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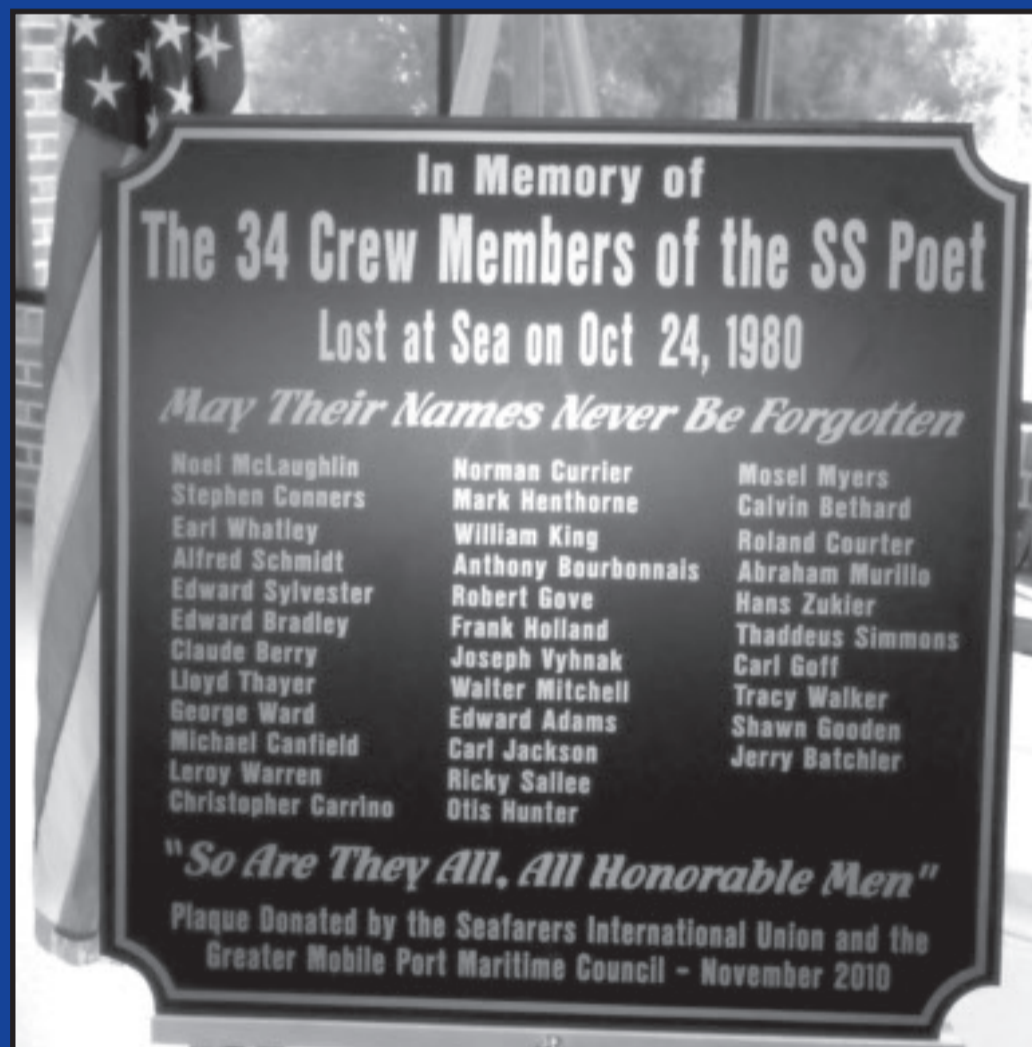
November 2010

# Seafarers Log

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

## Piracy Petition Tops 1 Million Signatures

As part of World Maritime Day observances on Sept. 23, nearly 1 million signatures on an anti-piracy petition were presented to the International Maritime Organization office in London. The signatures were collected through an online petition designed to call more attention to piracy and spur additional actions to eliminate it. The campaign drew worldwide support, including backing from the vessel pictured at right. Within a few days of the IMO ceremony, additional signatures were gathered, pushing the total to more than one million. Page 4.



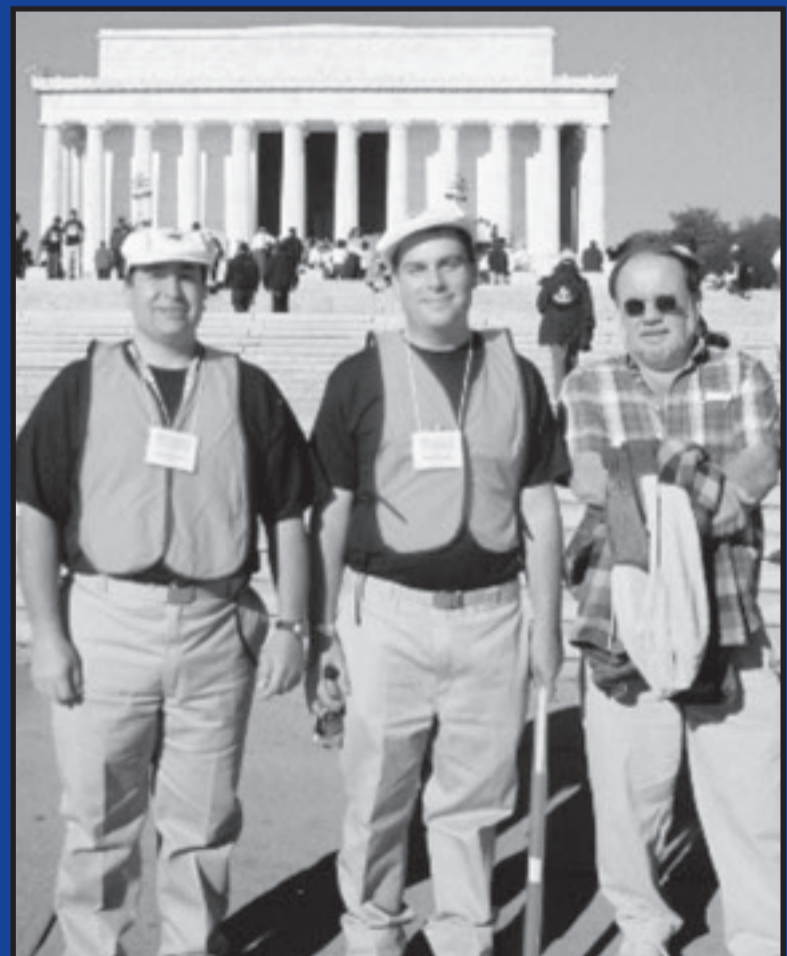
## SS Poet Crew Memorialized

On the 30th anniversary of the disappearance of the SIU-crewed SS *Poet*, the union hosted a memorial event at the hall in Mobile, Ala. More than 80 people, including dozens of the *Poet* crew's families, attended the gathering, some of whom are pictured at right. The other photo shows a new plaque constructed in honor of the 34 mariners who were lost when the *Poet* disappeared somewhere in the Atlantic on Oct. 24, 1980. Page 2.



## 'One Nation' Rally Stresses Job Growth, Education, Solidarity

SIU members and apprentices from the union-affiliated Paul Hall Center participated in a massive rally Oct. 2 in Washington, D.C. Titled "One Nation Working Together," the event attracted an estimated 175,000 people from across the country to the nation's capital. Speakers included AFL-CIO President Rich Trumka. Pictured at the rally in photo below are (from left) Paul Hall Center Unlicensed Apprentices David Kabasinskas and Andrew Blake and AB George Mazzola. Pages 12-13.



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## President's Report

### Latest Attacks Almost Laughable

There's nothing funny about attacks on the U.S. Merchant Marine, but I almost had to laugh at a few letters and editorial comments that were published in various newspapers, from the Dakotas to the Carolinas, during the heartwarming rescue of the Chilean miners. In particular, and in what I can only describe as a stretch of epic proportions, certain writers tried to say that the rescue reflects poorly on the Obama administration because it didn't immediately waive the Jones Act after the Deepwater Horizon explosion and spill.



Michael Sacco

Don't worry, I had to think about it for a second, too.

Basically, the critics tried to push the idea that America's assistance in rescuing the miners demonstrated the importance of using foreign aid. You know – just like the United States did during the Deepwater Horizon situation, despite never-ending false claims.

The main point here is that if there ever were any doubt about whether we're up against coordinated opposition, the most recent letters and comments erased it, no matter how feeble their attempts.

We've covered this subject at length during the last few months, but the attention is warranted. The Jones Act is crucial not only for the U.S. Merchant Marine but also for our national and economic security. This vital maritime law supports 500,000 American jobs and pumps billions of dollars annually into our economy.

Those are the facts, and I'm sure that's why the Jones Act has been strongly supported by every Congress and presidential administration since it was enacted back in 1920 – and why the U.S. has had some type of cabotage law since our nation's founding.

### After Election Day

This edition of the LOG went to press right before Election Day. Regardless of how the voting went on November 2 – and as long-time Seafarers already know – we will hit the ground running when it comes to promoting our union and our industry to new officeholders not only in Washington but throughout the country. That goes for Republicans, Democrats, Independents and anyone else who may influence how we make a living.

Because our industry is so heavily regulated, it is a routine-but-critical part of the job for us to constantly educate elected representatives and their staffs about the U.S. Merchant Marine. On that note, I again want to thank our rank-and-file membership for your reliability and professionalism when you go to sea. You are what we promote when we tell people why America must maintain a viable merchant marine. You are the best-trained mariners in the world, and you go out there and get the job done, wherever and whenever needed. You also "turn to" for the volunteer grassroots activities that are so important both for our individual union and for the American labor movement as a whole. I am proud to represent you.

I don't do this very often but I also want to brag just a little about your union officials. They are a very hard-working group and they are constantly out there, working on your behalf. You have reason to be proud of them, and I know they share my pride in you.

One thing none of us can afford to do is take for granted the gains we've made. Times are tough but we have full employment. People try to take it away from us, like the foreign interests trying to undercut the Jones Act, but we're going to continue working our tails off to make sure they never succeed.

That's something you can count on as we head toward the holidays and the next Congress.



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

# SS Poet Mariners Memorialized On 30th Anniversary of Tragedy

## Mobile Union Hall Hosts Event for Family, Friends of Vessel's Crew

On the 30th anniversary of the mysterious disappearance of the SIU-crewed *SS Poet*, the union hosted a memorial gathering at the SIU hall in Mobile, Ala.

More than 80 people attended the ceremony, which took place Oct. 24. Dozens of family members and friends of the *Poet's* crew attended, as did a number of active and retired SIU members.

During the event, which lasted two hours, a memorial plaque was unveiled. It lists the names of the 34 mariners from the *Poet*, all of whom perished on Oct. 24, 1980. Donated by the SIU and the Greater Mobile Port Maritime Council of the Maritime Trades Department, the plaque also contains a quote from Shakespeare – "So Are They All, All Honorable Men" – that became somewhat of a slogan during a recent grassroots effort to memorialize the crew. It will be displayed at the union hall in Mobile.

Identical copies of the plaque will be posted at the SIU halls in Philadelphia and New Orleans, respectively. Most of the *Poet's* last crew hailed from either the Gulf Coast region or the Philadelphia area.

SIU Mobile Port Agent Jimmy White served as master of ceremonies for last month's gathering. He said family members of all five Alabama-area Seafarers from the *Poet* were on hand "and they seemed very pleased about the recognition for the crew. Even though this was a memorial, the mood was uplifting. I met with each of the families and they were happy with the event."

In his prepared remarks, White noted, "For the SIU, the sinking of the *Poet* was a tragedy that hit home. Most of the people aboard that ship were members of our union – 24, to be exact, including five from Alabama and several others from the Gulf Coast region. And of course, the heartbreak was every bit as great for the 10 officers who were lost in the sinking.

"It is my sincere hope that the passage of time has brought some peace to the families, if not necessarily full closure," he continued. "The mystery of the *Poet* endures to this day, which

makes the sinking all the more unfathomable. But there is no mystery about the honorable profession chosen by the men who sailed aboard the *SS Poet*. They were part of the United States Merchant Marine, also known as America's fourth arm of defense. They were part of an industry that is critical to America's national and economic security. And they were working hard to earn a good living for themselves and their families."

White concluded, "The crew members of the *SS Poet* were part of the backbone of America. In researching their stories for this event, I find that they were blue-collar, no-nonsense individuals who could be counted on at all times."

The 522-foot *Poet* disappeared in the Atlantic Ocean. Not a trace of the 11,241-ton ship ever was found. The 36-year-old bulk carrier, operated by Hawaiian Eugenia Corp., departed Philadelphia bound for Port Said, Egypt, with a cargo of corn. Six hours later, one of the deck officers called his wife through the marine operator. That was the last time the ship was heard from.

