scale for apprentices, further opening channels for the company and SIU manpower office to communicate about the progress of apprentices, as well as potential candidates for the program.

Tricker spoke on behalf of the galley operations group. One suggestion was that real-time schedule training be introduced for steward department upgraders and trainees. The rationale is that working under the lengthy hours that steward department members operate under in training will better prepare chief cooks, stewards, and SAs to hit the ground running when they return to work. In addition, Tricker and the committee recommended that the school should add inventory training to ensure that steward department members are more accustomed to the "first in, first out" system of inventory management. Finally, the group recommended that more focus be put on supply counts on individual items.

The meeting concluded with many leaving with a sense of satisfaction and productivity, and the proceedings have school officials looking forward to the months and years to come.

"The partnership that has been forged between our contracted companies, the Coast Guard, MSC, MarAd and the Paul Hall Center to provide a forum to identify future training

concerns and form committees to solve these problems creates a unique working relationship," said Wiegman. "Some of the past advisory boards resolved the concerns that many had dealing with a wide variety of changes to the industry. This year the Manila Convention was a topic of concern and solutions were presented. Over the upcoming months, subcommittees will report back and we will move forward with implementation."

In addition to the SIU officials and speakers, attendees included John Mason of ASTI; Bart Rogers, manpower director for the SIU; Len Becicka of TE Subcom; Dave Schultze of Keystone; Lois Stephenson of ASTI; D.J. Kurz of Keystone; Jody Schafenstein of Crescent Towing; Allison Brett of Maersk Line, Limited; Bob Rodgers of Interocean American Shipping; Dave Robinson of Tactical Intelligence International; Giglia Moldovan of Liberty Maritime; Lynette Pagan of US Shipping; Jack Craft of Crowley; Niels Aalund of the West Gulf Maritime Association; Rich Fellone of Maersk

Line, Limited; Brad Wheeler of ASTI; John Plitnih of MSC; Lydia D'Antoni of Pacific Gulf Marine; Patty Finsterbusch of Keystone; John Pathwick of 3PSC; Michael Devany of NOAA; Jonathan Mendes of Starlight Marine; Steve Huttman of G&H Towing; Ed Hanley of Maersk Line, Limited; Mitch Oakley of ASTI; Bill Eglinton of the SIU; Eddie Pinner of Crescent Towing; Bill Cole of the Alaska Tanker Company; Carol Berry of Ocean Ships, Inc.; Melissa Clark of Interocean American Shipping; John Walls of Harley Marine; Judith Pajerowski of OSG; Mike Bohlman of Horizon Lines; Sara Breed of Maersk Line, Limited; Jeff Parker of Allied Transportation; Meredith Law of Allied Transportation; Tony Naccarato of Crowley; Michael Mason of ASTI; Stacey McNeely of ASTI; and Dale Rausch of ASTI. SIU Executive Vice President Augie Tellez, advisory board chairman, was unable to attend due to his participation in the National Defense Transportation Association Forum and related Military Sealift Committee meeting in Phoenix.

Supporting Senate Candidate



SIU VP West Coast Nick Marrone (right) is pictured at a recent event in Hawaii with U.S. Rep. Mazie Hirono (D-Hawaii) (second from right), U.S. Sen. Daniel Inouye (D-Hawaii) and the senator's wife, Irene. The dinner was in support of Rep. Hirono, who recently received an SIU endorsement in her candidacy for the United States Senate.

Upgraders from Puerto Rico Say School is Career Gateway

Seafarers Cite Opportunities Available Through Union, Paul Hall Center

Several Seafarers from Puerto Rico recently credited both the union and its affiliated school in Piney Point, Md., for providing noteworthy career opportunities.

Reflecting on why they each travelled from their native commonwealth to the Paul Hall Center for Maritime Training and Education, the members said Piney Point and the SIU offer solid chances to get ahead.

“Coming to this school and joining the SIU changed my life completely,” said **Jose Burgos**, 24, a steward department member who graduated from the unlicensed apprentice program in 2009. “I’ve been able to support my family and it has also been fun.”

One of approximately 200 Seafarers who call Puerto Rico home, Burgos, a Ponce native, added, “Economically, I’m way better off than before. I keep upgrading and hopefully I’ll be able to come back. Overall, it’s just been wonderful. Seeing different countries and cultures has been awesome.”

Fellow steward department member **Jesus Pacheco**, 34, who hails from Vega Baja, shared a similar outlook.

“I’ve had good success since I joined the union (in 2008),” he said. “I’ve made the most of the opportunities and I’m going to continue learning here at the Paul Hall Center. This is a good facility – the instructors, the staff. You’ve just got to be ready to work.”

Founded in 1967, the school features more than 70 U.S. Coast Guard-approved courses. In addition to providing entry-level and advanced vocational training, the school also offers academic support and a state-certified program through which students may earn a high school diploma. Additionally, the Paul Hall Center offers two-year college degrees.

“All the resources we need for success in this career are put in your hands,” observed Humacao native and QMED **Linarys Castillo**, 34, who joined in 2006. “I think it’s great. It has meant everything to me.”

Oiler **Victor Rios**, 40, joined in 1999. He started sail-



These Seafarers who are natives of Puerto Rico recently praised the union and its affiliated school in Piney Point, Md., for providing worthy career opportunities.

ing in the steward department before switching to the engine department.

“Everybody who has an opportunity to come to the school should take it,” said Rios, who is from Humacao. “The instructors are very good.... I also like this work, like going to other parts of the world.”

Another engine department member, **Armando Garayua**, 30, also appreciates certain aspects of being a merchant mariner.

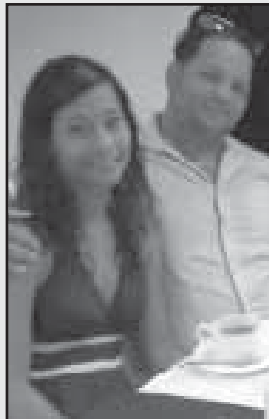
The Ponce native, who joined in 2001, stated, “I like the fact that I can sail for six months and then be home for six months. I just love the fact that we came through

the trainee program and it basically was like a free education. Then I kept on upgrading. I definitely recommend it to others and I would encourage them to keep coming back to school, too. That’s an advantage we have compared to other careers. They basically say we’ll train you and put you out there.”

While recently upgrading to specially trained ordinary seaman, **Kerian Reyes**, 30, a San German native who joined in 2008, summed up her experience when she stated, “I’m grateful for the chance and the opportunity that I’ve been given. The trainee program was tough, but I made it.”

Benefits Conference in Puerto Rico

Seafarers and their families recently got together for a health benefits conference in Puerto Rico. Representatives from the union and the Seafarers Plans also were in attendance. Some of the participants are pictured on this page.



Maritime Briefs

Horizon Reaches Refinancing Agreement

Horizon Lines recently announced that the company has "reached an agreement with our bond holders to refinance the entire debt structure of the company. Getting to this point has taken many months and we are very pleased with the outcome. In its broadest terms, this transaction allows Horizon to address all of the objectives that we hoped to achieve with the finalization of this agreement."

The company listed several important benefits stemming from this move, including "providing the mechanisms to retire a significant portion of our debt and position the company for future growth."

Finally, the announcement noted, "We have demonstrated to our customers that we continue to run our existing service without interruption.... The refinancing gives us a fighting chance, and we will do whatever is needed to ensure that we can continue to do so."

Gen. McNabb Cites Military-Commercial Partnership

The commander of the U.S. Transportation Command, Gen. Duncan McNabb, addressed the 2011 National Defense Transportation Association Forum and Expo last month in Phoenix, Ariz. He delivered the event's keynote address, speaking to more than 1,000 people from 50 organizations around the globe, including government and non-governmental agencies, members of the military, industry and academia. SIU Executive Vice President Augie Tellez participated in the event.

Gen. McNabb underscored the importance of military-commercial partnerships saying, "There's nothing like it... [we] couldn't do our job without you."

He thanked the commercial industry for its contributions to the Department of Defense's logistics effort and highlighted the industry's involvement in creating a strong global transportation system. "You are always ready and eager to tackle any challenge with ingenuity; keeping supply lines open to support our troops."

Paul Hall Center Aces Review

The union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., recently underwent a routine audit by a representative from one of the U.S. Coast Guard's regional examination centers.

In follow-up correspondence from the Coast Guard's National Maritime Center, the school was credited with "exceptionally" good maintenance of student records. Additionally, the official report noted that several students praised Paul Hall Center instructors "for the ability to effectively explain subject matter."

The school was credited with having taken two relatively minor "corrective actions" stemming from a previous review. No corrective actions were recommended following the most recent audit.

Terminal Named in Memory of Magee

Totem Ocean Trailer Express, Inc.'s (TOTE) Tacoma (Wash.) Terminal has been named the Robert P. Magee Marine Terminal in memory of and tribute to TOTE's legendary leader. The new name is proudly displayed on signs at each gated entrance to the terminal, as well as in front of the administration building.

A formal dedication ceremony was scheduled to take place Sept. 21 at the TOTE Terminal at the Port of Tacoma, as this edition of the *LOG* went to press.

Bob Magee began working for TOTE in May 1986 as

Maritime Trades Council Brightens Community



Members of unions affiliated with the Greater South Florida Maritime Trades Council, which is part of the Maritime Trades Department, recently teamed up with other area volunteers to paint homes in Dania Beach, Fla. The outreach was part of a new program run in conjunction with the city and headed by Dania Beach Mayor Bobbi Grace, who said the Maritime Trades Council efforts were second to none. "They are a first-class organization who did a first-class community service for the citizens of Dania Beach. We need more people and organizations like them," she stated. Pictured from left are SIU Port Agent Kris Hopkins, Mayor Grace, Al Lichtman of the IUPAT and AMO VP Joe Gremelsbacker, each of whom contributed to the project.

vice president of marine operations. He went on to become president and CEO of TOTE, later chairman of Sea Star Line and then chairman and CEO of American Shipping Group. He received numerous awards for maritime and community leadership which now reside in a custom-built display cabinet, welcoming employees and visitors in the lobby of the administration building at the Robert P. Magee Marine Terminal.

Contract Approved at Brusco

In late August, a new five-year contract was reached between the union and Brusco Tug & Barge in Port Hueneme, Calif. The agreement includes wage increases along with a wage re-opener in the third year. It maintains health benefits at the top level available through the Seafarers Health and Benefits Plan and also maintains pension benefits.

Negotiating on behalf of the SIU were Seafarer **Kasanova Langi**, SIU Vice President West Coast Nick Marone and SIU Port Agent Jeff Turkus.

Brusco has been an SIU-contracted company since the late 1980s. They provide ship assist services and transport cargo along the West Coast.

Engineer of Modern Shipping Container Dies at 92

Keith Tantlinger, an engineer whose refinements of shipping containers almost 60 years ago set in motion an unprecedented era of global trade, died Aug. 27 in Escondido, Calif. He was 92.

An obituary in the *New York Times* pointed out that although Tantlinger didn't invent the shipping container, he designed corner devices that permitted locking them together (for the company that later became Sea-Land). In turn, that allowed for moving containers via crane, stacking them aboard vessels and moving them to land-based transports including trains and trucks "for more easily, and cheaply, than ever before."

According to the *Times* piece, "More than any other innovation, the modern shipping container ... is now acknowledged to have been the spark that touched off globalization."