According to reports from that era, the ship was due to pass Gibraltar on Nov. 4 and was scheduled to arrive in Port Said Nov. 9. It missed its 48-hour check-in on Oct. 26 but was not reported missing by the company until Nov. 3. After the company did finally report the *Poet* missing, the Coast Guard delayed another five days before beginning their investigation, which included an exhaustive air search from high altitude for the missing ship over a 100,000 square-mile area ranging from the U.S. Outer Continental Shelf to 1,000 miles out to sea. The agency then searched the same area from a much lower altitude.

Another Coast Guard plane out of the Azores tracked the scheduled course of the *Poet* all the way to Gibraltar. On Nov. 17, the Coast Guard "regretfully" ended the futile search.

*Please check the next issue of the LOG for photos from the Mobile event*

### SIU Officials Address AMO

In photo at right, American Maritime Officers (AMO) National President Tom Bethel (right) greets SIU President Michael Sacco, who attended and addressed a meeting of the AMO National Executive Board Oct. 20 in Washington, D.C. The AMO is an affiliate of the Seafarers International Union of North America. SIU Exec. VP Augie Tellez and Sec.-Treasurer David Heindel also spoke to the AMO board. Pictured from left to right in the group photo are Tellez, AMO National Executive Vice President Bob Kiefer, AMO member Dan Robichaux, AMO National Secretary-Treasurer José Leonard, AMO member Christian Spain, Sacco, AMO member Robert Lansden, Bethel, AMO National Vice President at Large Michael Murphy, Heindel, AMO member Robert Haller and AMO National Executive Board Member Charles Murdock.





# Coast Guard Bill Includes Many Labor-Backed Provisions

The U.S. Coast Authorization Act of 2010, signed by President Obama Oct. 15, includes a number of components strongly supported by maritime labor.

Among the legislation's provisions most relevant to Seafarers are sections aimed at facilitating shore leave for mariners; improving the processing systems for TWIC cards and merchant mariner credentials; and establishing a medical advisory committee which includes not only health-care professionals but also merchant mariners.

Maritime labor also backed other sections of the 128-page bill, including one that will protect mariners from civil liability when they have defended themselves and their ships against acts of piracy.

According to the agency, other sections of the law improve maritime safety and bolster port security, in addition to "assisting the ongoing replacement of the service's aging fleet." The bill reportedly includes more than \$10 billion for the Coast Guard for Fiscal Year 2011.

President Obama said the legislation "strengthens the Coast Guard as a military service and branch of the armed forces in the Department of Homeland Security by providing organizational flexibility for the Coast Guard and allowing for improvements to its military housing. Additionally, the act materially enhances the marine safe-

ty and maritime security missions of the Coast Guard...."

Section 811 of the law says that port security plans "shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual."

Another part of the act (Section 210) amends Chapter 71 of title 46, United States Code, by establishing a Merchant Mariner Medical Advisory Committee. The law states that the group, generally tasked with easing and improving a merchant mariner medical review process many describe as onerous, "shall consist of 14 members, none of whom is a Federal employee, and shall include ten who are health-care professionals with particular expertise, knowledge, or experience regarding the medical examinations of merchant mariners or occupational medicine; and four who are professional mariners with knowledge and experience in mariner occupational requirements."

Still other sections address mariner credentialing. The bill includes language allowing for extensions of existing merchant mariner credentials and Transportation Worker Identification Credentials if there's a backlog in the Coast

Guard's processing of applications for renewals. It also aims to speed up such processing.

Additionally, the measure stipulates that "an owner, operator, time charterer, master, mariner, or individual who uses force or authorizes the use of force to defend a vessel of the United States against an act of piracy shall not be liable for monetary damages for any injury or death caused by such force to any person engaging in an act of piracy if such force was in accordance with standard rules for the use of force in self-defense of vessels prescribed by the Secretary.... To carry out the purpose of this section, the Secretary of the department in which the Coast Guard is operating shall work through the International Maritime Organization to establish agreements to promote coordinated action among flag- and port-states to deter, protect against, and rapidly respond to piracy against the vessels of, and in the waters under the jurisdiction of, those nations, and to ensure limitations on liability similar to those established [elsewhere in the bill].... Not later than 180 days after the date of enactment of this act, the Secretary of the department in which the Coast Guard is operating, in consultation with representatives of industry and labor, shall develop standard rules for the use of force for self-defense of vessels of the United States."

## SHBP Distributes Forms For Dependent Coverage

As this edition of the *LOG* went to press, the Seafarers Health and Benefits Plan (SHBP) mailed a letter to its participants explaining the steps for enrolling dependent children (up to age 26) in the Plan. That communication included a related, one-page form to be completed by the Plan participant for each child between the ages of 19 and 26.

The letter and form also are available at [www.seafarers.org](http://www.seafarers.org), in the Member Benefits and Resources section. (To access the links, scroll down to "Communications from the SHBP" on the left side of the web page.)

According to the letter from SHBP Administrator Maggie Bowen, effective Jan. 1, 2011, the Plan will offer dependent health coverage to children up to age 26, provided the child is not offered health coverage through his or her employer. There is no cost to enroll.

"This new benefit is one of the changes the Plan will be implementing to comply with the Patient Protection and Affordable Care Act," Bowen wrote. "We will provide details in the near future about other changes that will take effect next year as a result of this law."

The letter goes on to explain that if an SHBP Participant has a child currently younger than 26 "who lost coverage or who will lose coverage prior to Jan. 1, 2011

because he or she reached age 19 and/or the child was not a full-time student; or a child who was never eligible for coverage, that child may now be eligible to enroll in the Seafarers Health and Benefits Plan. If you will be eligible for benefits in 2011, you may request enrollment for any such children by filling out the enclosed Enrollment Form and Affidavit for Dependent Child. Please note, you must certify whether your child has access to other coverage through his or her employment, regardless of whether your child has actually elected to receive that coverage. The form must also be notarized."

To ensure coverage by Jan. 1, the completed form or forms must be returned no later than Dec. 31 to the Seafarers Health and Benefits Plan, Attn: MAP Department, 5201 Auth Way, Camp Springs, MD 20746.

As noted in the letter, coverage for all eligible children who enroll by Dec. 31 will start Jan. 1. Those enrolling after Jan. 1 will be covered on the first day of the ensuing month that follows the month in which the enrollment form is received. For example, if a completed form is received by the SHBP in mid-February, coverage for that individual would begin March 1.

Questions may be directed to the claims office at (800) 252-4674.

## Frequently Asked Questions About New Health Care Coverage for Children Provided by the Seafarers Health and Benefits Plan

**Q:** If my child is married, but is still under age 26, is he or she still eligible to enroll in the Plan?

**A:** Yes, your married child is eligible to enroll in the Plan, as long as he or she is not offered health coverage through an employer.

**Q:** My child just lost coverage in October, because he turned 19. How can he receive coverage for the rest of this year?

**A:** The new coverage for children from 19 through 25 does not go into effect until next year (2011). Your child may elect to receive COBRA coverage for the remainder of this year.

**Q:** Can my child enroll in the Plan even if he or she does not live with me?

**A:** Yes. Your child does not have to live with you to be eligible for coverage. If you would like the child to receive the Plan ID card as well as Plan correspondence at the child's current address, please list that address on the enrollment form in the "Dependent Information" section.

**Q:** Do I have to prove that I support my child in order to enroll him in the Plan?

**A:** No, there is no requirement that you provide financial support to your child.

**Q:** My child just turned 26. Can I enroll him until he turns 27?

**A:** No, the new coverage is only available for children who are under 26.

**Q:** If my child who is under 26 has children of her own, can I enroll those children (my grandchildren) in the Plan?

**A:** No, coverage is not available for grandchildren.

**Q:** If I do not meet the Plan's eligibility requirements, can I still enroll my child?

**No, you must be eligible for benefits to enroll your child in the Plan.**

**Q:** Does the enrollment form have to be notarized?

**A:** Yes, the enrollment form must be notarized, or the Plan will return it to you, and it may delay your child's enrollment.



Among the Seafarers demonstrating on behalf of shipyard workers are (from left) AB Justin White, DEU Stephon Hall, AB Austin Howard, OS Edgar Reed, OS Luis Nunez, Safety Director James Brown and AB Eugene Tuggle.

## Seafarers Show Support For Shipyard Workers

### Layoffs Begin at Avondale Despite Navy Announcement

SIU members showed their support for fellow union members by participating in a "Save Our Shipyards" rally outside the Avondale facility in New Orleans. The demonstration took place Sept. 24; it featured remarks by AFL-CIO Executive Vice President Arlene Holt Baker.

On the heels of an announcement by the U.S. Navy that it would accelerate construction of double-hulled oil tankers to 2014 and save thousands of jobs at the Avondale shipyard, rally participants celebrated this victory and reaffirmed the need for a long-term solution. Avondale was slated to close in 2013 after winding down construction on the last ship orders. The labor federation estimates that more than 5,000 workers would be directly affected by the shipyard closing, not to mention the hugely detrimental effect on U.S. national security.

"The shipyard industry is a vital lifeline to the Gulf Coast region," Holt Baker stated. "This region has been pummeled by disaster after disaster, and the working community in Louisiana cannot afford the massive economic crisis that would result if this shipyard closes."

Unfortunately, despite the Navy's announcement and although Avondale will

remain open at least in the short run, yard owner Northrop Grumman in early October handed out layoff notices to at least 200 Avondale workers and indicated more would follow.

Maritime labor continues to work for a solution that keeps the yard open, with full employment.

AFL-CIO President Richard Trumka said, "Northrop Grumman is apparently determined to take advantage of tax loopholes that make it more profitable to destroy these jobs than to keep work in the community. If they want out of shipbuilding they should sell Avondale to another company that will operate it and keep those 5,000 workers working."

"The 12 million members of the AFL-CIO will continue standing with the Avondale workers as we fight to create good jobs in the Gulf Coast and nationwide. We are meeting with prospective buyers and government officials to find a solution."

He added, "This struggle is about Avondale – but it's also about who we are as a nation. Northrop Grumman's policy of profits over people is the latest example of how corporations have run roughshod over our jobs and our communities."



# Piracy Petition's Final Tally Tops 1 Million

## World Maritime Day Events Spotlight Importance of Seafarers

Demonstrating worldwide support for actions to immediately curtail and eventually eliminate piracy, maritime industry stakeholders on Sept. 23 – World Maritime Day – delivered nearly one million signatures to the International Maritime Organization (IMO) office in London.

The signatures were gathered through an online anti-piracy petition (which the SIU helped develop) designed to attract attention and spur action protecting mariners. Launched in the spring with a publicly stated goal of securing at least 500,000 signatures, the petition topped 930,000 names by Sept. 23. In the ensuing days, that figure increased and surpassed the one-million mark as more individuals joined the cause.

Numerous other World Maritime Day events took place around the globe. Among them was a Navy League luncheon hosted at the SIU hall in Oakland, Calif.

Nevertheless, the headline-grabber was the petition handover. IMO Secretary-General Eftimios Mitropoulos ceremonially accepted boxes of signatures from International Transport Workers' Federation General Secretary David Cockcroft; National Union of Seafarers of India General Secretary Abdulgani Serang; International Shipping Federation President Spyros M. Polemis; representatives from the Baltic and International Maritime Council (BIMCO); the International Association of Dry Cargo Shipowners (Intercargo); the International Association of Independent Tanker Owners (INTERTANKO); the International Ship Managers' Association (InterManager); the International Parcel Tankers Association (IPTA); the International Chamber of Shipping (ICS); and mariners whose vessels were attacked by pirates.

SIU Secretary-Treasurer David Heindel, who also serves as chair of the ITF Seafarers' Section, stated, "An unprecedented coalition from all segments of the maritime industry around the globe made this campaign possible. We said all along that we don't expect pirates to be afraid of a petition, but that wasn't our intent. We are calling attention to an incredibly serious problem, and we're demanding action on the part of governments around the world."

He added, "It was heartening to see such a powerful response. I extend my most sincere thanks to everyone who signed and otherwise supported the petition."

Mitropoulos said, "The weight of the almost one million signatures on this petition is both moving and awe-inspiring. We can see from these boxes – which, I understand, represent a fraction of the signatures received online – just how many people have taken the time to sign this petition. I personally hope that the strength of feeling expressed by people from across the shipping community – and the wider world – will help to sensitize both governments and the wider public to the harm being caused by modern-day piracy, as well as exert pressure on those who need to act."

He continued, "For IMO, piracy is an issue of grave concern and we share the deep anxiety of seafarers, industry and the broader community with regard to this modern day scourge. I know I can speak for all 169 IMO member states and three associate members, not to mention the many, many organizations like the ITF and the main shipping organizations that contribute to our work, in stating that it is our strong collective wish to see it permanently eradicated."