A remembrance on National Public Radio pointed out that Tantlinger was hired by Malcolm McLean, described as "the man who really pushed the idea of turning containerization into a viable business."

Labor Coalition Stands Up For Federal Employees

The Federal Workers Alliance (FWA), a coalition of 22 unions including the SIU, recently made available a set of four one-page summaries illuminating facts about federal pay and benefits and other aspects of government work.

On Sept. 14, the FWA – whose member unions collectively represent more than 300,000 federal workers, including SIU CIVMARS – said it is "working to defend the federal workforce from irresponsible cuts in the forthcoming congressional 'super committee' negotiations."

In a news release, the FWA noted, "The initial cuts outlined in phase 1 of the debt ceiling agreement stand to slash hundreds of billions of dollars from federal budgets over the next decade. When the super committee convened for its first public hearing yesterday, the process of identifying an additional \$1.2 trillion in cuts began, leaving federal services and the employees who provide them with a very uncertain future. With various proposals targeting federal workers already swirling around Capitol Hill, the FWA stands ready to defend America's dedicated public servants."

"Federal workers provide invaluable services to the American people every day, and they do it at a tremendous value to the American taxpayer," said FWA Chair-

man William R. Dougan. "They are the dedicated men and women that care for our veterans, inspect our food, maintain our military readiness, and defend our borders. Slashing billions more will cripple these vital services and do far more damage than good. Federal workers have already sacrificed with a two-year pay freeze and drastically reduced agency budgets. Piling on billions more in cuts will lower morale, stifle federal services, and present a logistical nightmare for federal agencies. It is essential that committee members understand that."

He added, "Federal workers are not going to sit on the sidelines while their jobs and retirement security are up for grabs. There is simply too much at stake. We are asking committee members to stand with our nation's federal employees and make certain they don't lose the resources they need to keep our promises to the American people."

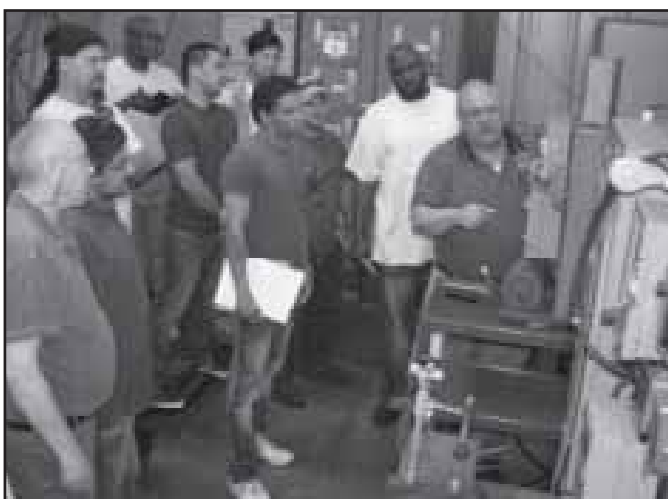
More information is available at www.nffe.org; the news release and a link to the coalition's summary papers regarding federal pay, furloughs, workforce reductions, retirement, and health benefits also are posted on the SIU web site (www.seafarers.org) in the News section.



Hands-On Training At Paul Hall Center

Practical training is an important part of many of the classes available at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. This page features some recent photos of

students participating in various courses at the school. Included are images from the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center and is located nearby.



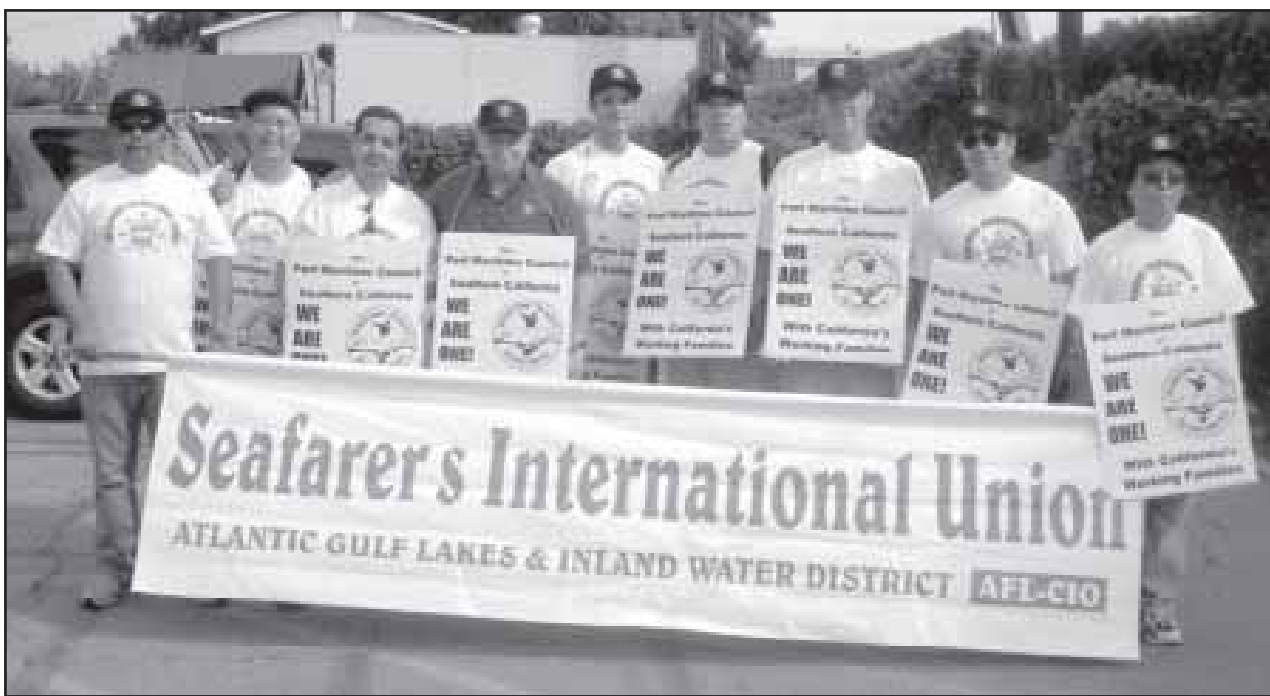


STANDING UP FOR WORKERS' RIGHTS – Seafarers in New Orleans recently demonstrated in support of consumer and worker rights. They participated in an Aug. 5 event put together by a coalition of organizations and citizens led by the Student Labor Action Project at Louisiana State University. The rally began in front of the Hale Boggs Federal Building and featured performances and speeches by musicians, community and national organizers, citizens and journalists. A peaceful march followed. For background information, check out the website ProtestALEC.org.



BOOK PRESENTATION IN HOUSTON – During the August membership meeting in Houston, SIU VP Gulf Coast Dean Cergey (left) gives the union oath and presents a full B-book to Seafarer Mario Ramirez.

Around the Ports with the SIU



LABOR DAY PARADE – Members and officials participated in a Labor Day parade in Wilmington, Calif., where U.S. Rep. Janice Hahn and several other speakers addressed the crowd. The SIU contingent included (from left) SA Al Yandoc, Chief Cook Peter Schultz, Safety Director Abdul Al Omari, Port Agent Jeff Turkus, QMED Steven Benavides, Chief Cook Joseph George Welle, OS Todd Kasler, AB Jonathan Pampilon and ACU Dominador Guerrero.



CONGRATS IN JACKSONVILLE – Safety Director Ashley Nelson (right) presents AB Bobby Scheider with his first pension check, at the hall in Jacksonville, Fla. Scheider first sailed in 1990 aboard an OSG vessel; he most recently shipped out as an AB-Tankerman on Crowley's *Innovation*.



SEAFARING FATHER SHARES PHOTO – Recertified Bosun Basil D'Souza wanted to share this picture of his son, Lance Corporal Shayne D'Souza, U.S.M.C. In a late-August communication accompanying the photo submission to the *LOG*, Patrolman Mark von Siegel noted, "Over the years, Basil has brought his children into the Brooklyn hall and introduced them to the officials, staff and members. He has always been a proud father, but today he looked exceptionally proud to show us this picture of his now grown-up son, a U.S. Marine."



AB HEADS ASHORE – Longtime member AB Robert Hudás, pictured at the union hall in Algona, Mich., recently filed for retirement. A Seafarer since the late 1960s, Hudás counts among his career highlights the United States Merchant Marine Medal for Outstanding Achievement, which he earned aboard the *USNS 1ST LT Jack Lummus* in Operation Unified Response. (He is holding the medal and related certificate.) "Everyone here at the hall wishes him fair winds and following seas," said SIU Representative Don Thornton, who submitted the photo.



'BUCKET BRIGADE' BATTLES IRENE – Students at the union-affiliated Paul Hall Center for Maritime Training and Education, including those pictured here, pitched in to help keep the school in good shape following Hurricane Irene's destructive passage along the East Coast. Appreciatively dubbed the "bucket brigade," the students (along with employees) successfully addressed what was described as relatively minor but not insignificant damage.



Recollections from the Murmansk Run

Editor's note: Starting with the September 2010 edition and ending with the July 2011 issue, the LOG published eight installments of a story written by Ed Woods, who described sailing as a teenager in World War II. Woods, 84, sailed in the engine and steward departments aboard merchant ships. He recently submitted a new article, the first segment of which follows, along with his introduction.

I Never Got to Murmansk

I met Johnny Johnson at the end of World War II. We were shipmates on board a United States Army Transport. As we became acquainted, we began to trade stories about our experiences during the war. I thought I had a lot to tell about my crossings of the Atlantic and the Pacific Oceans. However, that was only until Johnny began recounting his wartime experience.

I was fascinated with Johnny's account of his first berth as a wiper on an oil tanker, his contacts with the enemy and the remote places he was forced to visit. Regretfully, I didn't take notes; I just listened in awe. As these many years have passed, I have decided to write down for posterity what I can recall of what Johnny told me 65 years ago.

To fill in the missing parts, I had to add to the story with what I think could have taken place, based on my own wartime experiences at sea. For this reason, I call this narrative a non-fiction novel. (I got the idea from Truman Capote.)

Please note, Johnny's name and his ships' names are fictional.

The philosopher asked, "Where do the facts end and the fiction begin? Who can say?"

Ed Woods
Atlanta, Georgia
July 2011

The Infamous Murmansk Run was known as the "Death Run" by many of those heroic U.S. Merchant Marine survivors who sailed in the convoys in the early 1940s to Archangel and Murmansk, Russia. It wasn't until World War II ended that the need for the convoys to carry supplies to our new Russian ally under extreme wartime conditions was questioned. There were survivors of the convoys who believed the convoys sent to Russia were an appeasement to Stalin, who was demanding that Great Britain and the United States open a second front that would in turn lessen the German army's pressure at his country's door.

Freezing weather and rough seas were the least of the problems facing the merchant seamen who sailed ships through the cold Norwegian and Barents Seas. German U-boats, German surface warships and German aircraft were waiting and prepared to send them down to Davy Jones Locker and, sadly, the enemy did so many times. (According to the excellent website usmm.org, at least 53 merchant ships carrying U.S. crews were sunk on the Murmansk Run. Most flew the American flag, though a few were Panamanian or Honduran but carried U.S. Navy Armed Guard and/or American crews.)

Historians well differ but the question remains, "Were the losses worth the effort?"