"IMO, in cooperation with governments, with our sister organizations in the



IMO Secretary-General Eftimios Mitropoulos (foreground) receives boxes of anti-piracy petition signatures during a World Maritime Day event in London. Representatives of some of the supporting organizations also are pictured.

United Nations system, and with the shipping industry as a whole, has devoted much energy to addressing the problem at all levels, engaging as many stakeholders as possible.... Nevertheless, much remains to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved."

Mitropoulos announced that next year's World Maritime Day theme will be "Piracy: orchestrating the response." He said, "We have identified a number of objectives that IMO and the international maritime community could pursue in promoting the theme – objectives which are reflected in the demands of this petition. The first is to increase pressure at the political level to secure the immediate release of all hostages being held by pirates – seafarers, in the main."

"The main other objectives are improving guidance to the industry and promoting full compliance by ships with all recommended preventive, evasive and defensive measures; promoting greater levels of support from navies; promoting anti-piracy coordination and cooperation between and among states, regions and organizations; building capacity in affected states to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and, equally importantly, providing care for those attacked or hijacked by pirates and for their families."

A joint statement by the organizations represented at the petition presentation read in part, "Piracy is endangering the lives of thousands of seafarers a day, endangering the wellbeing of their families, and endangering world trade.... With political will the problem of piracy can be tackled, and the problems of Somalia lessened. Without it they will continue, and worsen, and more lives will be ruined and lost, more ships attacked, more food aid diverted.... Each of those signatures, collected in 185 countries, from the maritime world and beyond, is a vote for a realistic,

coordinated response to piracy; for more resources, for more naval action, for proper prosecutions of the guilty and support for the innocent – both on board ships and on land in Somalia."

Meanwhile, dozens of Seafarers and others attended the luncheon in Oakland, which took place Sept. 20. The Navy League's Pacific Merchant Marine Council presented a plaque to Adrienne Yee, Bay Area development coordinator for the Seamen's Church Institute. Additionally, Council President Phelps Hobart spoke in strong support of American mariners.



SIU VP West Coast Nick Marrone (right) joins honoree Adrienne Yee (second from right), development coordinator for the Seamen's Church Institute-Bay Area, Navy League Pacific Merchant Marine Council President Phelps Hobart (left) and Senior VP Sam Sause at a World Maritime Day luncheon hosted at the union's hall in Oakland, Calif.



Mariners display their feelings via a shipboard banner calling for an end to piracy.

### Piracy Facts and Figures

Piracy and crime at sea have been problems throughout history. But, in recent years, there has been a dramatic upsurge in the threat to shipping and crews, particularly with attacks originating from the lawless coastal regions of Somalia. The year 2008 saw an increase in attacks on shipping in the Gulf of Aden from pirates operating out of certain coastal regions of Somalia. In that year, 111 ships were attacked. By 2009, the number of ships attacked had increased to

217, with 47 vessels and 867 crew taken hostage. Several SIU-crewed vessels were among those attacked, including the *Maersk Alabama* and the *Liberty Sun*.

As of late September 2010 there were 354 people being held hostage. Their nationalities are Indian, Sri Lankan, Greek, Pakistani, Filipino, Sudanese, Ghanaian, Bangladeshi, Ukrainian, Yemeni, Burmese, Turkish, Vietnamese, Kenyan, Indonesian, Chinese, Korean and British. Sixteen vessels were also being held for ransom.

An estimated 20,000 to 25,000 vessels pass through

the affected area each year. That equals more than 400 vessels and 6,000 seafarers at risk every week. In 2007, a piracy attack was reported approximately every 31 hours.

There were 15 piracy-related deaths in 2006, 11 in 2008 and nine in 2009. In 2008 the amount paid to pirates in ransoms was estimated at \$150 million.

There are an estimated 600 to 1,000 pirates operating out of Somali waters.

Source: International Transport Workers' Federation



# Hospital Ship Returns To United States After Humanitarian Mission

More than 60 CIVMARS and nearly 300 U.S. Navy medical personnel aboard the Seafarers-crewed hospital ship *USNS Mercy* returned to San Diego Sept. 21 after steaming more than 24,000 miles to Vietnam, Cambodia, Indonesia and Timor-Leste as the lead vessel for Pacific Partnership 2010, a five-month humanitarian and civic assistance mission that resulted in medical treatment for more than 100,000 people.

The 894-foot *Mercy* is one of two Seafarers-crewed U.S. Navy Military Sealift Command (MSC) hospital ships. Since the vessel was too large for pier-side visits during Pacific Partnership, civilian mariners, including members of the SIU Government Services Division, operated small boats to transport patients between ship and shore.

According to MSC, doctors and nurses from the ship's Navy-led medical treatment facility worked with medical professionals from numerous governmental agencies, non-govern-

mental organizations and the host nations to provide medical care, including immunizations, general and specialty surgeries, dental care and vision services. As part of the medical outreach effort, which took place both ashore and aboard the ship, the *Mercy's* team treated 103,242 people, distributed more than 58,000 pairs of eyeglasses and sunglasses, and provided dental care for more than 12,000 patients. In addition, the *Mercy* personnel conducted more than 24,000 hours of information exchanges in the four countries visited on topics including first aid, nursing, cardiology, orthopedics, nutrition, disaster response, water and food safety and public health promotion. The team also participated in 62 community service projects ashore, the majority at schools and orphanages.

Pacific Partnership 2010 officially ended in mid-September.

See pages 6-7 for more SIU CIV-MAR NEWS.



The Seafarers-crewed *USNS Mercy* returns to San Diego after a nearly five-month deployment supporting Pacific Partnership 2010. (U.S. Navy photo by Mass Communication Specialist 2nd Class Chad A. Bascom)

## Grassroots Action in Washington State



On Oct. 16, Seafarers met with U.S. Rep. Rick Larsen (D-Wash.) (second from right) at the congressman's Everett, Wash., campaign office. A strong supporter of the U.S. Merchant Marine, Larsen represents Washington's 2nd Congressional District. Pictured from left to right are AB Dominic Brunamonti, Recertified Steward Duane Bergeson, Rep. Larsen and SIU Port Agent Joe Vincenzo. The port agent noted, "We joined the congressman and his staff for an afternoon of 'doorbelling' for himself and Senator Patty Murray, both of whom are up for reelection in the mid-term. Other SIU members who joined us this day include FOWT Paula Gomez, SREC Scott Opsahl and QMED Anthony Kimbrell. Together, SIU members alone knocked on more than 250 doors, urging voters to get out and vote for Larsen and Murray, both of whom fight for working families."

## IBF Adopts Anti-Piracy Guidance

The International Bargaining Forum (IBF) reported two key developments following meetings Oct. 6-7 in New York City.

The IBF is the medium that brings together the International Transport Workers' Federation (ITF) and participating maritime employers that make up an organization known as the Joint Negotiating Group (JNG).

Following the October meetings, the IBF announced that a set of anti-piracy recommendations was agreed upon as guidance to all IBF ship operators. Additionally, all existing IBF agreements have been extended through March 2011.

In a statement issued by the ITF, the anti-piracy guidelines were described as helpful to

mariners, shipowners and managers. "These, in particular, included recommendations for the protection and welfare of crew members who may become captives and also that of their families until, and if necessary, after their release," the federation pointed out.

The JNG was established in 2003. It includes ship owners and managers from around the world.

IBF negotiations are conducted every two years for what is known as a framework agreement. Once that element is in place, ITF-affiliated unions begin local negotiations with companies in their countries. These local negotiations result in national and sometimes company-level IBF contracts.

## Seafarers Successfully Wrap Up Safety Session



In late September, Seafarers-contracted Maersk Line, Limited (MLL) resumed its valuable series of safety leadership meetings at the SIU-affiliated Paul Hall Center in Piney Point, Md. Twenty-six SIU members employed by MLL and 10 of the company's shore-side workers completed a safety conference at the Piney Point, Md., school Sept. 28-29. As previously reported, the meetings are part of a program designed to sustain and boost workplace safety. Among those pictured in the group photo are SIU members Bernard Baker, Alcy Beckford, Conrad Burke, James Cameron, Cleofe Castro, Herman Castro, Edley Foster, Richard Gathers, Jonathan Gibson, Rafael Gonzalez, John Grosskurth, Robert Hall, Michael Hames, Michele Hopper, Lech Jankowski, Glenn Johnson, Anthony Maben, David Merida, Thomas Morgan, Angel Perez, Fortunato Ranario, Paul Riley, Angela Robertson, Mohamed Soliman, Thomas Swayne and Albert Williams.



## SIU, MSFSC Reach Agreement On New S&Q Policy for CIVMARS Pending Disciplinary Procedures

At the request of the SIU Government Services Division, Assistant Vice President Chet Wheeler met with Military Sealift Fleet Support Command (MSFSC) representatives to negotiate a comprehensive policy regarding subsistence and quarters (S&Q) eligibility for CIVMARS facing disciplinary action.

The union requested the negotiations to achieve the equal treatment of East and West coast CIVMARS who are pending discipline. For decades, only West Coast CIVMARS were eligible for S&Q while pending disciplinary action. The eligibility difference between East and West coast CIVMARS arose prior to the merger of the SIU and NMU (which took place in June 2001).

The negotiations were conducted in Suffolk, Va. The discussions were combined with the negotiations for Civilian Marine Personnel Instruction (CMPI) 750, Military Sealift Command's Discipline Instruction (see separate article below).

The parties used interest-based bargaining (IBB) negotiations, similar to the process being used in the CMPI 610 negotiations. IBB is a collaborative negotiating method of identifying interests and seeking solutions which address those interests.

The week-long negotiations, while lengthy and heated at times, were very productive. Issues that have remained unresolved for years are now addressed in this comprehensive agreement.

The new policy, equalizing S&Q pay for CIVMARS pending discipline allows almost all unlicensed CIVMARS awaiting disciplinary action to report to the customer service unit or CSU (the "pool") if they choose, or take leave. If the CIVMAR does report to the CSU, he or she is eligible to receive S&Q from the time he or she reports until the date of the oral or written reply.

S&Q eligibility will end on the day following the oral or written reply, whichever occurs last. However, in such cases, S&Q shall not extend beyond 21 days after the receipt of the notice of proposed disciplinary action. Extensions may be granted by the MSFSC on a case-by-case basis for good cause and will not be arbitrarily denied.

If a CIVMAR chooses not to reply to the charge, eligibility for S&Q ends one day following the conclusion of the reply period. The MSFSC will issue a decision on the charge within 20 days. If the decision is not issued during that period, CIVMAR eligibility for S&Q will resume until a decision is issued. This significantly helps CIVMARS because the time they will wait for a decision on the disciplinary action may be substantially reduced.

Another positive change involves CIVMAR assignments. Prior to receiving a decision regarding the notice of disciplinary action, CIVMARS may elect to remain in a duty status. At the discretion of the MSFSC, CIVMARS awaiting a decision may be considered for shipboard assignment, training, available for medical examinations, or other duty status-related assignments or tasks.

These negotiations also involved licensed CIVMARS represented by the International Organization of Masters, Mates and Pilots and Marine Engineers' Beneficial Association Government Fleet Representative Randi Ciszewski, who has invoked arbitration over the issue of S&Q eligibility for licensed CIVMARS. To achieve an equitable outcome, representatives from the three maritime unions conferred about the policy objectives during the negotiations. The MM&P and MEBA had not concluded their negotiations as this edition of the *LOG* went to press. The MOU however contains language which requires that should the S&Q policy for licensed CIVMARS be altered to provide S&Q from the beginning of the disciplinary period through the final decision, unlicensed CIVMARS will be afforded the same benefit.

The following categories of CIVMARS will not be eligible for S&Q while they are pending disciplinary action:

- A. CIVMARS who report for duty who are not assignable and are not ready, willing and able to work in accordance with the Notice to CIVMARS regarding S&Q Allowance of 22 April 2009;
- B. CIVMARS in a trial period, temporary or intermittent appointment status;
- C. CIVMARS who maintain a resi-



Pictured from left to right are (standing) FMCS Mediator Karen Kline, SIU Associate Counsel Jonathan Madden, MSC Purser Susan Myron, SIU Counsel Deborah Kleinberg, MSFSC Director of Labor and Employee Relations DFWP Benefits and Services Division Kathleen Giacalone, MSC Labor Relations Specialist Andrew Lefebvre, MSFSC Counsel Alana Mayer, (seated) SIU Asst. VP Chet Wheeler, MSFSC Branch Head/Labor and Employee Relations Constance Halleen and MSFSC Labor and Employee Relations Specialist Patricia MacDonald.

dence within the local commuting area of the CSU.