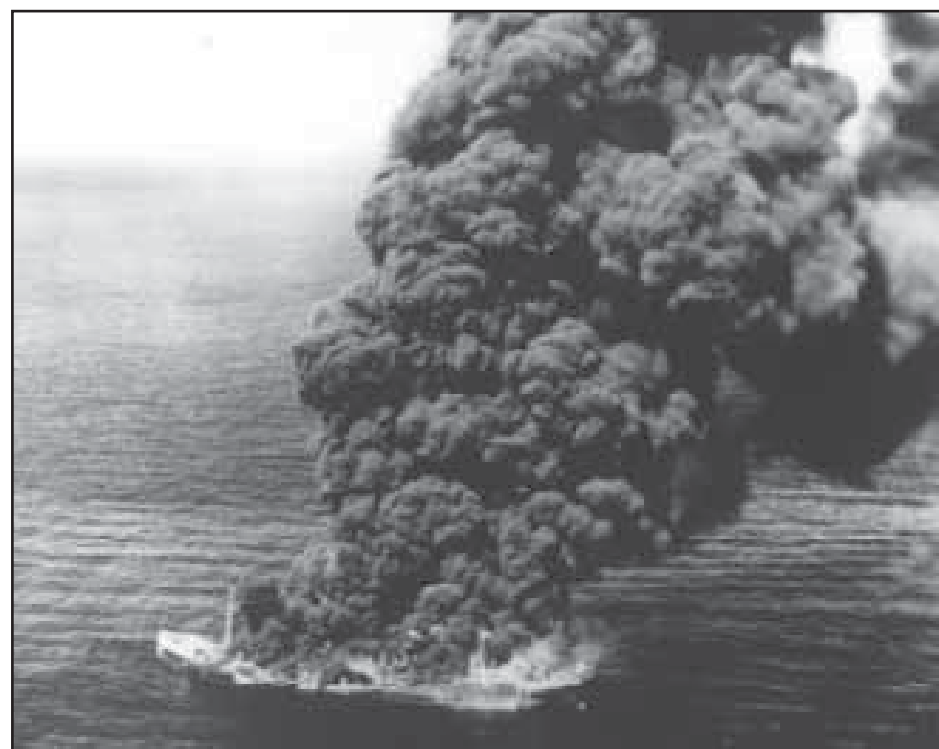
I was scared but I was trying hard not to show it. I was 16 years old and had volunteered to go to sea as a merchant seaman. It was December 1943; World War II was at its height. It was my first time on board an oceangoing ship and the

first time I had ever left New York.

Following six weeks of intensive training at the Sheepshead Bay Maritime Service Training Station in Brooklyn, New York, I thought I knew everything about sailing on big ships. However, on this first day aboard ship, I realized there was much to learn.

I was assigned as a wiper, the low man on the totem pole in the engine room. There were two other wipers, Bill and Larry. We were all about the same age, teenagers, and assigned to the same fo'c'sle (our sleeping quarters). We would share the work and would become close friends.

Wipers didn't stand watches. They worked days doing maintenance and cleaning in the engine room under the direct supervision of the First Assistant Engineer, who was called "First". We were,



Many of the ships lost on the Murmansk Run were crewed by SIU members.

however, on call 24 hours a day.

As soon as I located my sleeping quarters and locker and stowed my gear, I took a tour of the ship with my new friend Larry. It was a big oil tanker, the *S/S Pine Hill*. It was Larry's second trip aboard the vessel and I asked him to show me around.

The deck was filled with airplanes, P51 Mustang fighters, and crates of their spare parts. The planes were completely covered with heavy waterproof canvas. Larry explained the covering was necessary to protect the valuable cargo from the rough weather we were sure to encounter as we cross the North Atlantic Ocean. He laughed, "If that's where we'll be going. You know, we never learn our destination until we are a day or two out to sea."

He said the ship's tanks were full of high-test aviation gasoline. I then noticed that the stevedores and the deck crew were wearing special shoes and using odd-looking tools. Larry said the shoes and tools were spark-proof. Our cargo, high-test gasoline, was very volatile and every precaution had to be taken.

One of the deckhands overheard Larry and said, "Don't worry, kid, if this baby blows up, you won't feel a thing. It will be all over in a split second." Larry introduced me to the deckhand, named Slim. Slim weighed about 200 pounds and was about five-foot-six. I wondered why he was called Slim. Later, I learned that nicknames used aboard ships were often uncharacteristic: the biggest man was called Tiny, the tallest Shorty, etc. Anyone from the South was called Rebel and any youngster from New York, such as me, was referred to as the Dead End

Kid. The latter came about from a popular play and motion picture of the late 1930s that featured a gang of young, uneducated toughs from the lower east side of New York City.

The *Pine Hill* was at anchor midstream in the Hudson River off the 79th Street marina. Ships with dangerous cargoes were required to keep their distance from populated areas. The day before, she had filled her cargo tanks at a refinery in Carteret, New Jersey, and was now taking on deck cargo from barges.

It didn't take me long to notice the guns mounted throughout the ship. Larry identified each of them for me: aft was a 5 inch 38 and at the bow a 3 inch 50. There were also four 20 mm anti-aircraft machine guns aft near the stack; two port and two starboard and four amidships near the bridge; two port and two starboard. I

the other wiper, who was also new aboard ship, asked, "What does that mean?" A few guys laughed as Powell answered, "You can be executed. Shot at dawn, as they say."

The next morning, the chief mate came to the mess hall and reminded everyone that once we left port, all portholes were to be kept shut after sundown and to be sure to use the blackout curtains going or coming in and from the outside decks. "If I see any lights showing outside at night, there'll be hell to pay."

Overnight, New York harbor had become filled with ships of all kinds: freighters, tankers, troop carriers and assorted U.S. Navy war ships. The latter would be our escorts when we joined the convoy outside the harbor. I was pleased that Larry explained all of this to me; it helped to relieve the tension and my anxiety.

Word was passed that we would sail on the afternoon tide. I asked why a motor ship needed to sail with the tides and was told that tidal currents affect a ship's steering in narrow passages. "Sailing on the afternoon tide" – the words brought back fond memories of watching a movie on a Saturday afternoon about pirates sailing the Spanish Main. I tried to relax and enjoy my new surroundings.

The next morning, the tugs opened the submarine nets protecting New York harbor. We passed through and the nets quickly closed behind us. In the near distance, I could see the maritime school at Sheepshead Bay. I had graduated from there a few days before and yet it seemed like ages. I thought of all the guys I had made friends with while in training and wondered if I would ever see them again.

In a few hours, we were at sea off Montauk Point at the eastern end of Long Island. Our naval escorts, American destroyers and Canadian corvettes, were all about, blowing whistles, horns and sirens, as they directed the numerous ships into positions to form a huge grid that would become the convoy.

We sailed north to Nova Scotia to rendezvous with other ships and unite with convoys from Halifax and Boston before we started across the North Atlantic. There were planes flying overhead. Larry said the planes were a good sign. The planes would keep U-boats from surfacing or getting close enough to launch torpedoes. The planes would stay with us for our first few days at sea and then return to their base. Our only protection would be our naval escorts. However, other planes would come on patrol over the convoy as we neared Iceland.

After supper, I was out on the aft deck, the "poop deck," as a plane swooped down over the convoy. It was the fastest object I had ever seen in the sky. The fellows told me it was a twin fuselage P38 Lightning. I found it hard to believe that anything could go that fast. I surely was pleased to know that America had such incredible fighting equipment and thought, "Those Germans are going to be sorry they started this war."

I was learning something new all the time. Today, 67 years later, I can only think of how naïve I was at the time. Sixteen years old and a product of what today is called the inner city while growing up in New York City in the 1930s and early 40s, I believed I could handle any situation. I was taught never to back off from a fight, no matter how big my opponent; you still had to stand up to him. And never, never cry or show fear. The word sissy was a challenge to a fight. Yeah, I knew it all.

Continued on next page



A number of Seafarers from Norfolk recently demonstrated in support of striking Verizon workers. Among those walking the lines to back CWA and IBEW members were (from left) GUDE Ricky Langley, Steward/Baker Raymond Alexander, AB King Scott, Recertified Steward William Perry and Safety Director Sam Spain.

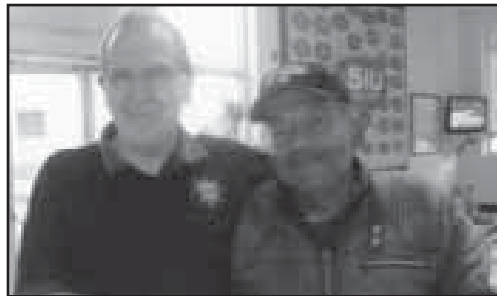


Recertified Steward Roslyn Johnson
Cape Race



Kermett Mangram
SIU VP
Government Services

Around The Port of Norfolk, Va.



Port Agent Georg Kenny (left) congratulates Chief Cook Sam Washington on his second retirement. Washington sailed as a CIVMAR for 24 years before joining the SIU-AGLIWD/NMU for the last decade. When asked why he returned to the sea, Washington said, "I couldn't get the sea salt out of my veins."



Twenty-year Seafarer Chief Storekeeper Evelyn Nordbrok is all smiles upon her recent retirement.



Bosun Mark Coleman
USNS Pomeroy



AB Eddie Lee Thomas
USNS Pomeroy



The SIU-crewed USNS Pomeroy is part of the Military Sealift Command's prepositioning program. (MSC file photo)



Boatman Carlton Brickhouse (right) and his wife are pictured with Port Agent Georg Kenny. Brickhouse retired after 21 years of service.

Mariner Recalls Friend's Memories of World War II

Continued from Page 10

My additional gunnery lessons started at once. I was assigned to a Navy gunner, Chico Martinez. We hit it off right away. He was from New York; we had a lot in common. My first lesson took place in the ammunition room where I was taught to load and put pressure on the 20 mm anti-aircraft magazines. From there it was out on deck to learn how to load the magazine on the gun and how to change a hot barrel.

I was looking forward to gunnery practice when Chico and I would alternate firing the weapon. Chico told me that on the *Pine Hill* there was only one Navy gunner assigned to each 20 mm and one merchant seaman to assist him. Aboard a U.S. Navy combat ship, there would be at least four men handling a 20 mm.

There were also two cadets, Ed Saunders and Jack Ryan, from the Maritime Academy at Kings Point assigned to the engine room. They were considered junior officers and ate in the officer's mess. They were only a few years older than me. We were assigned to work together on various engine room chores. They were real pleasant guys, and we

soon became friends, although officers and crew members were not supposed to associate.

The poop deck became the place to be after supper if you wanted to keep up with the latest news and rumors. I was at the age that I almost believed everything that was told to me by the older crew members. Larry told me that I had to smarten up and learn to separate fact from fiction. Most of these older men had stories to tell of other ships, other ports and other times. One of the oilers, a man in his sixties, told us that he had been torpedoed three times and had spent many days in lifeboats waiting to be rescued. When someone expressed skepticism, he would show three discharge papers stating he had been discharged at sea. Discharged at sea was a euphemism used by the government that meant your ship had been sunk. He was a very nervous man and I wondered why he kept going back to sea.

That night I went out on deck with Bill and Larry. It was a beautiful moonlit night and I commented that it was bright enough to read by it. Larry immediately let me know that there was nothing worse than a bright moonlit night for us or any other ship. "You make the perfect

silhouette for a U-Boat. No, give me a good heavy fog and I'll sleep better any night."

I stayed out on deck on to watch for the first time the bright and beautiful light from the bioluminescence created by the propeller as it beat through the water. Captivating, it was an eerie sight against the total darkness.

I had trouble sleeping at night, what with this being my first ship and the excitement of being at sea in a convoy. I mentioned it to Larry and he said he experienced the same problem when he first went to sea. "You'll get used to it and settle down once you have your sea-legs."

It was the fourth night out and I was in the mess hall playing cards when I heard sirens and horns. Someone shouted, "They must have picked up something with the sonar." We ran out on deck; there was a huge explosion and a ship off our port quarter went up in flames. The sky was so bright from the blaze, it looked like noontime instead of close to midnight. We went inside, grabbed our life jackets from a pile in a corner, and went back on deck. Our own ship's whistles ordered us to general quarters.

I went to my assigned 20 mm. Chico had wasted no time. He had the magazine mounted and was strapped into the harness. He reminded me that we could not fire the weapon until the convoy commodore gave the order even if we were attacked. In the past, U-boats were known to surface in the middle of a convoy to draw attention and then more damage was done from friendly fire than from the enemy. We stayed at our post for another hour until the merchant crew was dismissed and half of the Navy gunners were told to get some sleep.

Someone suggested we get blankets and sleep in the mess hall for the rest of the night. I thought it was a great idea. A few old guys said sleeping topside was a waste of time on an oil tanker. "If we get hit, the whole ship is going up and you'll go down with it no matter where you are when it comes. You might as well be comfortable in your own sack."

However, in a few minutes, there was another explosion. Immediately, the *Pine Hill* began to vibrate as she picked up speed. We were again ordered to general quarters. We could hear and feel depth charges being dropped.

To Be Continued



The vessel arrives and moors (above and at immediate right) at Naval Station Norfolk, Va., on Sept. 2. (U.S. Navy photos by Mass Communication Specialist 2nd Class Brian Goodwin)



USNS Comfort Concludes 'Continuing Promise' Mission

CIVMARS Contribute to Five-Month Mission's Success



Personnel from the hospital ship assist patients heading ashore in Costa Rica on Aug. 11. (U.S. Air Force photo by Staff Sgt. Alesia Goosic)

Members of the SIU Government Services Division helped the U.S. Military Sealift Command hospital ship *USNS Comfort* successfully wrap up a five-month humanitarian mission that saw the vessel visit nine countries.

SIU CIVMARS and other *Comfort* personnel returned to the U.S. East Coast Sept. 2, first docking in Norfolk, Va., and then heading to Baltimore the following week. They initially had departed from Baltimore in early April, kicking off Operation Continuing Promise 2011. Along the way, the *Comfort* provided medical assistance to 67,879 people, according to MSC. The ship visited Colombia, Costa Rica, Ecuador, El Salvador, Guatemala, Haiti, Jamaica, Nicaragua and Peru.

"All CIVMARS are incredible professionals and subject-matter experts in their field," Navy Capt. Kathy Becker, executive officer of the ship's medical treatment facility, told the MSC newspaper *Sealift*. "This very unique and dynamic platform couldn't operate without [them]. Their working knowledge is reassuring to us on this end and launches us forward."

On average during the mission, the ship carried 850 personnel (not including patients). That number includes licensed and unlicensed CIVMARS, active-duty military personnel, reservists, non-governmental organization civilians, and military representatives from other countries.

While the mission's essence and value lie in the good will, compassion and individual assistance rendered, some of the statistics also are noteworthy. Equipped with a dozen operating rooms, the *Comfort* conducted 1,130 surgeries and filled nearly 110,000 prescriptions. More than 23,400 pairs of glasses were distributed, and more than 9,100 dental exams were conducted.

Humans weren't the only patients during the mission. The 894-foot vessel also served as a platform for the veterinary treatment of more than 8,200 animals.

Additionally, not all of the *Comfort's* work was medical. Throughout Continuing Prom-

ise, 16 engineering projects were completed in various countries.

"I was so excited when my name was called for this mission, especially because *Comfort* was going to my (native) country," said AB Erwin Joiner, a U.S. citizen who was born in Nicaragua. "I know as an American citizen that there is a deep need and voids to fill in Nicaragua and surrounding areas."

The *USNS Comfort* was delivered to the Navy in 1987. The vessel can sail 20 knots and is one of two Navy hospital ships (the *USNS Mercy*, also crewed by CIVMARS, is the other).





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Aviation Boatswain's Mate (Handling) 2nd Class Rocio Luna, assigned to the Chargers of Helicopter Sea Combat Squadron (HSC) 26, guides an MH-60S Sea Hawk helicopter toward a pallet of supplies for transport from the *Comfort* to shore in Port-au-Prince, Haiti, on Aug. 18. (U.S. Air Force photo by Staff Sgt. Courtney Richardson)



Aviation Boatswain's Mate (Handling) 2nd Class Ray Wiemer (left) and AB Fennis Jones prepare pallets of cargo as the *Comfort* begins its return to Haiti from the Caribbean Sea. The ship has been ordered to depart Haiti to evade Hurricane Irene Aug. 21. (U.S. Air Force photo by Senior Airman Kasey Close)



Steward/Utility Candice Poole (photo at left) and Engine Utility Willie Grant (Photos courtesy MSC)

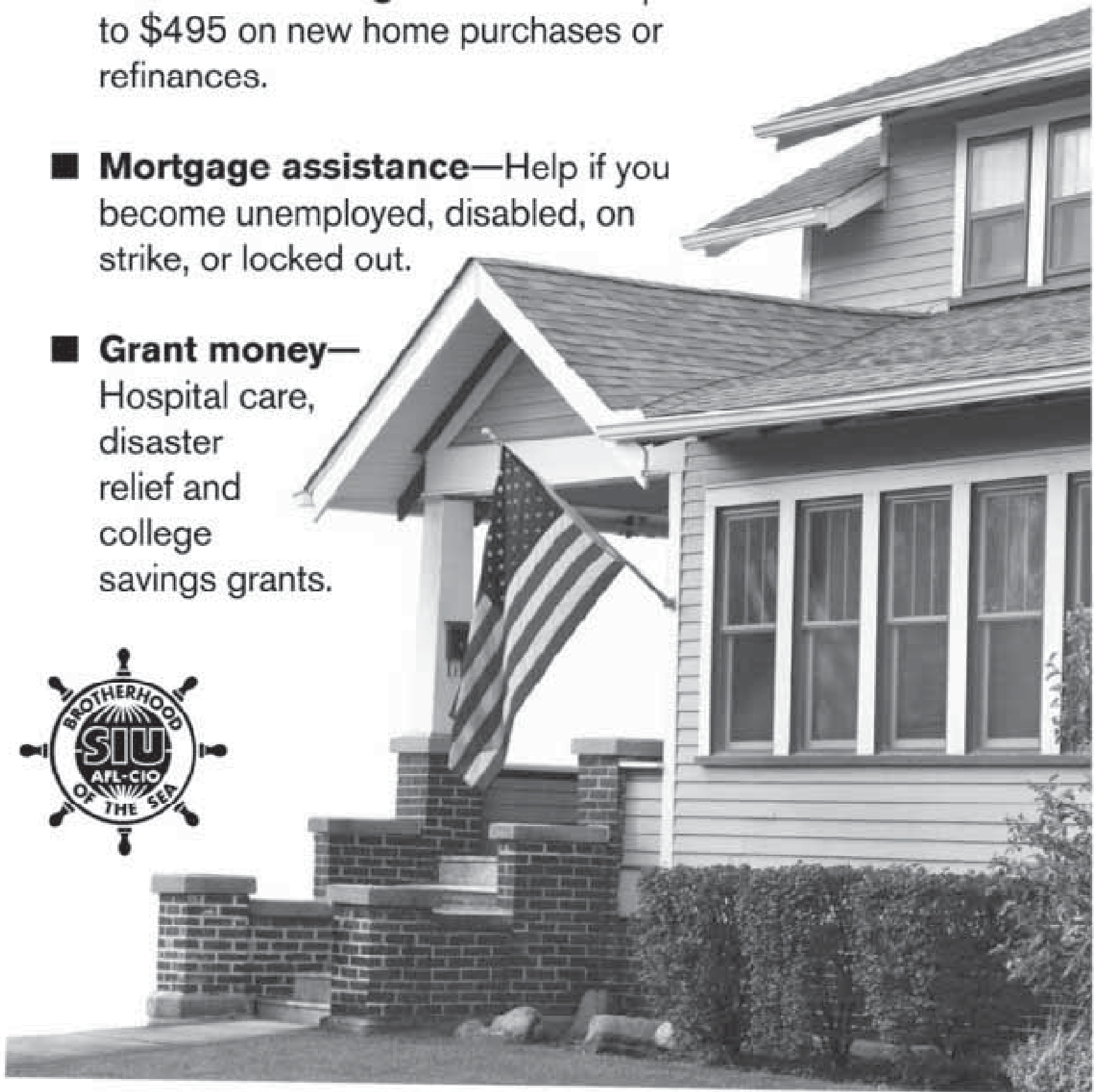


A Haitian orthopedic surgeon (photo at left) observes a surgery aboard the hospital ship. (U.S. Air Force photo by Staff Sgt. Courtney Richardson) In the photo above, *USNS Comfort* crew members and military personnel wave at the cameras mounted throughout the Panama Canal as the ship transits during Continuing Promise 2011. (U.S. Navy photo by Mass Communication Specialist 2nd Class Eric C. Tretter)

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SIU 09/11

Rallying for 9-11 Heroes



AB Joe Zavala poses with Houston Mayor Annise Parker during a Sept. 11 5K fund-raiser for public servants and victims of the 9-11 terrorist attacks. The Houston event was just one of a number of "9-11 Heroes Runs" that took place across the nation.

SHBP Enrollment-Beneficiary Cards

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: spouse, mother, father, sister, brother, child, grandmother, grandfather, grandchild, stepmother, stepfather, stepchild, half-sister, half-brother, stepsister, stepbrother, nephew, and niece. Niece and nephew are defined as the children of the brother or sister of a deceased employee.

Check the new 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.