Leading the Seafarers negotiating team was Assistant Vice President Wheeler. He was assisted by Counsel Deborah Kleinberg and Associate Counsel Jonathan Madden. Leading the MSFSC negotiating team was Kathleen Giacalone, Director of Labor and Employee Relations DFWP Benefits and Services Division. Also serving on the MSFSC team were Constance Halleen, Branch Head, Labor and Employee Relations; Patricia MacDonald, Labor and Employee Relations Specialist; Purser Susan Myron and MSFSC Counsel Alana Mayer. Andrew Lefebvre represented MSC Headquarters. Federal Mediation and

Conciliation Service Mediator Karen Kline facilitated the IBB negotiations for both CMPI 750 and S&Q entitlement.

This new policy will go into effect on Jan. 30, 2011. The parties agreed to meet six months after implementation to review the new policy and identify any issues or problems which may have resulted from the implementation. The MOU is now posted on the SIU web site and will be posted at the CSU. CIVMARS can also receive a copy by sending a request to their Government Services Division representative.

CIVMARS who are facing disciplinary charges are strongly encouraged to seek assistance from their SIU Government Services Division representative.

## SIU, MSFSC Complete Negotiations on CMPI 750

*Editor's note: This article is an update for unlicensed CIVMARS regarding Civilian Marine Personnel Instruction (CMPI) 750, the guidance that covers disciplinary procedures.*

In August 2009, the SIU and the Military Sealift Fleet Support Command (MSFSC) were engaged in negotiations concerning disciplinary actions under CMPI 750. The parties were unable to reach an agreement and the MSFSC implemented a new version of CMPI 750 prior to the completion of negotiations. The union then filed an unfair labor practice with the Federal Labor Relations Authority.

In the spirit of partnership, both parties agreed to resume negotiations for CMPI 750. The union withdrew its unfair labor practice charge and the MSFSC agreed to return to negotiate CMPI 750. These negotiations were recently conducted in Suffolk, Va. During the same week, the MSC and the SIU also negotiated a new MOU covering subsistence and quarters pay for CIVMARS pending discipline (see article at top of this page).

Discipline is an extremely important matter for all CIVMARS. The current Instruction notes that: 1) discipline is used to correct problems in employee conduct/behavior and performance; 2) discipline should not be punitive in nature, but should serve as a deterrent.

CIVMARS should take disciplinary procedures very seriously, as this action may impact their career with MSC

or any other federal agency, should they seek employment with another federal entity.

The CMPI 750 MOU clarifies and supplements various sections in the current CMPI 750. Some of the sections clarified include:

■ Section 3-1b. – Letters of caution are not counted as a prior offense, but can be used to determine an appropriate penalty if subsequent offenses occur.

■ Section 3-8a. – When rendering a decision, the timeframe of any prior discipline will be considered. Generally where there is no specific reckoning period for an offense, a five-year timeframe will be used to evaluate relevance.

■ Section 3-8f. – CIVMARS experiencing behavior or performance problems that the he or she may attribute to a disability may be entitled to certain protections by seeking guidance from MSC's Equal Employment Opportunity Office or the Civilian Employee Assistance Program (CEAP).

■ Reckoning periods – The reckoning periods agreed to by the parties are as follows: Oral Admonishment, up to 1 year; Letters of Reprimand, up to 2 years; Conditional Suspension, up to 3 years; Loggings, up to 3 years; All other actions, no reckoning period.

Another product of the negotiations is the definitions section of CMPI 750 which can be found in the body of the MOU. These definitions were drafted to more closely reflect current practices within the MSC. These definitions

can be used to educate CIVMARS about the types of things for which CIVMARS may be disciplined, disciplinary procedures, grievances and ways to seek accommodations, if necessary and available.

Leading the SIU negotiating team was Assistant Vice President Chet Wheeler, assisted by Counsel Deborah Kleinberg and Associate Counsel Jonathan Madden. The MSFSC negotiating team was led by Kathleen Giacalone. She was assisted by Constance Halleen, Patricia MacDonald, Purser Susan Myron and Counsel Alana Mayer. Andrew Lefebvre represented MSC Headquarters. Assisting the parties was Federal Mediation and Conciliation Service Mediator Karen Kline.

The signed MOU completed a very productive week of face-to-face negotiations between the parties using interest-based bargaining negotiations. The CMPI 750 MOU will go a long way to providing clarity and consistency for both CIVMARS and the MSC.

The CMPI 750 MOU will supplement the provisions found in the current CMPI 750. CMPI 750 can be reviewed aboard all MSC vessels and also is available at the customer service units (CSUs). The 2010 MOU will be widely distributed to the vessels and the CSUs. The MOU will also be available on the SIU web site.

CIVMARS who may be subject to disciplinary actions are strongly encouraged to seek assistance from their SIU Government Services Division representatives.



## Civilian Marine Personnel Instruction 610 Negotiations Update

*Editor's note: The following article is an update for Military Sealift Command (MSC) CIVMARS on the Civilian Marine Personnel Instruction (CMPI) 610 negotiations. CMPI 610 covers the Hours of Work and Premium Pay work rules applicable to all CIVMARS.*

Union, MSC and Military Sealift Fleet Support Command (MSFSC) negotiators continue to meet. Negotiators have been working on the General Provision sections at each meeting. The negotiations began in January 2010 and the parties have met for six sessions. The parties usually meet the first week of the month. SIU, MSC and MSFSC negotiators are assisted at each negotiation session by a mediator from the Federal Mediation and Conciliation Service. Also in attendance are licensed and unlicensed SMEs (Subject Matter Experts).

Unlicensed SMEs attending negotiations have included Bosun **Byron Costa**, AB **Marque Anthony** and Bosun **Robert Torres**. Torres has sailed with MSC for 32 years. He has sailed on various vessels in the PAC fleet. Torres participated in the October 2010 negotiation session and will attend the November 2010 negotiations at SIU headquarters in Camp Springs, Md.

Asked about his impression of the negotiation process, Torres noted that he found the experience to be very enlightening. Torres said he was "very pleased to be part of the SIU team," and until he attended negotiations, he was "unaware of how hard the SIU officials fought to protect the employment rights and compensation interests of all unlicensed CIVMARS." Torres believes that interest-based bargaining negotiations "take a long time but are worth the effort."

SIU Government Services Division Assistant Vice President Chet Wheeler described Torres' contributions to the negotiations as extremely valuable. He noted that Bosun Torres' significant seagoing experience with MSC helped the negotiators understand current shipboard practices and the SIU and unlicensed CIVMAR unit greatly benefited from his participation.

Serving on the union's negotiating team are Wheeler, Government Services Representative Kate Hunt, Union Counsel Deborah Kleinberg and Union Associate Counsel Jonathan Madden.

Serving on the MSC negotiating team in October 2010 were Renee Desrosiers, MSC lead negotiator, CMPI 610 at MSC headquarters; Andrew Lefebvre, labor relations specialist at MSC headquarters; David Townsend, MSC associate counsel; and Patricia MacDonald from MSFSC's Labor and Employee Relations Department.

In addition to Torres, SMEs assisting the negotiators in October were MSC Purser Susan Myron, Chief Engineer Jaime Shine, Captain Randall Rockwood and Captain

Robert Seabrook.

In November 2010, negotiators are scheduled to discuss the work rules pertaining to moving all types of cargo, stores, mail, trash, ammunition and explosives. In early 2011 as the parties begin to tackle the separate departmental work rules, unlicensed CIVMARS from the deck, engine and supply departments will be attending the negotiations to assist the parties.

Negotiators continue to use the interest-based bargaining negotiation process. This process allows the parties flexibility and transparency in their discussions. The LOG will publish another article in the near future about how the interest-based bargaining process works, and the advantages to the CIVMAR bargaining unit.

The union has received inquiries as to why the negotiations are taking so many months to complete. The CMPI 610 negotiations are time-consuming for a variety of reasons. First, negotiators are trying to revise an Instruction of approximately 100 pages that has not been completely renegotiated since the early 1980s. Second, negotiators and SMEs are taking all the time necessary to ensure that the information concerning current shipboard practices is as clear and comprehensive as possible. (See "Note to CIVARS" at the end of this article). If the negotiators need more information prior to re-writing a work rule, information requests are generated and the response is reviewed by all parties.

Third, each work rule is thoroughly reviewed by all negotiators and SMEs. Re-writing and editing work is not concluded until the wording is as clear as possible and all persons understand the intent of the language and reach a consensus on the new wording. With approximately 15 people participating in these discussions each month, this is a difficult and time-consuming process.

MSC, MSFSC and SIU CMPI 610 negotiators continue to keep a key goal in mind: that the new Instruction will be as clearly written as possible and, as a result, will be applied consistently on all vessels throughout the fleet. In addition to clarity and consistency in the revised CMPI 610, the union's primary objective is to ensure that as work rules are revised, CIVMARS' overtime and penalty wages are protected to the greatest extent possible.

A future LOG article will describe the safeguards built into the negotiation ground rules which protect CIVMARS from a significant reduction in overtime, premium time or penalty pay. The ground rules also ensure that the costs of any revised rules remain closely aligned with MSC's 2009 overtime budget of \$250 million.

**Note to CIVMARS:** A survey has been developed and will be distributed by the SIU/MSC CMPI 610 bargaining committee. The purpose of the survey is to allow negotiators to receive information directly from unlicensed CIVMARS as to how ammunition and explosives are loaded and transferred by the unlicensed crew aboard MSC vessels.

Your input is valuable. Please complete the survey carefully and return it as soon as possible. This information will be considered during the current CMPI 610 negotiations and during the post-implementation period when MSC and

the SIU evaluate the impact of the new work rules.

The survey will be distributed at the customer service units (CSUs), will be sent to MSC vessels via e-mail and will be available on the web for those CIVMARS with access to the internet.

## OPM Announces Dates For Health Benefits 'Open Season'

The U.S. Office of Personnel Management (OPM) recently announced that this year's "open season" for health benefits, dental and vision insurance, and flexible spending accounts will run from Nov. 8 through Dec. 13, 2010.

Open season is an opportunity for CIVMARS and other federal workers (as well as retirees) to select their respective insurance coverage for the following calendar year. It's also the time when employees who are not enrolled, but are eligible to participate, may elect coverage.

According to the OPM, no action is required of individuals who want to continue their current enrollment (unless their plan is dropping out of the Federal Employees Health Benefits Program, abbreviated as FEHB). The agency further reported that as of January 2011, it is expected that more than 200 health plan options will be available through the FEHB Program.

Detailed information about open season is available online at:

<http://www.opm.gov/insure/health/>

All SIU CIVMARS are urged to be aware of plan benefits and check carefully to make sure their health plan meets their needs and those of their families.

Meanwhile, the OPM indicated that it expects the enrollee share of premiums for next year's FEHB Program to increase by an average of 7.2 percent. According to the agency, individual FEHB enrollees pay an average of 30 percent of the total cost of the plan's premium.

Additionally, under the stipulations of the Affordable Care Act, preventive care and screenings will be available with no out-of-pocket costs and enrollees may add their children younger than age 26 to their family health plan.

OPM Director John Berry stated, "The Federal Employees Health Benefits Program has important features, including a wide choice of health plans and competitive benefit packages as well as no pre-existing condition limitations or waiting periods. Now, for 2011, we have eliminated enrollee cost sharing for preventive care services, added incentives for tobacco cessation, and, in accordance with the Affordable Care Act, added coverage for dependents up to age 26. Even with these new benefits, premiums will rise less this year than they did last year."

## Union-Crewed USS Mount Whitney Ends 5-Month Deployment



A Lithuanian military helicopter lands aboard the SIU-crewed USS Mount Whitney Sept. 17 during a multi-national exercise in the Baltic Sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Sylvia Nealy)

The Seafarers-crewed USS Mount Whitney, which carries a hybrid crew of civilian mariners and U.S. Navy Sailors, returned to its home port of Gaeta, Italy, in early October, following a five-month deployment.

According to the U.S. Military Sealift Command (MSC), the ship – crewed in the unlicensed positions by members of the SIU Government Services Division – operated in the Mediterranean, Norwegian, and Baltic Seas, and the Atlantic Ocean. The Mount Whitney "participated and played vital roles in multinational exercises including: Baltic Operations (BALTOPS), Jackal Stone 2010 and the annual France, Russia, United Kingdom, United States (FRUKUS) exercise," the agency reported.

The ship's operations officer said the multinational exercises, among other benefits, "laid the foundation for future operations between the United States and the participating partner countries."

MSC described BALTOPS as a yearly exercise aimed at "improving interoperability among 12 regional allies." FRUKUS is an annual naval exercise with similar goals, while Jackal Stone "is a 10-day special operations exercise featuring participation from seven nations (Croatia, Latvia, Lithuania, Poland, Romania, Ukraine and the U.S.) and

is designed to promote cooperation and interoperability between the participating forces."

Plenty of VIPs boarded the ship at various times during the deployment, MSC reported. The vessel hosted "more than 120 high-level government distinguished visitors" attending receptions in conjunction with the exercises.