November & December 2011 Membership Meetings

Piney Point.....	Monday: November 7, December 5
Algonac.....*	Monday: November 14, Friday: December 9
Baltimore.....	Thursday: November 10, December 8
Guam.....**	Friday: November 25, Thursday: December 22
Honolulu.....	Friday: November 18, December 16
Houston.....	Monday: November 14, December 12
Jacksonville.....	Thursday: November 10, December 8
Joliet.....	Thursday: November 17, December 15
Mobile.....	Wednesday: November 16, December 14
New Orleans.....	Tuesday: November 15, December 13
New York.....	Tuesday: November 8, December 6
Norfolk.....	Thursday: November 10, December 8
Oakland.....	Thursday: November 17, December 15
Philadelphia.....	Wednesday: November 9, December 7
Port Everglades.....	Thursday: November 17, December 15
San Juan.....	Thursday: November 10, December 8
St. Louis.....	Friday: November 18, December 16
Tacoma.....	Friday: November 25, December 23
Wilmington.....	Monday: November 21, December 19

* Algonac change created by Veterans Day holiday

** Guam change created by Thanksgiving Day holiday

Dispatchers' Report for Deep Sea

August 16, 2011 - September 15, 2011

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	11	2	6	5	1	0	24	22	1
Anchorage	2	1	0	0	3	0	0	2	2	0
Baltimore	4	7	0	9	6	0	2	6	7	1
Fort Lauderdale	23	13	2	13	11	0	6	28	13	2
Guam	4	2	1	1	3	0	0	4	3	1
Honolulu	8	6	3	8	0	1	0	5	10	3
Houston	61	18	8	37	6	1	13	101	33	9
Jacksonville	32	21	4	30	23	0	18	52	50	7
Joliet	6	6	1	5	4	0	0	7	4	2
Mobile	12	7	0	6	4	0	1	17	14	1
New Orleans	18	3	2	13	5	1	8	28	7	2
New York	42	17	1	29	15	1	15	81	34	4
Norfolk	23	25	3	15	18	2	5	28	40	5
Oakland	31	13	1	30	10	0	9	50	22	0
Philadelphia	10	7	0	10	7	0	4	9	9	0
Piney Point	3	2	0	0	2	0	0	3	1	0
Puerto Rico	10	5	0	8	2	0	1	16	7	2
Tacoma	34	15	6	36	17	3	21	59	24	6
St. Louis	2	1	0	3	1	0	1	2	5	0
Wilmington	23	21	4	29	19	0	11	40	41	9
TOTALS	360	202	38	288	161	10	115	562	348	55
Engine Department										
Algonac	0	1	0	2	0	0	0	6	4	1
Anchorage	1	0	0	0	0	0	0	0	1	0
Baltimore	5	6	0	3	3	0	0	6	8	0
Fort Lauderdale	6	2	0	6	2	0	1	17	8	0
Guam	2	0	0	0	0	1	0	3	1	0
Honolulu	8	4	0	9	5	0	1	14	5	2
Houston	21	14	0	15	8	1	8	31	27	0
Jacksonville	17	21	0	12	16	0	7	32	37	0
Joliet	4	1	0	2	1	0	0	4	4	1
Mobile	10	5	0	6	4	0	4	16	4	0
New Orleans	3	1	0	1	1	1	0	8	2	1
New York	10	9	2	11	7	0	7	23	18	3
Norfolk	13	20	1	10	10	0	1	17	32	1
Oakland	12	10	0	9	7	0	3	20	23	0
Philadelphia	6	1	0	4	4	0	3	3	3	0
Piney Point	4	2	0	1	3	0	1	3	2	0
Puerto Rico	5	4	0	4	3	0	1	6	11	0
Tacoma	14	9	0	11	10	0	7	32	11	0
St. Louis	2	2	0	4	0	0	1	2	5	1
Wilmington	12	8	3	9	8	2	6	17	18	6
TOTALS	155	120	6	119	92	5	51	260	224	16
Steward Department										
Algonac	4	3	0	2	0	0	0	6	6	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	3	3	0	1	2	0	1	5	3	0
Fort Lauderdale	14	5	0	6	2	0	5	18	11	1
Guam	3	0	0	1	0	0	0	4	2	0
Honolulu	10	3	0	10	3	0	3	13	2	1
Houston	25	9	0	17	5	1	8	23	9	0
Jacksonville	17	8	3	18	5	1	11	36	9	2
Joliet	2	3	1	1	3	0	1	2	4	2
Mobile	4	2	1	7	0	0	0	8	5	1
New Orleans	9	1	0	5	2	0	1	7	2	0
New York	20	7	0	14	4	0	7	39	8	0
Norfolk	10	12	2	12	9	2	4	12	13	0
Oakland	17	5	1	16	4	0	3	30	7	2
Philadelphia	1	1	0	4	0	0	3	5	1	0
Piney Point	1	1	0	3	1	0	1	2	1	0
Puerto Rico	2	0	0	2	1	0	0	4	0	0
Tacoma	18	4	0	15	3	0	3	32	4	0
St. Louis	3	4	0	2	2	0	0	2	3	0
Wilmington	32	2	1	22	2	1	8	53	4	1
TOTALS	195	74	9	158	48	5	59	301	95	10
Entry Department										
Algonac	1	8	8	0	5	3	0	8	12	23
Anchorage	0	2	1	0	0	1	1	0	4	1
Baltimore	1	6	1	1	4	2	0	0	3	1
Fort Lauderdale	0	14	4	0	6	0	1	0	18	8
Guam	0	4	1	0	2	0	0	0	4	1
Honolulu	4	4	7	0	1	4	0	8	10	6
Houston	5	16	4	1	7	1	2	6	32	8
Jacksonville	3	22	8	0	13	4	0	5	45	19
Joliet	0	2	4	0	1	0	0	1	1	3
Mobile	2	2	2	1	3	0	1	1	5	2
New Orleans	1	3	2	1	3	1	0	1	4	6
New York	8	26	9	4	18	5	3	12	50	23
Norfolk	0	26	15	0	13	8	1	1	38	35
Oakland	5	14	7	1	8	5	0	5	31	19
Philadelphia	0	2	1	0	4	0	0	0	1	2
Piney Point	0	8	28	0	6	27	1	0	7	2
Puerto Rico	0	1	1	1	0	0	0	0	2	1
Tacoma	6	7	5	2	5	5	2	9	21	9
St. Louis	0	1	0	0	1	0	0	0	1	0
Wilmington	3	9	11	1	11	4	2	9	29	36
TOTALS	39	177	119	13	111	70	14	66	318	205
GRAND TOTAL	749	573	172	578	412	90	239	1,189	985	286

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510 N. Broad Ave., Wilmington, CA 90744
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Inquiring Seafarer

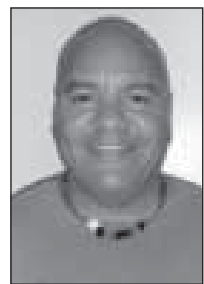
Editor's note: This month's question was answered by members at the union hall in Honolulu.

Question: Where were you on 9/11 and what do you remember about it?

Lloyd Ingram

Chief Steward

We were in the Med, getting ready to go down the Suez Canal. We had to anchor in the harbor for about two weeks.



I was on the *Advantage*, with Sealift. We finally got permission to go down the Suez Canal and we made it

to our final destination, which was Aqaba, Jordan. While we were anchored, we thought we were going to war. We were in a Muslim territory, so we were concerned. We didn't know if we'd have to turn around and high-tail in out of there. We went ashore in Jordan and didn't get hassled or anything like that.

Ramon Lirag

Electrician

I was working on land at that time, in a condominium in

Hawaii. I was doing maintenance. First thing in the morning, we heard what we thought was a



rumor about the World Trade Center being bombed. We kept asking why it happened and who did it. I was scared and sad and waiting for more news. I remember that all my friends looked sad. We were just praying for all the dead.

Efren Villarosa

Electrician

I was driving my car to the Tyco ship *Long Lines* when I heard the news about the planes hitting the twin towers. It was around 8:30 a.m. here when I heard – the ship was



docked in Hawaii. I remember feeling shocked, and everybody else was the same way when we arrived on the ship.

We were all watching TV. After my rotation, I went back

to the *USNS Button*, a military support ship. When we went to war with Iraq, we delivered military hardware for the Marines. There were five ships from Diego Garcia that went there.

Richard Wright

QMED-Electrician

At that time I was still in high school, in Hawaii. It was pretty crazy. It was horrible and shocking. When it happened, I was at home and the story popped up on CNN. At first we just thought it was a plane crash. It was a main topic at school that whole week – that whole month, actually.



the ship... I had an SA, a young gentleman from Yemen. This was the most scared individual

I've ever met. He was afraid everyone on the ship would blame him. But I told him he had nothing to worry about – he was a U.S. citizen and wasn't involved. I ended up spending almost nine months on that ship. I've been to a lot of military ports, but when we went in (on the *Effective*), I've never seen such security.... Every year on my wife's birthday, we remember what happened. I've been watching on TV lately and it's like it happened yesterday.



Ernest Dumont

Chief Steward

I was on the *USNS Effective* and we were in the Sea of Japan, where it was already September 12. I was on the telephone, talking with my wife because it was her birthday. I was getting ready to go back to work when she told me what was on the news. I asked her to send me a message and let me know what's happening. I went back to work and when it came across our system on



Pic-From-The-Past



Longtime Seafarer Chris Earhart submitted this 1989 snapshot that was taken on the West Coast. Pictured left to right are an unidentified member of the Teamsters; Frank Gill, recently deceased former official with both the SIU and UIW; Attorney James Akerman; retired Port Agent Don Anderson; Clarence Henry, a highly regarded heavyweight boxer who was inducted into the World Boxing Hall of Fame in 1998; retired SIU Dispatcher Jesse Solis; former NBA player Ron Knight; Ray Owens, co-founder of the Golden State Boxing Association; and the late Marine Cooks & Stewards official Joe Goren.

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

GEORGE BIXBY

Brother George Bixby, 65, began sailing with the SIU in 1991 from the port of Philadelphia. He was born in Pennsylvania and sailed in the engine department. Brother Bixby's earliest trip was on the *China Sea*. He attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Bixby most recently shipped aboard the *Lawrence Gianella*. He is a resident of Greenwood, Del.



JUANITO DANSALAN

Brother Juanito Dansalan, 70, signed on with the Seafarers in 1988. He originally worked aboard the *USNS Harkness*. In 2002 and 2003, Brother Dansalan took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. His final voyage was on the *Charger*. Brother Dansalan sailed in the engine department. He makes his home in the Philippines.



ROBERT DAVID

Brother Robert David, 65, began shipping with the Seafarers in 1991 while in the port of Wilmington, Calif. His first trip to sea was on the *Bonny*. Brother David was a member of the deck department. He enhanced his skills in 1991 and 2002 at the Piney Point school. Brother David's final voyage was aboard the *Intrepid*. He lives in San Diego, Calif.



ERLINDA FABIA

Sister Erlinda Fabia, 65, became a Seafarer in 1989. Her first ship was operated by American Classic Voyages. Sister Fabia upgraded in 2001 at the maritime training center in Piney Point, Md. She worked in both the



engine and steward departments. Sister Fabia's most recent trip was aboard the *Independence*. She resides in Honolulu.

JAMES HARRIS

Brother James Harris, 65, joined the SIU ranks in 1974. He was initially employed on the *Van Defender*. Brother Harris was a deck department member. The Boston native's final trip was aboard the *ITB Baltimore*. Brother Harris upgraded often at the Seafarers-affiliated school. He calls Nyman, N.H., home.



RUDOLPH HERNANDEZ

Brother Rudolph Hernandez, 66, donned the SIU colors in 1990. His earliest trip was on the *Constellation*. Brother Hernandez was born in Houston and attended classes at the Paul Hall Center in 1996. His most recent trip was aboard the *Horizon Reliance*. Brother Hernandez, who sailed in the deck department, lives in Torrance, Calif.



CHARLES JACKSON

Brother Charles Jackson, 71, joined the union in 2001 while in the port of Houston, originally sailing on the *ITB Jacksonville*. He enhanced his skills on numerous occasions at the Piney Point school. A member of the deck department, Brother Jackson most recently worked aboard the *Cape Trinity*. He is a resident of his native state, Texas.



REYNALDO MAGPALE

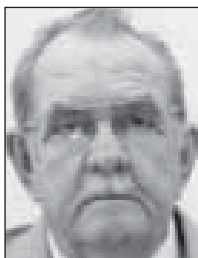
Brother Reynaldo Magpale, 66, was born in Manila, Philippines. He signed on with the SIU in 1973. Brother Magpale initially worked on the *Manulani*. In 1990 and 2001, he upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The



steward department member's final trip was aboard the *Golden State*. Brother Magpale lives in Los Angeles, Calif.

RAFAEL PEREIRA

Brother Rafael Pereira, 71, became a SIU member in 1962. His earliest voyage was with Sea Transport Inc. On numerous occasions, Brother Pereira took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. He last sailed on the *Houston*. Brother Pereira was a member of the deck department. He settled in Bacliff, Texas.



ROGER PHILLIPS

Brother Roger Phillips, 65, started sailing with the union in 2000 from the port of Houston. He initially worked aboard the *Global Sentinel*. Brother Phillips upgraded on two occasions at the Piney Point school. He



shipped in the engine department. Brother Phillips' final trip was on the *Ocean Atlas*. He makes his home in Point Blank, Texas.

ANASTACIO SAMBO

Brother Anastacio Sambo, 66, joined the Seafarers in 1996 while in the port of Wilmington, Calif. His first ship was the *Long Lines*; his last, the *Jean Anne*. Brother Sambo was born in the Philippines and worked in the deck department. In 2000 and 2001, he enhanced his skills at the SIU-affiliated school. Brother Sambo resides in San Diego, Calif.



INLAND

CHRISTOPHER SPIVEY

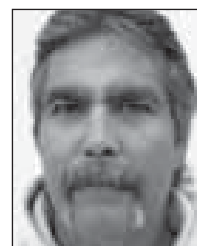
Brother Christopher Spivey, 62, began his SIU career in 1979. He was primarily employed with Higman



Barge Lines. Brother Spivey was born in Texas and sailed in the deck department. He calls Kountze, Texas, home.

RICKY WATERS

Brother Ricky Waters, 49, signed on with the union in 1980. He worked with G&H Towing for the duration of his career. In 2001, Brother Waters attended classes at the Paul Hall Center. He is a resident of Portland, Texas.



NATIONAL MARITIME UNION

RONALD SPENCER

Brother Ronald Spencer, 65, was born in San Francisco. He became an NMU member in 1965. Brother Spencer's final voyage was aboard the *Elizabeth Lykes*. He lives in Eight Mile, Ala.



This Month In SIU History

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

1941

The membership of the SIU, in a special meeting on Sept. 24, voted to release all struck vessels pending a settlement of the bonus and insurance issue by the National Defense and Mediation Board. This was upon the request of the President through the Secretary of Labor. The Mediation Board recommended that the bonuses be raised from \$60 to \$80 per month with \$100 for Suez. Although the union was not completely satisfied with these increases it nevertheless recommended to the membership that the increases be accepted and the membership did accept the union's recommendation and sailed the ships.

1954

The vacation pay under the SIU's industry-wide vacation plan took a jump to \$176. The increase – which amounts to a nine percent boost for every Seafarer – was voted by the trustees of the Seafarers Vacation Plan following negotiations with the SIU. The increase from the present \$148 industry-high annual level will go into effect for 90 days or more of sea time accumulated after Dec. 1, 1954. The raise in benefits was also possible through no increase in contributions by the shipping companies. Already the Seafarers Vacation Plan, the first industry-wide plan in maritime, has paid out a total of \$3,750,000 in benefits to Seafarers since payments got underway in February 1952. Accountants' figures

show the \$176 benefit to be the highest in the industry.

1966

President Johnson signed into law a bill creating a new Department of Transportation, which includes agencies regulating the nation's railroads, highways, and aviation networks. The new department will not include the Maritime Administration, which will remain under the Department of Commerce. Maritime labor supported the move to keep MARAD out of the new department and instead is seeking to have MARAD established as a separate agency. Bills to that effect are in Congress awaiting action by legislators.

1970

On Oct. 21, 1970, President Nixon signed the Merchant Marine Act of 1970. This act, which incorporated many provisions backed by the Seafarers International Union, had passed both houses of Congress by substantial majorities before it was sent to President Nixon for his signature. President Nixon said the bill marked the beginning of a new era for the troubled maritime industry and opened the prospect of revitalization of the U.S.-flag maritime fleet. The bill will benefit SIU members more than others by means of its provision to construct 300 new ships for the foreign trade in the next 10 years. The bulk of those 300 ships will go to SIU-contracted companies. Under the 1970 bill, all steamship companies in the foreign trade will be eligible for subsidies.

Final Departures



DEEP SEA

WILLIE BRAGGS

Pensioner Willie Braggs, 83, passed away February 21. Brother Braggs began shipping with the SIU in 1951 from the port of Mobile, Ala. His earliest trip to sea was aboard an ISCO Inc. vessel. Brother Braggs was an Alabama native. Prior to his retirement in 1992, he sailed on the *Pacer*.

Brother Braggs, a member of the steward department, made his home in Fairhope, Ala.



ROBERT DUPAYA

Brother Robert Dupaya, 69, died March 13. He joined the Seafarers in 1996 while in the port of Wilmington, Calif. Brother Dupaya's first ship was the *Defender*; his last was the *Explorer*. He sailed in the engine department. Brother Dupaya was a resident of San Diego, Calif.

MICHAEL IWASKI

Pensioner Michael Iwaski, 90, passed away March 17. Brother Iwaski started his seafaring career in 1951. He originally sailed with Tankers Four Lakes as a member of the deck department. Brother Iwaski was born in Boston. His final trip was on the *Oakland*. Brother Iwaski went on pension in 1984. He settled in Hayward, Calif.



HENRY LOVELACE

Pensioner Henry Lovelace, 85, died April 6. Brother Lovelace became an SIU member in 1951. He initially shipped aboard the *Ore-mar*. Brother Lovelace was born in Virginia and worked in the deck department. He last sailed on the *Galveston*. Brother Lovelace retired in 1983 and continued to reside in his native state.



JOHN MCCOY

Pensioner John McCoy, 72, passed away March 31. Brother McCoy first donned the SIU colors in 1970. His earliest trip was aboard the *Yaka*. Brother McCoy, a member of the deck department, was born in San Diego, Calif. He most recently shipped on the



Anchorage. Brother McCoy began collecting his retirement compensation in 2002. He was a resident of Burien, Wash.

DIONISIO MUYCO

Pensioner Dionisio Muyco, 92, died April 4. Brother Muyco signed on with the union in 1978 while in the port of San Francisco. He first shipped on a States Steamship Company vessel. Brother Muyco was born in the Philippines and worked in the steward department. His final voyage was aboard the *President Eisenhower*. Brother Muyco became a pensioner in 1987 and lived in San Francisco.

JACK OOSSE

Pensioner Jack Oosse, 86, passed away March 3. Brother Oosse joined the SIU in 1942 while in the port of Mobile, Ala. His initial trip was on the *Alcoa Runner*. Brother Oosse, who sailed in the deck department, was born in Grand Rapids, Mich. He last shipped aboard the *Sam Houston*. Brother Oosse retired in the 1981 and settled in Gatesville, Texas.



FLOYD PEAVY

Pensioner Floyd Peavy, 90, died March 3. Brother Peavy became a Seafarer in 1951. He originally worked with Bloomfield Steamship Company. The steward department member's last trip was on the *Independence*. Brother Peavy went on pension in 1982 and called Summerville, Ala., home.



WALTER RIGBY

Pensioner Walter Rigby, 87, passed away April 20. Brother Rigby joined the union in 1943 while in the port of Baltimore, Md. He was initially employed aboard the *Cantigny*. Brother Rigby was born in Canada and sailed in the deck department. Before his retirement in 1985, he worked on the *Stonewall Jackson*. Brother Rigby made his home in Westwego, La.



RUBEN RODRIGUEZ

Brother Ruben Rodriguez, 77, died February 5. He signed on with the SIU in 1964. Brother Rodriguez first shipped aboard the *Cantigny*. He last sailed aboard the *Del Sud*. Brother Rodriguez, a member of the engine department, lived in New Orleans.

INLAND

WILLIE GUNNERSON

Pensioner Willie Gunnerson, 87, passed away March 17. Brother Gunnerson was born in Alabama. He started sailing with the union in 1962. Brother Gunnerson worked with Dravo Basic Materials Company. He started receiving his pension in 1989. Brother Gunnerson continued to reside in his native state.

CARROLL SMITH

Pensioner Carroll Smith, 84, died April 13. Brother Smith became an SIU member in 1961 in the port of Norfolk, Va. He was born in South Carolina. Brother Smith primarily shipped in the deck department of vessels operated by Moran Towing of Virginia. He retired in 1987 and called Chesapeake, Va., home.

GREAT LAKES

JAMES DARDEN

Brother James Darden, 62, passed away April 19. He joined the union in 1974. Brother Darden was born in Michigan. The deck department member originally sailed on the *JA Kling*. Brother Darden most recently worked aboard the *Walter J. McCarthy*. He was a resident of Newport, Mich.

REX KAUER

Pensioner Rex Kauer, 86, died April 10. Brother Kauer signed on with the SIU in 1963. He mainly worked aboard Inland Lakes Management vessels. Brother Kauer was born in Michigan. He shipped in the engine department. Brother Kauer became a pensioner in 1986. He lived in Alpena Township, Mich.

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

NATIONAL MARITIME UNION

RICHARD ADAMS

Pensioner Richard Adams, 77, passed away March 7. Brother Adams was born in Tennessee. He retired in 1996 and continued to reside in his native state.



DAVID ALEXIS

Pensioner David Alexis, 89, died February 28. Brother Alexis, a native of Trinidad, became a pensioner in 1967. He called Galveston, Texas, home.

ROBERTO BORRAS

Pensioner Roberto Borrás, 75, passed away March 8. Brother Borrás was born in Guanica, P.R. He

went on pension in 1991. Brother Borrás settled in San Juan.

HERBERT BROUSSARD



Pensioner Herbert Broussard, 104, died April 13. The Louisiana-born mariner became a pensioner in 1973. Brother Broussard was a resident of Mansfield, Ohio.

ERNESTO BUCANO

Pensioner Ernesto Bucano, 87, passed away April 9. Brother Bucano was a native of Panama. He started collecting his retirement compensation in 1988. Brother Bucano lived in the Bronx, N.Y.



ROBERT BURNETT

Pensioner Robert Burnett, 83, died March 27. Brother Burnett was born in Charleston, Ill. He went on pension in 1967 and called Grandview, Texas, home.



ROBERT BUTLER

Pensioner Robert Butler, 85, passed away April 1. Brother Butler was a native of Cambridge, Mass. He retired in 1991. Brother Butler made his home in Baltimore, Md.

ANTONIO COELHO

Pensioner Antonio Coelho, 92, died March 25. Brother Coelho was born in Portugal. He became a pensioner in 1973. Brother Coelho settled in Lowell, Mass.

JAMES COOPER

Pensioner James Cooper, 66, passed away April 3. Brother Cooper was a Savannah, Ga., native. He started collecting his retirement compensation in 1999. Brother Cooper continued to live in Georgia.

JAMES ETHERIDGE

Pensioner James Etheridge, 87, died April 5. Brother Etheridge went on pension in 1964. He was a resident of New Jersey.