For instance, Lithuania President Dalia Grybauskaitė and U.S. Ambassador to Lithuania Anne E. Dese visited the ship on Sept. 21.

"It truly was an honor and a privilege to host [Grybauskaitė] aboard Mount Whitney," said Capt. Jeffrey Ruth, the vessel's commanding officer. "She not only showed a genuine interest in the ship and its mission, but was especially interested in meeting the crew and talking about what they do on a daily basis."

At other times, CIVMARS and Sailors from the Mount Whitney went ashore to volunteer for community service projects. A number of crew members "also participated in friendly sports competitions with sailors from foreign navies," according to MSC.

Ruth added, "Despite the uniqueness of the hybrid crewing model, this ship makes it work well, and I am impressed daily with the professionalism from both halves of this group."





**AFL-CIO PRESIDENT ADDRESSES CONVENTION** – AFL-CIO President Rich Trumka (center) gave a rousing speech at the Alaska AFL-CIO convention in early September. He is pictured at the gathering with SIU Anchorage Port Agent Tracey Mayhew and MM&P VP Michael Murray.



**CONGRATS TO CHIEF COOK** – SIU officials congratulate Chief Cook Rafael Chow (front, second from right) on his receipt of an A-seniority book. The presentation to the eight-year Seafarer took place during the October membership meeting in Piney Point, Md. Pictured from left to right are SIU Exec. VP Augie Tellez, VP Atlantic Coast Joseph Soresi, President Michael Sacco, Chow, VP Contracts George Tricker and Secretary-Treasurer David Heindel.



**KODIAK SEAFARERS ASHORE IN KODIAK** – Recertified Steward Brian Burchette emailed the photos above and below of AB Jon Washburn and a surprise visitor while Seafarers from the *Horizon Kodiak* were ashore fishing in Kodiak, Alaska. The Kodiak bear “decided the same fishing hole was also a good idea,” Burchette wrote. Recertified Bosun Garry Walker added, “When bidding for a fishing hole, a Kodiak bear always carries the top registration card!”

## Around the Ports With the SIU



**AT THE HALL IN PUERTO RICO** – In photo at left above, members in the San Juan, P.R., area are assisting a local church's effort to collect clothing and toys for shipment to Haiti by December 2010. Among those pitching in are (from left) AB Erick Toledo (kneeling), QMED Beato Diaz, Secretary Maria Crespo and AB Kemer Rojas. In the other photo, Port Agent Amancio Crespo (center) is pictured with AB Norman Rodriguez (left) and AB Joseph Dupre.



**BACKING CONGRESSMAN MEEK** – On Sept. 25, U.S. Rep. Kendrick Meek (D-Fla.) stopped by the SIU hall in Ft. Lauderdale, Fla., where he was greeted by 50 Seafarers supporting his campaign for a seat in the U.S. Senate. Rep. Meek (pictured in the photo at right, standing in the center, wearing white shirt and SIU cap) pledged his ongoing support for the Jones Act, the Maritime Security Program and cargo preference laws – all staples of the modern U.S. Merchant Marine. From there, Meek, escorted by Port Agent Kris Hopkins and Safety Director Kevin Marchand, boarded the SIU-crewed *Overseas New York* in Port Everglades.



**B-BOOK PRESENTED IN OAKLAND** – Patrolman Nick Marrone II (right) presents a B-seniority book to SA Abdul Munasar at the union hall in Oakland, Calif. The presentation took place in August.



**LOADING STORES IN HOUSTON** – Seafarers aboard the *Charleston Express* take a quick break from loading stores while the vessel is docked in Houston. Pictured from left to right aboard the Marine Personnel and Provisioning ship are Bosun George Price, Recertified Steward Ron Tarantino, AB Nick Keklikos, Safety Director Brian Kinard and STOS David McRoy.



# Navy's MSC Reconfigures Tanker Fleet

## Agency Adds First of 2 New Vessels, Retires Two

The fleet of tankers operated by the U.S. Navy's Military Sealift Command is being reconfigured to meet fuel requirements in support of U.S. forces worldwide, the agency reported last month. This seagoing force of government-owned and U.S.-flagged chartered ships has acquired a new chartered vessel – the SIU-crewed *MT Empire State* – as two government-owned, Seafarers-crewed ships complete their service to the command.

The newly built *Empire State*, operated by Crowley for American Petroleum Tankers LLC, in early October came under charter to MSC for up to five years. It will operate worldwide carrying refined petroleum products for the U.S. Department of Defense, primarily between commercial refineries and DOD storage and distribution facilities.

Built at union-contracted General Dynamics NASSCO in San Diego, the double-hulled *Empire State* is 600 feet long and has a cargo-carrying capacity of approximately 331,000 barrels. The ship's construction was completed in July 2010, at which time the *Empire State* went to work for MSC under a short-term charter.

A second Seafarers-contracted State-class tanker (the *Evergreen State*) is currently under construction at NASSCO and is expected to come under charter to MSC in early 2011.

Two of MSC's four government-owned tankers transferred out of service Oct. 1. The SIU-crewed *USNS Paul Buck* and *USNS Samuel L. Cobb* began their service to MSC in the mid-1980s, along with three other new-construction T-5 tankers that came under long-term charter to the command in 1985 and 1986. In 2003, MSC purchased four of those ships: *Buck*, *Cobb*, *USNS Lawrence H. Gianella* and *USNS Richard G. Matthiesen*. Since then,



The SIU-crewed tanker *Empire State* conducts sea trials off the coast of San Diego in June 2010. The ship came under charter to MSC in early October. (General Dynamics NASSCO photo by Ken Wright)

according to the agency, "These ships have served as the core of MSC's tanker fleet along with an MSC-chartered shallow-draft tanker."

"Our T-5 tankers have served us well for the past 25 years, and as they approach the end of their service lives, the State-class ships will allow us to continue to fulfill our requirements to transport fuel for the Defense Logistics

Agency - Energy," said John Joerger, MSC's tanker project officer. (DLA Energy procures and manages fuel for all of DOD.)

Upon deactivation from MSC service, the *Cobb* and *Buck* transferred to the U.S. Maritime Administration's National Defense Reserve Fleet, which comprises about 30 dry cargo ships and tankers kept in reserve for possible activation and use in support of national defense and national emergencies.

The *Gianella* transferred to MSC's Maritime Prepositioning Force in 2009 and the *Matthiesen* will remain in service to MSC until early 2011, when the ship will join *Cobb* and *Buck* in the NDRF, according to MSC.

In fiscal year 2010, MSC vessels – many of them crewed by SIU members – carried 1.5 billion gallons of petroleum products worldwide in support of DOD operations ranging from delivering fuel to combat forces operating in Iraq to replenishing McMurdo Station, Antarctica, and Thule Air Force Base in Pituffik, Greenland.

Seafarer **Rickey Yancey** sailed aboard the *Cobb* during its final voyage.

"The *Cobb* has sailed all over the planet – to the Arctic, the Antarctic, the Middle East, Europe, the Americas and points in between," he wrote in a letter to the *Seafarers LOG*. "During the Gulf war, the *Cobb* was there. The *Cobb* has protected its crew over the years and its crews have taken care of it.... Now, after 25 years of service to this country, it's time for the *Cobb* to rest."

On behalf of the entire crew, Yancey concluded, "From all of us and the many other crew members over the years, we salute you, *USNS Samuel L. Cobb*, for a job well done, and thank you to (vessel operator) Ocean Shipholdings Inc. for your many years of support for the *Cobb*."

Capt. William G. McCullough, serving as ship's master during the *Cobb*'s last voyage, wrote, "I think we've had a great trip. We've covered a lot of miles, hit a lot of familiar places and, thankfully, we are all here to tell the tales."

"Every trip brings its own challenges and experiences," he continued. "Something we haven't seen before; something we will tell stories about, to those who were not with us. We tell these stories because they are ours. No one can alter the fact that we were there. That is our life at sea, going there. Our friends have stories of their own, so, once in a while, we are tempted to 'enlarge' ours a bit, but, we know in our hearts that every one of them is true."

In a recent joint submission from the *Paul Buck*, also operated by Ocean Shipholdings, crew members pointed out that the ship "has never had an environmental incident during her 25 years of service. That's 9,125 days without a spill, and also (most recently) more than 1,600 consecutive days without an injury on board the vessel. The vessel also made the longest north-to-south cargo lift in history: Deep Freeze 1985, from Nikiski, Alaska, to McMurdo Station, Antarctica. That's 8,800 miles one way."

According to the crew's records, the ship made more than 520 voyages.



Among the last Seafarers to sail aboard the *USNS Paul Buck* were those pictured here: Recertified Bosun Phil Corl, AB Diana Gonzalez, AB Abraham Medina, Chief Pumpman Craig Croft, QMED Endang Abidin, QMED Jonathan Miller, GUDE Aristotle Bone, GUDE Andrew Beach, Chief Cook Jessie Jones, SA Tonu Wallace, SA Charlotte Chastain and UA William Ruiz. Also pictured (far left) is SIU Ft. Lauderdale Port Agent Kris Hopkins.



Sailing aboard the *Cobb* during its final voyage were (standing, from left) 1st AE Luong Trinh, Pumpman Randy Sutton, AB Demond Lindsey, CE Todd Jacobsen, 3M Troy Baker, GSU Javier Wurtele, AB Bruce Raquet, AB Anibal Vega, CM Rob Grove, 3M Greg Martineau, UA Major Brooks, 2nd AE Kelly Davis, QMED James Donohue, DEU Rickey Yancey, Chief Cook Leonida Peligrino, QMED Damien Bautista, 2M Mohammad Hossain, Chief Steward Cesar Dela Cruz, Capt. William McCullough, (kneeling, from left) Deck Cadet James Dailey, DEU Ramon Sanchez, GSU Hospicio Lupisan, Bosun Aristeo Padua, AB Marcos Rivera-Baez and AB Fred Martinez.



# Holiday Deals and Discounts

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# Scholarships Available to Seafarers, Dependents

## Seafarers Health and Benefits Plan Offers \$132,000 for 2011 Program

The Seafarers Health and Benefits Plan (SHBP) each year offers scholarships to qualified Seafarers and dependents who are interested in furthering their education, and the 2011 school year will be no different.

Designed to ease the financial challenges associated with college and vocational studies, the 2011 SHBP Scholarship Program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers and five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a post-secondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000 apiece.

Now is an ideal time to begin the application process. The first step is to send for the 2011 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below and return it to the address provided. As an alternative to requesting a scholarship package through the mail, they also are available at SIU halls.

Once the scholarship program booklet has been received, applicants should check the eligibility criteria to determine if they are qualified to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2011.

Items that must be incorporated in the

final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, so requests should be made as early as possible.

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

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2011. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Don't allow the rapidly increasing costs of higher education prevent you from realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has for years made for other Seafarers and dependents. In the last seven years alone (including this year), the SHBP has awarded \$908,000 in scholarships to 12 Seafarers and 38 dependents. As reported in previous editions of the *Seafarers LOG*, the scholarship winners (by year) were as follows:

**2010** - Meeting May 7 in Charleston, S.C., members of the SHBP Scholarship Committee awarded \$146,000 in scholar-

ships to one active Seafarer and seven dependents. Recipients were Recertified Bosun **Lon Oliver**; Robert Firme, son of Steward **Roberto Firme**; Alisha Woods, daughter of AB **Wilbert Wood**; Margot O'Meara, daughter of retired Inland Master **James O'Meara**; Eizie Giray, daughter of Bosun **Rufino Giray**; Jacob Miller, son of Chief Engineer **Marlin Miller**; Sime Masnov, son of Chief Engineer **Marijan Masnov**; and Molly Johnson, daughter of late Bosun **Michael Johnson**.

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

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

**2007** - \$120,000 in endowments were awarded to Sarah Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Alice Cooper, daughter of tugboat Captain

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

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

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

**2004** – \$106,000 was awarded to one Seafarer and five dependents. **Mark A. Dyer** claimed the Seafarers scholarship. He was joined by dependents Mary A. Hornby, daughter of **James L. Hornby**; Eleanor R. Preston, daughter of **Chester W. Preston**; Aaron J. Gilson, son of **James O. Gilson**; Rafika J. Shibly, daughter of **Mohammed Shibly**; and Glenys I. Castro, daughter of **Salome M. Castro**.



Please send me the 2011 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name .....

Street Address .....

City, State, Zip Code .....

Telephone Number ( ) .....

This application is for:  Self  Dependent

Mail this completed form to:

Scholarship Program  
Seafarers Health and Benefits Plan  
5201 Auth Way  
Camp Springs, MD 20746

## Union Plus Offers Scholarships to Union Members, Dependents

The Union Plus Scholarship program helps union members and their families defray the cost of higher education by providing one-time awards ranging from \$500 to \$4,000 to qualified applicants.

Sponsored by the Union Plus Education Foundation, the scholarships are open to all current and retired SIU members, their spouses and their dependent children (including foster children, step children, and any other child for whom the individual member provides greater than 50 percent of his or her support). Union members from Puerto Rico, Canada, Guam and the U.S. Virgin Islands who are U.S. citizens are eligible. Members do not have to purchase any Union Plus-sponsored prod-

uct or participate in any Union Plus program to apply for the scholarships.

The scholarship program is open to students attending or planning to attend a college or university, a community college, or a technical college or trade school. Applicants for scholarships are evaluated according to academic ability, social awareness, financial need and appreciation of labor.

Scholarship applications are judged by a committee of impartial post-secondary educators including repre-

sentatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities and the National Association of Independent Colleges and Universities.

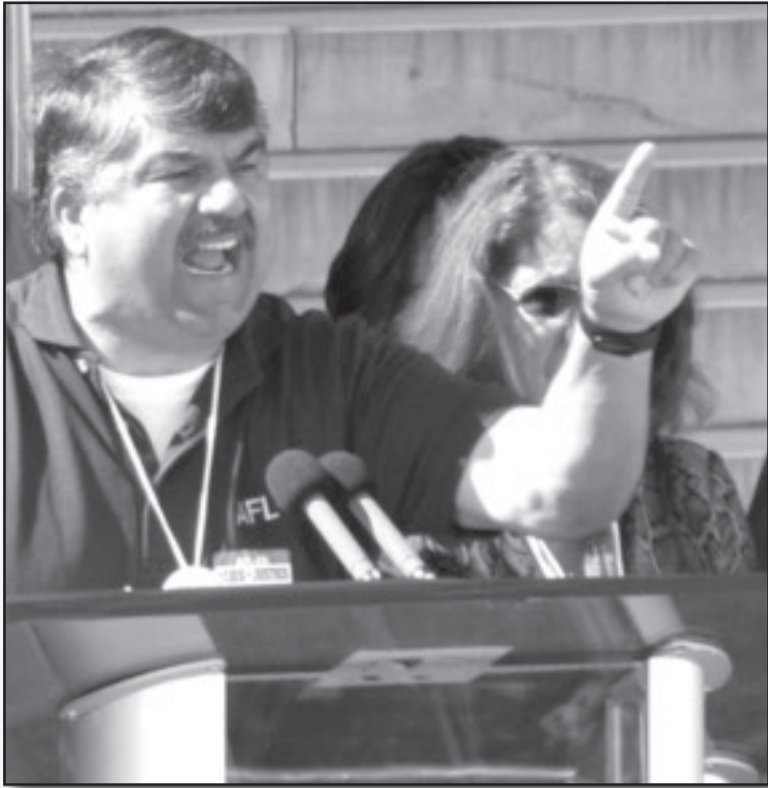
Applications are first reviewed by a panel of independent career professionals. Semi-finalists are chosen based on a point scale, and their applications are then provided to judges for further review and selection of finalists and awards.

To apply for the Union Plus Scholarship Program, interested individuals should go online to [www.union-plus.org/college-education-financing/union-plus-scholarship](http://www.union-plus.org/college-education-financing/union-plus-scholarship). The deadline for filing applications is Jan. 31, 2011.

Since 1992, the Union Plus Scholarship Program has awarded more than \$3 million to students of working families who want to begin or continue their post-secondary education. SIU members and dependents of Seafarers have won Union Plus scholarships in recent years.







Photos by Bill Burke/Page One, except those depicting Paul Hall Center Unlicensed Apprentices

Thousands of Americans from all walks of life—union members included—gathered at the Lincoln Memorial Oct. 2 to participate in the One Nation Working Together rally. Clockwise starting from above, the crowd packed the area near the reflecting pool along the Lincoln Memorial as the main event began. AFL-CIO President Richard Trumka addressed the crowd as did AFL-CIO Secretary-Treasurer Liz Shuler. Paul Hall Center Unlicensed Apprentices Steven Welcome (left) and Warren Gorman provide transportation to noted musician, singer, actor, and social activist Harry Belafonte as union members and their allies formed a 175,000-strong crowd at the Lincoln Memorial. As evidenced by their signs, One Nation participants united around common goals including good jobs and quality education. One Nation Coordinator Emily Petty briefs the contingent of Paul Hall Center Unlicensed Apprentices on their post locations and various duties prior to the start of the rally.

# One Nation

## D.C. Rally Emph

Seafarers on Oct. 2 were among the ranks of an estimated 175,000 people from across America who joined to rally for jobs, education and economic justice during the One Nation Working Together rally and march at the Lincoln Memorial in Washington, D.C.

Organized by more than 300 groups, the march had dozens of sponsors including the AFL-CIO, NAACP, Sierra Club, and the Council of La Raza.

All organizers and sponsors shared a common goal: to pull America back to work and pulling America back together. The rally was attended by people from all backgrounds, faiths, heritages and ages. Included were labor leaders, human and civil rights leaders, and peace activists, faith leaders, celebrities and sports figures. The thousands in attendance constituted a living example of the American dream seen throughout the crowd said: “We March for Hope.”

In addition to SIU Assistant Vice President Ambrosio and the U.S. Coast Guard Trades Department Executive Director Dan Duncan and U.S. Coast Guard Agent Pat Vandegrift, the SIU was represented by Reed Ambrosio, **Marcus** and AB **George Mazzola** as well as unlicensed apprentice Paul Hall Center for Maritime Training (Piney Point, Md. Among other duties, the apprentices (who were dismissed at the end of this story) served as marshals during the rally.

“America is here today. America is One Nation and we are proud to be a part of it,” AFL-CIO President Richard Trumka said during the rally. The crowd that spread from the steps of the Lincoln Memorial to the Lincoln Memorial.

Behind the voices of fear and hatred that have risen in the national conversation, Trumka said, are the forces of “hope and courage” that put us in the economic mess we’re in today. “We have a lot of work to do to repair the damage that greed did to our country.”

“Sisters and brothers we come together today because we want good jobs, jobs that support families—all families. Jobs that lead to people paths of opportunity, not obstacles. Jobs that allow us to live with dignity,” the federation president said.

Jobs also were on the minds of hundreds of unemployed workers who mustered at a pre-rally gathering in an RFK Stadium parking lot. At the gathering, AFL-CIO Secretary-Treasurer Liz Shuler stated that some had said about the event, the One Nation march was not a demonstration or political rally.

“I have to speak the truth here,” she said. “What we’ve seen recently on Capitol Hill has been partisan—partisanship. One party—the minority—has formed a solid bloc to block any attempt by President Obama and the Democratic leadership to stop outsourcing...to help unemployed workers like you get back on track,” Shuler said.

NAACP President and CEO Ben Jealous spoke prominently to those who attended the march. Jealous said that he who turned out put aside any differences and pulled together.

“This promises to be the most diverse march in Washington,” Jealous said. “We have environmentalist and mine workers, laborers, faith groups. We have black people, brown people; Jews, Muslims; white people, Asian people and Native Americans. We are all together towards this goal of increase in investment, creating jobs, making sure that every child goes to a great school.”

In addition to Trumka, Shuler and Jealous, other featured speakers at the march included National Urban League President I. Morgan Kousser, Al Sharpton, the Rev. Jesse Jackson, Service Employees International Union (SEIU) President





# One Nation Working Together

## Emphasizes Job Creation, Solidarity

of an estimated 175,000 to raise their voices for jobs, the One Nation Working Together rally in Washington, D.C. had an impressive array of Club and the National

commitment: putting together. The event was heritage, identities and hues. Its leaders, environmental reports figures. As a group, example of what one sign 'Hope, Not Hate!'

abrose Cucinotta, Maritime and Piney Point Port Recertified Bosun **Dan** licensed apprentices from the Training and Education in Services (whose names are listing the event. and we signify that during his address to the Memorial to the World War

rised to dominate our of "greed, the moneyed today. And we've got a lot to our country. because America needs jobs. s. Jobs that give our young that allow people to retire

employed workers who um parking lot. During that er stated that despite what arch was not a partisan

at we've been seeing anship at its very worst. c to fight and stop every leadership to create jobs...to ke you...and to get America

e proudly of the differences ous noted that everyone ed together in solidarity. n Washington ever," said rkers. We have conservative ; Jewish, Christians and Americans all working ent, creating jobs and mak-

er featured speakers during lent Marc Morial, the Rev. oylees International Union

President Mary Kay Henry and MSNBC personality Ed Schultz.

Paul Hall Center apprentices who participated included **Khoury Bethea, Jeremy Boyd, Bobbie Gibbs, Phillip Gifford, Brandon Grace, Deborah Hutchins, Orakwue Ikegwu, Anthony Lowe, Justin MacHuga, David Simon, Emanuel Spain, Zachary Thibeault, Marilou Toledo, Mark Williams, Justin Biggerstaff, Santiago Aguilera and Cliff Alexis.**

Also taking part in the rally were apprentices **Michael Ashak, Frances Bautista, Andrew Blake, Adam Churchill, Reno Duque, Warren Gorman, Lloyd Harness, Evan Jones, David Kabasinkas, Michael Paiko, Gerald Scott, Patrick Slade, Zaza Tchitanava, Jason Wagner, Steven Welcome, Antonio Anderson, Khadim Robinson, Ramon Martinez, Joseph Koncul and Telesia Selby.**





# The Ed Woods Story – A Teenager in World War II

*Editor's note: This is the third installment in a series written by Edward T. Woods, a U.S. Merchant Marine veteran of World War II. Parts of the story also have been published in editions of the American Merchant Marine Veterans North Atlantic Chapter Newsletter.*

*Woods, 83, sailed in the engine and steward departments.*

*The first part of his story ran in the September LOG. That segment described Woods' time as a seaman recruit in Sheepshead Bay, N.Y., at age 16, as well as his first voyage, aboard the S/S Horseshoe in 1944. The second installment, published in the October LOG, covered parts of a trip aboard the tanker S/S Brandy Station, and that's where this month's story resumes.*

**Correction:** *Contrary to the introduction which was published as the kickoff to Brother Woods' story, he never served in the Coast Guard.*

After a few weeks at sea, boredom would set in and anything out of the ordinary would attract the immediate attention of the crew: a whale sighting, a group of porpoises, a large piece of driftwood. A ship in the distance would be spotted by the deck watch and the general quarters alarm would be sounded and we would be called to battle stations until the ship passed from view. This was also true with unidentified aircraft. However, when an airplane was sighted and an alarm was sounded the craft would usually be out of sight by the time we got to our stations.

At sea, in addition to the personnel on the bridge, there were at least four U.S. Navy lookouts on duty at all times. Many times, especially in the Western Pacific, the lookouts would be ordered to stand a four-hour on and a four-hour off watch instead of the usual four on and eight off. There would be but little sleep for anyone under these conditions, as we knew we were in dangerous waters.

In a convoy and with low visibility, each ship towed a fog buoy about 600 feet astern. This was a very simple device consisting of two pieces of wood bolted together in the shape of a cross. About a two-inch hole was drilled down the center, from which a length of pipe extended. On the underside, a small piece of sheet metal was attached to form a scoop. As this was towed through the water, it ejected a plume of water that was clearly visible and a guide for the ship astern. A lookout was stationed on the bow and it was his job to keep that buoy in sight. If the lookout saw his ship was lagging behind, or getting too close, he would call the bridge on the telephone. However, there was one minor drawback to the fog buoy: It looked very similar to a periscope cutting through the water. There were tales of fog buoys being blown out of the water by their own ships.

If a lookout thought he saw any object out of the ordinary – a periscope, a plane, another ship or boat – he would immediately notify the bridge, who would sound general quarters and all hands would run to battle stations, or their assigned posts. After an extended wait, and if nothing unusual was again observed, the Navy officer would keep extra men on lookout for the duration of the watch, and the merchant seamen would return to their duties. I don't recall anyone ever being annoyed about the need to answer an alarm. All of us believed the old adage, "It's better to be safe than sorry."

When crossing the Atlantic, my ship would be one of many in an escorted convoy. In the Pacific, however, we usually sailed alone and rarely were escorted. At various times, we zigzagged; this usually occurred following an alarm and a call to general quarters or Battle Stations.

Zigzagging also took place when sailing between islands, such as the Admiralty Islands, the Caroline Islands and off the coast of New Guinea. Sometimes, we would be a part of a small convoy under the protection of an U.S. destroyer and then I knew that we were in a danger zone.

For an unexplained reason, one night, the chief mate came to our mess hall and said that he wanted everybody to wear their life jackets. "Take them to bed with you, sleep with them and keep them on until further notice." He did not have to tell us twice. We knew we must be in a serious situation because no crew member could ever remember hearing such an order before.