EARL GRANT

Pensioner Earl Grant, 64, passed away April 12. Brother Grant was born in Savannah, Ga. He began receiving his pension in 2005. Brother Grant lived in Moncks Corner, S.C.

RAYMOND GUIDRY

Pensioner Raymond Guidry, 80, died March 31. Born in Port Arthur, Texas, he became a pensioner in 1992. Brother Guidry was a resident of Baytown, Texas.

MIGUEL HURTADO

Pensioner Miguel Hurtado, 84, passed away March 7. Brother Hurtado was a native of Peru. He retired in 1997. Brother Hurtado made his home in Galveston, Texas.

VINCENT KUCHINSKI

Pensioner Vincent Kuchinski, 85, died March 21. Brother Kuchinski was born in Moosic, Pa. He went on pension in 1971. Brother Kuchinski continued to call Pennsylvania home.

ROBERT MILLER

Pensioner Robert Miller, 82, passed away April 4. Brother Miller, a native of Camden, N.J., started collecting his retirement compensation in 1966. He settled in Gibbstown, N.J.

JAMES MITCHELL

Pensioner James Mitchell, 82, died March 26. Brother Mitchell was born in Valparaiso, Ind. He began receiving his pension in 1993. Brother Mitchell resided in Houma, La.

HERLIN NUTT

Pensioner Herlin Nutt, 81, passed away March 26. Born in Mollusk, Va., he became a pensioner in 1980. Brother Nutt lived in Philadelphia, Pa.



EDDIE OLIVER

Pensioner Eddie Oliver, 78, died March 20. The Texas-born mariner went on pension in 1997. He was a resident of Los Angeles, Calif.

ANTONIO PALMONARI

Pensioner Antonio Palmonari, 84, passed away March 11. Brother Palmonari was born in Ladd, Ill. He retired in 1967. Brother Palmonari settled in East Berlin, Pa.

RAYMOND REEVES

Pensioner Raymond Reeves, 75, died March 11. Brother Reeves, a native of Ashland, Ky., started receiving his retirement compensation in 1996. He continued to make his home in Kentucky.



OSCAR WALLER

Pensioner Oscar Waller, 93, passed away March 1. Born in Tennessee, he began collecting his pension in 1976. Brother Waller called Norfolk, Va., home.

JAMES WINSTEAD

Pensioner James Winstead, 86, died March 12. Brother Winstead was born in North Carolina. He became a pensioner in 1994. Brother Winstead resided in Chesapeake, Va.

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.

PRESTIGE NEW YORK (Liberty Maritime), July 17 – Chairman **Elkanah B. Ladia**, Secretary **Lionell P. Packnett**, Educational Director **Ricky Gault**, Deck Delegate **Pedro Campos**, Engine Delegate **Gary Timmons**. Chairman discussed communication from union regarding retroactive contract. He also talked to captain about payoff in Jacksonville, Fla. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Members requested upgrade to email system and gym equipment, such as a treadmill and curl bars. Mariners were reminded to clean up after themselves while in the lounge and laundry.

CHARGER (Maersk Line, Limited), August 13 – Chairman **Gerry A. Gianan**, Secretary **Rolando M. Lopez**, Educational Director **Andrew J. Linares**, Deck Delegate **Julius Dagoldol**, Engine Delegate **Mbarek Mouhairi**, Steward Delegate **Khaled A. Taffi**. Chairman thanked crew for a smooth, safe voyage. He stressed the importance of safety at all times. Steward department was thanked for excellent meals. Mariners were reminded to properly dispose of paper towels. Secretary reported sanitary inspections went great and expressed his gratitude for crew members helping keep ship clean. He reminded everyone that the plastic salad bowls are not microwaveable and should not be used for hot food. Educational director reiterated the need to renew documents in a timely manner and advised all mariners to enhance skills at the union-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Suggestion was made to include oxtails on the menu.

JEAN ANNE (Interocean American Shipping), August 7 – Chairman **Daniel Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Michael A. Papaioannou**, Deck Delegate **Billy Cooley**, Engine Delegate **Rosalio Cordova**, Steward Delegate **Ingra Maddox**. Bosun handed out various forms for members to file for vacation pay, registration and medical/dental benefits. Secretary reported great morale among crew members. He encouraged mariners to upgrade at Paul Hall Center and keep documents up-to-date. No beefs or disputed OT reported. Thanks to steward department and GVAs for waxing mess hall and all decks.

LIBERTY EAGLE (Liberty Maritime), August 21 – Chairman **Juan M. Rivas**, Secretary **Fernando R. Guity**, Educational Director **Bruce M. Korte**, Deck Delegate **Albert Konning**, Steward Delegate **Rene Gil**. Chairman announced payoff on August 23. Secretary asked seamen departing vessel to clean their rooms and turn keys into captain. Educational director advised members to stay current on all necessary seafaring documents and attend classes at the SIU-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Thanks given to steward department for a job well done.

LIGHTNING (Maersk Line, Limited), August 7 – Chairman **Manolo V. Delos Santos**, Educational Director **Daniel F. Dean**, Deck Delegate **James Morgan**, Engine Delegate **Faisal Kassem**, Steward Delegate **Kathleen Lanahan**. Chairman talked about the importance of keeping documents current. No beefs or disputed OT reported. Crew members requested van service in Busan, Korea. President's report in the *Seafarers LOG* was read. Suggestions were made regarding contract negotiations. Recommendation was made to increase pension amounts to keep up with the cost of living. Next ports: Oakland, Calif., and Long Beach, Calif.

MAERSK MISSOURI (Maersk Line, Limited), August 7 – Chairman **Daniel S. Marcus**, Secretary **Billy Gigante**, Educational Director **Jerome D. Culbieth**, Deck Delegate **Abdalla R. Gaafar**, Engine Delegate **Adam W. Milczewsk**, Steward Delegate **Brian T. McEleney**. Chairman reported smooth voyage with good crew. He stated payoff would take place August 15th upon arrival in Elizabeth, N.J., and went over ship's schedule. Secretary asked Seafarers to leave cabins clean for reliefs. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. Treasurer noted \$3,500 in ship's fund. No beefs or disputed OT reported. Vote of thanks was given to **Ed Woods** for his entertaining stories. Next ports: Elizabeth, N.J., Charleston, S.C., Norfolk, Va. and Newark, N.J.

SAM LAUD (American Steamship Company), August 19 – Chairman **Timothy D. Koebel**, Secretary **Munasser A. Ahmed**, Educational Director **Mused Nasser**, Deck Delegate **Kassim Ghaleb**, Engine Delegate **Michael Lau**. Chairman discussed AMO

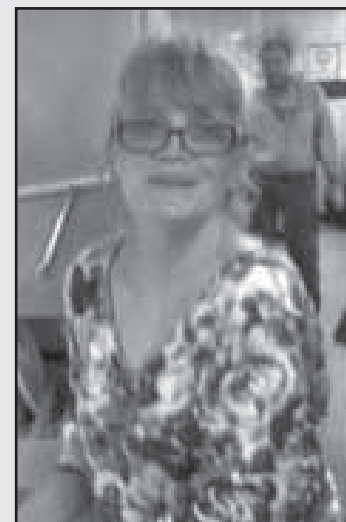


Successful Turbo Activation

Seafarers and their union recently contributed to a successful turbo activation of the auxiliary crane ships *Gem State*, *Grand Canyon State* and *Keystone State* (all operated by Pacific-Gulf Marine and home-ported on the West Coast). Ordered by the U.S. Maritime Administration, the activation began Sept. 8 and concluded one week later. Patrolman Nick Marrone II, who submitted these photos, stated, "The activation demonstrated the reliability, professionalism and manpower of the SIU."



SA Mana Muhsen



SA Diana House



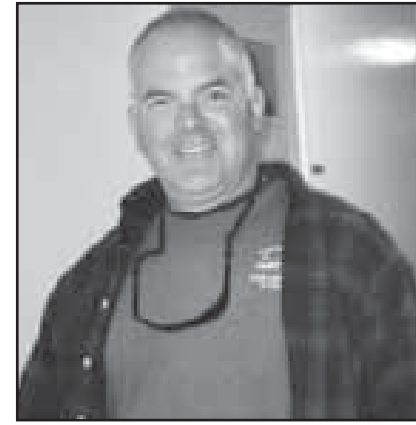
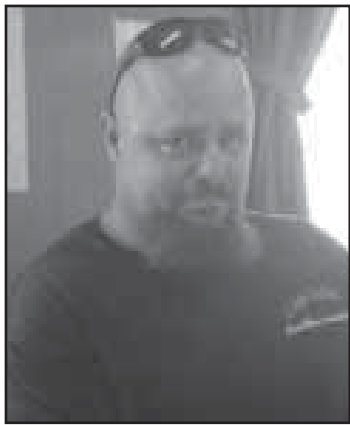
Chief Cook Kirk Fisher

strike and reviewed highlights in the 2011-2016 Lakes Agreement. He also relayed engineers' request that crew dog down doors for A/C. Smokers were asked to empty ashtrays in lounge and messhalls. No beefs or disputed OT reported. Crew members talked about Paul Hall's birthday and what a visionary he was. Fellow mariners expressed appreciation for steward department's fine cuisine. Next ports: Cleveland, Ohio, Tawas City, Mich. and

Waukegan, Ill.

MAERSK VIRGINIA (Maersk Line, Limited), August 5 – Chairman **Mohamed S. Ahmed**, Secretary **Donald J. Mann**, Educational Director **Michael D. Voda**, Engine Delegate **Antuan Barnes**, Steward Delegate **Simone Soloman**. Chairman reported a good trip and announced payoff in Newark, N.J., on August 8th. Those departing vessel were asked to leave rooms clean and

supplied with fresh linen for next mariner. Seafarers were urged to attend classes at the union-affiliated school in Piney Point, Md., and stay up-to-date on all necessary seafaring documents. Treasurer reported \$1,800 in ship's fund. No beefs or disputed OT reported. Recommendation was made to increase pension amounts and lower sea time requirements. Needs for new pillows and towels were noted. Next port: Newark, N.J.



With Seafarers on the Cape Isabel

These photos were taken aboard the Crowley-operated *Cape Isabel* during an August voyage along the West Coast. The vessel is part of the U.S. Ready Reserve

Force (RRF), which was established in the 1970s. The ship is 684 feet long, has a beam of 102 feet and can sail at nearly 19 knots.



Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

individual to carry out this responsibility.

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Paul Hall Center Upgrading Course Schedule

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

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

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

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

Title of Course	Start Date	Date of Completion
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Deck Department

Bosun Recertification	October 15	November 7
ECDIS	November 12	November 18
GMDSS	November 26	December 9
Lifeboat	October 15 November 12	October 28 November 25
STOS	October 29	November 11
Tank Barge PIC	October 8	October 14

Engine Department

BAPO	November 12	December 9
FOWT	October 15	November 11
Junior Engineer	October 22	December 16
Welding	October 29 November 26	November 18 December 16

Steward Department

Chief Steward	October 8	November 18
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Chief Cook

These modules start every other week. The most recent class began October 3.

Galley Operations/Advanced Galley Operations

These modules start every Monday.

Title of Course	Start Date	Date of Completion
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Safety Upgrading Courses

Advanced Firefighting	November 12	November 25
Basic Safety Training	November 14 December 5	November 18 December 9
Medical Care Provider	November 26	December 2
Vessel Security Officer	October 15	October 18

Important Notice For All Paul Hall Center Students

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



NOTICE: NMC Web Site is Vital Resource for Mariners

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

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

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No

If yes, class # _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

If yes, course(s) taken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

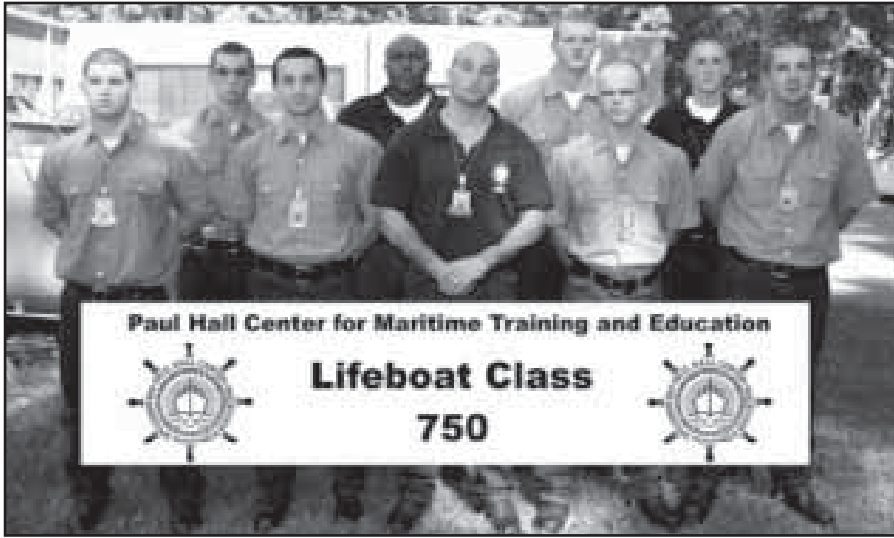
SIGNATURE _____ DATE _____

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

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

10/11

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 750 – The following Phase III unlicensed apprentices and upgraders (above, in alphabetical order) completed this 60-hour course Sept. 9: Mutea Alnuzely, Jason Amy, Brett Arcouette, Randy Baggs, Fontaine Barber, Dennis Blake, Christopher Brown, Christian Bryant, Earl Dimmick, Scott Doxey, Cory Ellis, Vincent Figuenerick, Cody Fox, Felix Garcia, Joseph Haines, Jade Kellar, Edison Lalin, Jason Meyers, Mario Ramirez, Stephen Nowell, Juan Vallejo and Fredrick Wright. (Note: Not all are pictured.)



Fast Rescue Boat – Seven upgraders finished this course Aug. 26. Graduating (above, in alphabetical order) were: Farrell Bodden, Erik Haik, Darrel Koonce Jr., Rafael Lanila, Ryan Schlichte, Jason Simon and Alexander Ward. Class Instructor Tom Truitt is third from the left.



BAPO – The following upgraders (above, in alphabetical order) completed this course Aug. 19: Jason Amy, Brett Arcouette, Philip Gifford, Brandon Grace, Joseph Haines, Melchor Lapac Jr., Ariston Ora-a, Roosevelt Osborne, Steven Supplee, Zaza Tchitanave and Alexander Zharoff. Class Instructor Robert Ott is in back, third from the left.



FOWT – Fifteen upgraders completed their training in this course Sept. 2. Graduating (above, in alphabetical order) were: Leonilo Arano, Jason Billingsley, Lawrence Brooks Jr, Charles Burnham, Brandon Fore, Joseph Gref, Alexandra Jones, Brittenne Kelly, Manuel Lata, Ann Mensch, Darnell O'Hara, Abdulnaser Saeed, Salah Saleh, Mark Santoli and Brett Van Pelt. Tim Achorn, the class instructor, is at the far right.



Machinist – Nine upgraders completed the enhancement of their skills in this course Aug. 19. Those graduating (above, in alphabetical order) were: Haeven Bautista, Francis Brown, Romeo Chavez, Archie Eldridge, Gregory Johns, Kenneth Lockhart, Anibal Lopes, Butch Lumansoc and Gerome McFadden. Their instructor, Steve Harver, is at the far right.



ARPA – The following individuals (above, in alphabetical order) completed this course Aug. 26: Secundino Arzu, James Copeland, Elmer Marko, Stephen Morris and Richard Trovillo.

STOS – Fourteen individuals completed their requirements in this course Aug. 19. Graduating (right, in alphabetical order) were: Cliff Alexis, Mutea Alnuzely, Juan Bautista, Terence Brennan, Christopher Brown, Marco Brown, Cory Ellis, Michael Paiko, Patrick Slade, Adam Smith, Zachary Thibeault, Timothy Van Weezel, Jason Wagner and Steven Welcome.



Paul Hall Center Classes



Tankship Familiarization DL (Phase III) - The following Phase III unlicensed apprentices (left, in alphabetical order) completed this course Sept. 9: Christopher Allen, Jerry Aquino, John Bielamowicz, Sean Branch, Ryan Brown, Mashanda Carr, Keith Carswel, James Cronk III, Kevin Cunningham, Rodney Davis, Theophilus Es-sien, Richard Flores, William Gibson, Jeffrey Gleason, Warren Gorman, John Hernandez, Ian Jordan, Nicholas Katsampes, Kelly Krick Jr., Justin Machuga, Enrique Medri, Prateek Poras, Angela Porter, Cynthia Servance and Kevin Sykes.

Important Notice

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



Radar Observer – Eight upgraders completed this course Aug. 19. Graduating (above, in alphabetical order) were: Secundino Arzu, James Copeland, Leonard Gregg, Charles Herrera, Elmer Marko, Karl Mayhew, Stephen Morris and Richard Trovillo.



Able Seaman – The following upgraders (above, in alphabetical order) graduated from this course Aug. 12: Ibrahim Abubaker, Damario Carr, Christin Clanton, Oleg Doskach, Paul Elia, Gwendolyn Garcia, Christopher Geraty, Timothy Hess, Jordache Hunter, Leland Jordon, Marvin Kirby, Casey Matheson, Ryan Murphy, Jason Newsham, Kerian Reyes Velez, Bryan Smith and Kellan Vonrabenstein. Class Instructor Tom Truitt is sixth from the left in the far back. (Note: Not all are pictured.)



Small Arms – Four upgraders finished their requirements in this course Sept. 2. Completing the class (above, in alphabetical order) were: William Dowzicky, Thomas Moore, Robert Oppel and Gregory White.



Chief Cook – Six individuals recently finished their requirements in this course. Graduating and receiving certificates (above, in alphabetical order) were: Rey Chang, Deitre Jackson, Jermin Matthews, Jesus Pacheco, Primo Ramirez and Rondell Richardson.



BST (Hawaii) - The following individuals (above, in no particular order) graduated from this course Aug. 13 at the Seafarers Training Facility in Barbers Point, Hawaii: Salvador Del Rosario, Darnell Denney, Megan Gingrich, Susan Golowin, Meghan Gray, Monique Madrid, Samuel Martin, Roy Miller, Jacob Shuda, Stephanie Vu Dang, Marcus Wright, Jessica Nassif, Rachel Canaria, Luis Campo, Erlito Zata, Narciso Pastor Jr., Bridget Elam and Corey Rittmaster



BST (Hawaii) - Sixteen individuals graduated from this course Aug. 20 at the Barbers Point, Hawaii-based Seafarers Training Facility. Those graduating (above, in no particular order) were: Juilo Leon, Vincent Longo III, Lilibeth Nichols, Kendra Palmer, Darrah Patterson, Stephanie Schultz, Julia Richter, Daniel Hunalp, Timothy Winski, Chelsea McLean, Felix LaBella, Kristy Cavanaugh, Emily Fine, Kevin Scott, Catherine Kirifides and Edsion Monton.



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AB Alfredo Genio



DEU Raul Ventanilla



Recertified Bosun Greg Agren, Port Agent Joe Vincenzo

Seafarers Step Up for 'Paint Tacoma'

Recertified Bosun **Greg Agren** called it a triple victory.

After more than a dozen Seafarers recently participated in the annual Paint Tacoma-Pierce (Wash.) Beautiful project, Agren neatly summarized the experience.

"It makes everybody feel good," he said. "You get some satisfaction as a worker; it brightens the community; and the people having the work done (to their homes) appreciate it. It's a win-win-win situation."

It's also nothing new for SIU members from that area, as 2011 marked the fifth straight year Seafarers donated their time and labor. This year's SIU group included 13 members, two officials, a port secretary and two family members, plus an advisor from the sponsoring organization (Associated Ministries). Combined, they spent more than 138 hours sprucing up the home of a grateful local resident.

They also were part of a larger, community-wide effort that typically attracts more than 1,600 volunteers who paint and repair homes owned by low-income senior and disabled citizens. Final figures for 2011 aren't available, but last year, volunteers worked on 87 homes. The year before, they painted 82 area houses.

SIU Port Agent Joe Vincenzo spearheads the union's participation and he, like the rank-

and-file members, finds it beneficial in many ways.

"The past five years of painting homes in the Tacoma area grew to be something of a tradition that is personally rewarding and meaningful in terms of the good will it creates, not only on the part of the community but also on the part of Seafarers themselves," Vincenzo said. "Tacoma Seafarers giving of themselves during tough economic times – ironically, during a Labor Day weekend when it was reported no new jobs were created the previous month – is a real testament to their thanksgiving, good faith and willingness to stay a true course."

"Given the nature of shipping itself," he added, "it is a true test of their mettle to be so willing to give something back between ships and before time with their families. There is much to be proud of."

Like Vincenzo and Agren, other SIU participants found the experience enriching.

Recertified Bosun **Darryl Smith** stated, "It was a great experience. Everybody chipped in and did their part, and the place was looking really sharp when we got done with it."

Smith added, "I enjoyed the [heck] out of hit. There are a lot of people in need. This gives back to the community, and I felt it was a wonderful thing. It improves the neighborhood, too."

QMED **Carl Castagna** said that on a one-to-five scale, "I'd give the experience a five. It was wonderful, helping somebody and volunteering. It was a good feeling, you know? It went very smoothly and the lady of the house was very nice. She had this big canteen outside full of ice water for us. It was very hot, but she kept us hydrated."

The aforementioned lady and homeowner, Doris Shaw, said of the SIU personnel: "They were wonderful – a great group of guys to work with, and (secretary) Brenda (Flesner) was really excellent, too. They were fantastic to work with and they did an outstanding job. I appreciate it very much."

The SIU team consisted of Port Agent Vincenzo, Safety Director Ryan Palmer, Recertified Bosuns Smith and Agren, QMEDs Castagna and **Glenn Quitarro**, ABs **Alfredo Genio**, **Raul Molina**, **Robert Calvo**, **Arturo Nobleza** and **Eugene Hoehn**, Engine Utility **Henry Crespo**, OMU **Thaddeus Kilgore**, DEU **Raul Ventanilla**, MDR **Duane Akers**, Flesner and daughters Emilia Flesner and Donica Delia, plus group advisor Bronson Kim.



Engine Utility Henry Crespo



QMED Carl Castagna



AB Raul Molina



Recertified Bosun Darryl Smith



Some of the SIU contingent is pictured with grateful homeowner Doris Shaw (right), who described the Seafarers as "wonderful."