I believe we were en route to Ulithi in the Caroline Islands and had been called to general quarters a number of times that day. Trying to sleep with a bulky life jacket wrapped around your upper body is not comfortable but I, like my shipmates, made the best of it,



Woods is shown wearing what he describes as "a non-official World War II U.S. Maritime Service outfit for non-officers. In foreign countries, it was suggested that for safety's sake a seaman wear a uniform."

knowing that if we did get blown into the water we would have a better chance of survival if we could stay afloat while waiting rescue.

From the very first day that we entered the Pacific Ocean, following our transit through the Panama Canal, most of the crew found it necessary to sleep on the boat deck due to the excessive heat below deck. Our assigned fo'c'sles (sleeping quarters) were one deck below the main deck and next to the top of the boiler room. There were no portholes at this level, no fans, no ventilation and, of course, no air conditioning. The heat in this area was unbearable. In addition, most of our crossings of the Pacific were made on or close to the equator. The officers' quarters, however, were on the main deck and had portholes, as did all areas at or above that level.

Of course, all portholes had to be closed at night, no matter where their location, in order to maintain a complete blackout. When entering or exiting from an open deck at night, I had to pass through a dark curtained area, pulling the curtain open and closed to ensure that no light could be seen outside. If any member of the outside crew saw a light shining at night from anywhere, it was immediately reported and someone would be reprimanded.

With the captain's permission and with the help of the deck crew, we built what we called coffins. We took wooden folding cots, mounted four 2-by-2 posts about three feet high at each corner of the cot and spread a layer of heavy canvas over the frame, and allowed for an opening flap on one side. We then coated the canvas with a double coat of heavy dark deck paint for waterproofing. The framed cot would then be securely fastened to a railing or an upright stationary support. The Pacific Ocean was known to toss up an unexpected high wave every now and then and we wanted to be firmly anchored down.

The captain had ordered the chief steward to purchase mattresses for the cots before we left Panama. Once inside my little coffin, the cot became my place of refuge – an area I did not have to share with anyone else, my own private world. I kept a change of clothes, magazines, books and cigarettes at the foot of the cot and used my sheets, blankets and pillows from my fo'c'sle. I slept on my cot for the entire year while in the Pacific except when in certain ports or during heavy weather. When in Panama, I would stay at the YMCA where for twenty cents a night, I had a clean bed and a hot shower.

Garbage could only be disposed of – that is, thrown overboard – at certain times. Never during daylight hours and, of course, never in a port, or when part of a convoy without the commodore's permission. (When in a convoy, one ship's captain would be appointed commodore. In cooperation with the naval escorts, he would be in complete charge of the convoy and would control the positioning of the ships with what we called a magic box (radar) that allowed authorized personnel to see in the dark. His ship and the U.S. naval escorts were the only ships so equipped.) I recall cans of it sitting on the stern rotting and stinking for a number of days and, if near land, hundreds of noisy seagulls attacking it. It was known that garbage left a floating trail for submarines to follow. In ports, the local authorities would have small barges come along side and relieve us of our waste.

My first port of call in the far Pacific was on December 22, 1944 at Lae, New Guinea. It had taken us a full month to cross the ocean. In contrast, my last crossing of the Pacific in 1997 was aboard a United Airlines plane and it took only 17 hours from Los Angeles to Auckland, New Zealand.

Someone aboard ship remembered that Lae was Amelia Earhart's last refueling stop before flying off on her way to Howland Island in July 1937. She and her navigator and the plane were never seen or heard from again. I recalled that when they were searching for her I was in grade school and the nuns in my Catholic school had the students say prayers for Earhart's safe recovery.

For the short time I was in Lae, I just had to go ashore to look around, wanting to be a part of history, as I recalled the search for Amelia seven years earlier. While ashore, I met a couple of American soldiers and mentioned Amelia's name. They didn't seem to recognize it.

From Lae, we sailed north to Finchhaven, New Guinea, and following a stop of only a few hours, we continued on to Hollandia. The next day, Christmas Eve, we went farther north to a fresh water depot named Tamara Bay. It was a hot, muggy day and the seawater looked so clear and cool we asked permission to go for swim. The answer was an emphatic "no" as word had been received that a few days before a sailor had lost his leg to a barracuda.

It was Christmas Eve and our captain went aboard the ship tied next to us just as she was preparing to leave and made a deal with her captain to buy cases of beer. Once the crew heard about this transaction, there was no shortage of volunteers to help bring it aboard. It was stored in our food refrigerator until evening when we were given the opportunity to buy as many cans as we liked for ten cents a can.

Unfortunately, and I guess it was to be expected, some of the crew got drunk and were not up to performing their duties. It was the last time that our benevolent captain involved himself in beer sales. Thereafter, the remaining beer was handled by the Navy petty officers, who sold the beer for ten cents a can with a limit of two cans per man daily.

Christmas morning, a group of us were allowed to go ashore provided we stayed with two of the Navy Gunners who were armed. One sailor had a rifle and the other a sidearm. It was known that there were Japanese soldiers living in the nearby jungle. A group of native kids came out of the jungle completely naked and singing in broken English. At first, I thought they were pigmies until someone explained that their extended stomachs and small size were due to malnutrition. As we walked farther into the jungle, we met adult natives who were dressed in loin cloths. It was obvious that they had spent some time with American or Australian soldiers as they knew a few words of English and asked for cigarettes and candy. I would have liked to have taken pictures of the encounter for posterity but it was not to be; no cameras were allowed aboard ship in wartime.

Vinnie and I broke a large branch off a tree that we thought best resembled a northern pine, carried it back to the ship and positioned it in the corner of the mess hall. It was Christmas Day, but it didn't feel like the winter holiday I was use to. We were less than three degrees south of the equator. It was hot and humid. It was my first Christmas away from home and the only time I was ever homesick, as I reminisced about the bygone Christmases with my family in New York City. Christmas at home meant my mom and dad, my brothers and sisters, my aunts, uncles, cousins and close friends sharing a huge Christmas dinner and exchanging a few presents: new socks and underwear for sure and maybe a bowl of fresh fruit and a tray of home-made cookies on the table. I learned what nostalgia meant that long-ago Christmas Day in a faraway place.



## MarAd Posts Piracy Warning

The U.S. Maritime Administration (MarAd) in early October posted a piracy warning intended for ship operators. The agency indicated that it anticipates an "increase in piracy attacks in the Gulf of Aden region from October through early December due to the end of monsoon season. More favorable weather conditions allow for small boat activity in the Gulf of Aden, Red Sea, Indian Ocean and waters off the Horn of Africa region. Recent attacks have occurred off the Kenyan and Tanzanian coasts, the Southern Red Sea, Seychelles, and Maldives."

Maritime Administrator David Matsuda stated, "The change in season means every precaution must be taken in order to defend against pirate attacks. Our agency remains committed to helping U.S. crew members be vigilant and well-prepared for pirate attacks."

The advisory indicated that MarAd is responding to the issue of piracy by "working with federal agency partners to reduce the vulnerability of U.S. ships and crews by issuing advisories directly to U.S. ship operators based on latest intelligence; working with industry to improve implementation of best practices to deter piracy; distributing industry produced anti-piracy training videos for crews; and conducting voluntary security vulnerability assessments with Naval Criminal Investigative Service on U.S. ships"

MarAd is part of the U.S. Department of Transportation. The agency's self-described mission is to "promote the development and maintenance of an adequate, well-balanced, United States Merchant Marine, sufficient to carry the nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of service as a naval and military auxiliary in time of war or national emergency."

### December 2010 & January 2011 Membership Meetings

Piney Point.....	Monday: December 6, January 3
Algonac.....	Friday: December 10, January 7
Baltimore.....	Thursday: December 9, January 6
Guam.....	Thursday: December 23, January 20
Honolulu.....	Friday: December 17, January 14
Houston.....	Monday: December 13, January 10
Jacksonville.....	Thursday: December 9, January 6
Joliet.....	Thursday: December 16, January 13
Mobile.....	Wednesday: December 15, January 12
New Orleans.....	Tuesday: December 14, January 11
New York.....	Tuesday: December 7, January 4
Norfolk.....	Thursday: December 9, January 6
Oakland.....	Thursday: December 16, January 13
Philadelphia.....	Wednesday: December 8, January 5
Port Everglades.....	Thursday: December 16, January 13
San Juan.....	Thursday: December 9, January 6
St. Louis.....	Friday: December 17, January 14
Tacoma.....	Friday: December 24, January 21
Wilmington.....	Monday: December 20, *Tuesday January 18

\* Wilmington change created by Martin Luther King Day holiday

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

### Attention: Seafarers Another New Ship!



**SPAD Works For You. Contribute to the  
Seafarers Political Action Donation  
(SPAD)**

## Dispatchers' Report for Deep Sea

September 16, 2010 - October 15, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	10	10	2	14	11	1	2	15	15	1
Anchorage	0	1	1	0	1	0	0	1	5	1
Baltimore	5	10	2	5	7	0	1	10	15	2
Fort Lauderdale	10	11	1	12	6	0	8	15	25	3
Guam	3	3	0	2	3	0	0	7	7	0
Honolulu	14	5	1	6	5	1	3	16	17	1
Houston	46	27	3	46	10	1	10	88	48	6
Jacksonville	31	25	1	19	18	4	13	56	43	2
Joliet	6	4	2	2	2	2	1	5	4	1
Mobile	9	6	1	5	4	1	2	17	9	1
New Orleans	17	7	2	9	5	0	3	17	11	3
New York	38	21	3	35	11	1	10	76	39	10
Norfolk	13	14	5	14	8	1	2	27	41	9
Oakland	26	12	1	26	7	1	9	45	19	2
Philadelphia	8	6	0	6	3	0	0	10	9	0
Piney Point	1	9	1	2	9	0	0	0	5	0
Puerto Rico	4	5	0	2	2	0	1	11	19	1
Seattle	47	22	1	29	14	0	7	70	36	0
St. Louis	1	2	0	1	1	0	0	3	4	1
Wilmington	29	15	3	16	12	0	4	56	39	4
<b>TOTALS</b>	<b>318</b>	<b>215</b>	<b>30</b>	<b>251</b>	<b>139</b>	<b>13</b>	<b>76</b>	<b>545</b>	<b>410</b>	<b>48</b>
<b>Engine Department</b>										
Algonac	1	4	0	3	7	0	0	1	4	0
Anchorage	0	1	0	1	1	0	0	0	1	0
Baltimore	4	5	0	1	8	0	0	9	7	0
Fort Lauderdale	7	2	1	10	1	0	2	15	12	1
Guam	2	1	0	1	0	0	0	4	4	0
Honolulu	3	5	0	5	7	1	3	15	10	0
Houston	12	7	0	18	4	0	6	23	15	0
Jacksonville	12	17	0	13	7	0	6	38	35	0
Joliet	0	4	0	1	2	0	0	2	4	0
Mobile	12	3	0	3	2	0	1	15	6	0
New Orleans	5	4	0	3	2	0	1	11	5	1
New York	11	13	3	8	6	0	6	21	20	6
Norfolk	13	24	3	7	9	1	2	18	40	4
Oakland	7	5	1	6	9	2	8	16	10	2
Philadelphia	1	4	0	1	6	0	0	4	4	0
Piney Point	0	1	0	0	2	0	1	1	3	0
Puerto Rico	2	3	0	0	1	0	1	6	11	0
Seattle	13	13	0	5	6	0	4	25	25	1
St. Louis	0	2	0	0	1	0	0	2	5	1
Wilmington	13	11	4	9	8	0	1	19	33	6
<b>TOTALS</b>	<b>118</b>	<b>129</b>	<b>12</b>	<b>95</b>	<b>89</b>	<b>4</b>	<b>42</b>	<b>245</b>	<b>254</b>	<b>22</b>
<b>Steward Department</b>										
Algonac	3	1	1	3	1	1	0	3	1	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	5	2	1	1	1	0	0	10	3	1
Fort Lauderdale	12	6	1	12	5	0	4	13	10	1
Guam	0	2	0	0	0	0	0	2	4	1
Honolulu	10	4	0	9	2	0	3	14	4	1
Houston	16	6	0	16	2	0	7	36	12	0
Jacksonville	10	5	0	18	5	0	6	23	11	1
Joliet	2	3	2	2	2	0	2	1	1	2
Mobile	4	3	0	4	0	0	1	8	4	0
New Orleans	4	3	0	1	1	0	1	9	3	0
New York	21	8	0	10	3	0	5	40	14	0
Norfolk	13	9	1	9	8	2	3	16	14	0
Oakland	16	1	0	16	1	0	5	26	4	1
Philadelphia	2	2	1	2	1	1	1	4	1	1
Piney Point	2	1	0	1	1	0	0	2	1	0
Puerto Rico	3	0	0	2	0	0	0	3	3	1
Seattle	16	5	0	12	4	1	6	31	7	1
St. Louis	1	2	0	0	0	0	0	2	3	0
Wilmington	19	5	0	17	2	0	9	61	9	0
<b>TOTALS</b>	<b>159</b>	<b>69</b>	<b>7</b>	<b>135</b>	<b>39</b>	<b>5</b>	<b>53</b>	<b>304</b>	<b>110</b>	<b>11</b>
<b>Entry Department</b>										
Algonac	1	13	8	1	8	7	1	2	14	10
Anchorage	0	3	2	0	0	0	0	0	5	2
Baltimore	0	2	3	0	3	1	0	0	2	3
Fort Lauderdale	0	7	9	0	3	2	0	0	14	23
Guam	0	0	0	0	1	0	0	1	0	0
Honolulu	3	5	2	1	1	0	0	7	9	3
Houston	4	26	4	3	5	3	1	6	38	6
Jacksonville	3	18	6	3	13	1	3	6	36	11
Joliet	0	1	1	0	0	0	0	0	1	2
Mobile	0	7	1	1	1	0	1	1	9	3
New Orleans	1	5	2	0	3	0	0	1	5	7
New York	7	24	11	4	11	2	1	16	55	16
Norfolk	1	14	14	1	8	9	1	1	32	29
Oakland	2	13	3	2	16	4	2	3	21	11
Philadelphia	0	1	2	0	0	1	0	0	1	2
Piney Point	0	4	18	0	4	22	0	0	0	2
Puerto Rico	2	2	1	1	1	0	0	1	3	1
Seattle	6	12	5	4	8	1	3	10	17	7
St. Louis	0	3	0	0	1	0	0	0	3	0
Wilmington	4	17	7	0	7	1	3	8	38	22
<b>TOTALS</b>	<b>34</b>	<b>177</b>	<b>99</b>	<b>21</b>	<b>94</b>	<b>54</b>	<b>16</b>	<b>63</b>	<b>303</b>	<b>160</b>
<b>GRAND TOTAL:</b>	<b>629</b>	<b>590</b>	<b>148</b>	<b>502</b>	<b>361</b>	<b>76</b>	<b>187</b>	<b>1,157</b>	<b>1,077</b>	<b>241</b>



## Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

*Vice President Lakes and Inland Waters*

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermitt Mangram,

*Vice President Government Services*

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

1121 7th St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

2604 S. 4 St., Philadelphia, PA 19148  
(215) 336-3818

### PINEY POINT

P.O. Box 75, Piney Point, MD 20674  
(301) 994-0010

### PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316  
(954) 522-7984

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16  
Santurce, PR 00907  
(787) 721-4033

### ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116  
(314) 752-6500

### TACOMA

3411 South Union Ave., Tacoma, WA 98409  
(253) 272-7774

### WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4000



# Inquiring Seafarer

*Editor's note: This month's question was answered by SIU members in Piney Point, Md. The three officers all sail with Crowley.*

**What was your first vessel and what do you remember most about it?**

**Bruce Walsh**  
*Captain*

A Sealand containership. We went to Haiti, and the thing that impressed me the most at the time was that there was a policeman on every corner with a machine gun. And I thought, man, I'm lucky I was born in America. That was in 1978. We were only there for a short period of time, but I spent an evening ashore.



**James Robinson**  
*Second Mate*

Penn Maritime's *Eliza/Antantic*. It was its maiden voyage (1995). We went from Louisiana up to New York. I remember it was really cold. We went to Bucksport, Maine, and saw ice floating down the river. I came out of Piney Point and this was the first real cold weather that I'd been in. They had to teach me how to make snowballs – I'm from Texas.



**Bill Harvell**  
*Chief Mate*

My first ship was a construction ship, putting in fleet-mooring buoys in Diego Garcia in 1979 as an OS, for all the ships they've got prepositioned there now. I remember that it was hot as hell, the bosun was a lunatic, and Diego Garcia was like Devil's Island except it was run by the Brits. I've sailed on many a ship since.



**Therman Ames**  
*QMED*

My first ship was the *USNS Gordon*. I had just come out of the trainee program, Class 553, in 1996. I got my shellback – it was my first time going across (the equator). We went to Jebel Ali, went to Dubai. It was my first time really seeing how an engine works. Back then, we were under the old trainee

program. You passed your lifeboat test and they put you on a ship. And Dubai – you can't beat Dubai, then or now.

**Bryant Hunter**  
*Oiler*

My first ship was the *Alliance New York*, a car carrier sailing from Charleston, South Carolina. Had [stops] in Kuwait, Pakistan, Spain and Iraq to help the military out. This was June of 2009, just last year. We had a pretty good crew. I also remember we had a good captain and we used to enjoy ourselves – we had cookouts every weekend. Working in the engine department, I got a lot of help to get me where I am now. I'm in the process of getting my QMED and I may try to get back on that ship when there's a chance.



## Pic-From-The-Past



In this photo from October 1964, members of the SIU delegation join in welcoming vice presidential candidate Hubert H. Humphrey at the Jersey City Armory. The rally, which drew 23,000 people, was backed by the Hudson County, New Jersey, Committee on Political Education (COPE), in which the SIU played an active role. In the election that followed, the ticket of Lyndon Johnson and Humphrey defeated Barry Goldwater and William E. Miller.

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



# Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently

retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



## DEEP SEA

### CHRISTOPHER BRADY

Brother Christopher Brady, 65, became an SIU member in 1969 while in the port of Philadelphia. His first ship was a Seatrain Lines vessel; his last, the *Prestige New York*. Brother Brady upgraded in 1969 and 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He sailed in both the engine and deck departments. Brother Brady lives in Ireland.

### FRANKLIN CRIM

Brother Franklin Crim, 64, began sailing with the union in 1978 while in San Francisco. His first voyage was aboard a States Steamship Company vessel. Brother Crim was born in California. The steward department member last worked on the *Horizon Reliance*. Brother Crim continues to reside in his native state.



### STEPHEN HARRINGTON

Brother Stephen Harrington, 58, joined the union in 1972. He initially sailed on the *Western Hunter*. Brother Harrington, who shipped in the engine department, frequently attended classes at the Piney Point school. His final ship was the *Eugene A Obregon*. Brother Harrington resides in Beverly, Mass.

### MIGUEL NIN-MORALES

Brother Miguel Nin-Morales, 71, started sailing with the Seafarers in 1999 while in Puerto Rico. His first voyage was aboard the *Little Hales*. Brother Nin-Morales enhanced his skills in 2002 at the union-affiliated school in Piney Point, Md. The Puerto Rico native last sailed on the *GFC Florida*. Brother Nin-Morales, who sailed in the engine department, is a resident of Miami.



### EDGARDO OMBAC

Brother Edgardo Ombac, 67, donned the SIU colors in 1989. He originally worked aboard the *Independence*. Brother Ombac was a member of the steward department. He often took advantage of educational opportunities at the SIU-affiliated school in Piney Point. Brother Ombac



### MARK PATTERSON

Brother Mark Patterson, 65, signed on with the union in 1969. His initial voyage was aboard the *Raymond Reiss*. Brother Patterson's last trip to sea was on the *Portland*. He sailed in the deck department and makes his home in Juneau, Alaska.



### JIMMY SABGA

Brother Jimmy Sabga, 67, was born in Trinidad. He joined the SIU ranks in 1973 while in the port of New York. Brother Sabga's first trip was aboard the *Hydro Atlantic*. He upgraded on numerous occasions at the Paul Hall Center in Piney Point, Md. Brother Sabga's final ship was the *Maersk Alabama*. He resides in Aurora, Canada.

### DESMOND SEALY

Brother Desmond Sealy, 71, began sailing with the SIU in 2003. He shipped on the *Cape Victory* for the duration of his career. Brother Sealy, a member of the engine department, was born in Barbados but calls Baytown, Texas, home.



## INLAND

### ERNIE HUDGINS

Brother Ernie Hudgins, 63, became a union member in 1967. He was first employed on a Southern Carriers Corporation vessel. Brother Hudgins often enhanced his skills at the Piney Point school. He was born in Norfolk, Va. Prior to his retirement, Brother Hudgins sailed with Allied Towing. He now lives in Port Haywood, Va.

### BARRY LINCOURT

Brother Barry Lincourt, 66, started his career with the SIU in 1992 while in the port of Wilmington, Calif. He originally sailed in the deep sea division aboard the *Producer*. Brother



Lincourt worked in the deck department. His most recent trip was with Crowley Towing of Wilmington. Brother Lincourt settled in Yuma, Ariz.

### JAMES QUILLEN

Brother James Quillen, 62, joined the union in 1966. He initially shipped with P.F. Martin Company. Brother Quillen upgraded in 1974 and 1989 at the union-affiliated school in Piney Point, Md. He last sailed on a Moran Towing of Philadelphia vessel. Brother Quillen is a resident of Jenkintown, Pa.



## NATIONAL MARITIME UNION

### GEORGE LINDSEY

Brother George Lindsey, 65, signed on with the NMU in 1994. He was born in Louisiana and sailed in the deck depart-



ment. Brother Lindsey's final ship was the *Ocean City*. He makes his home in New Orleans.

### YEHYA MOHAMED

Brother Yehya Mohamed, 66, joined the NMU ranks in 1967. The deck department member was born in Yemen. Brother Mohamed last shipped aboard the *Yukon*. He resides in Bridgeview, Ill.



### ARTHUR SPOHN

Brother Arthur Spohn, 65, became an NMU member in 1988 in the port of San Francisco. He was born in Greenwich, Conn. In 2001,



Brother Spohn attended classes at the Paul Hall Center. He most recently shipped on the *Green Wave*. Brother Spohn calls Seattle home.

### LEON VARNADO

Brother Leon Varnado, 55, started his NMU career in 1977. The New Orleans native sailed in the deck department. Brother Varnado's final trip to sea was aboard the *USNS Lcpl. Roy M. Wheat*. He continues to live in Louisiana.



### ISAIAH WILLIAMS

Brother Isaiah Williams, 56, donned the NMU colors in 1981. He was last employed on the *Cornucopia*. Brother Williams makes his home in Phoenix.



# This Month In SIU History

Reprinted from past issues of the Seafarers LOG

## 1948

NEW YORK, Nov. 19 – The Waterman Steamship Corporation will operate a limited passenger service between New York, Florida, and Gulf ports, with the *SS Iberville* scheduled to begin the new service tomorrow. The new service will be the first of its kind since the start of World War II, and will be handled by the Pan Atlantic Steamship Corporation, a Waterman subsidiary.

Four modified C-2 type freighters, each having cabin accommodations for 12 passengers, and capable of 16.5 knots, will be placed on the run. Service will be on a weekly basis.

Ports of call scheduled thus far are Miami, Tampa, Mobile, New Orleans and Panama City. Sailings will also be scheduled from Philadelphia and Baltimore.

## 1958

MIAMI – The SIU hit operators of the runaway cruise ship *Yarmouth* with unfair labor practice charges on behalf of 136 West Indian crew members last week. Charges filed at the Tampa regional office of the National Labor Relations Board on November 10 declared the men were fired for union activity and demanded reinstatement plus back wages for all time lost. The vessel has been idle since the end of September.

The company discharged the crew and laid up

the *Yarmouth* in a Jacksonville shipyard in the face of the men's enthusiastic support of the SIU and their demands for union recognition, wages and conditions. Board agents are now investigating the SIU complaint.

## 1968

WASHINGTON – Nearly six out of every 10 candidates endorsed by the AFL-CIO Committee on Political Education for the 91<sup>st</sup> Congress were victorious, an analysis of the new Congress disclosed. Of the 353 candidates endorsed by COPE for the House and Senate, 201, or 57 percent, won their contests. In the 1966 congressional elections only 53 percent of COPE-endorsed candidates won at the polls. Including candidates for the governorships running with COPE endorsement, the winning percentage came to 56, a bit higher than the 55 percent victories scored in the comparable 1960 election.



## 1978

Under pressure from the SIU, the Military Sealift Command has dropped its use of foreign-flag vessels in a domestic trade and awarded new contracts to American operators. The MSC accepted bids last month for three U.S.-flag vessels, including two SIU-contracted tugs, to haul cargo from Port Canaveral, Fla., to ports on the U.S. Air Force Eastern Test Range in the Caribbean.



# Final Departures



## DEEP SEA

### HOWARD BICKFORD

Pensioner Howard Bickford, 79, passed away May 5. Brother Bickford began shipping with the Seafarers in 1952 from the port of New York. He was born in Massachusetts and sailed in the steward department. Brother Bickford's earliest trip to sea was aboard the *Yarmouth*. He last worked on the *Falcon Leader*. Brother Bickford started collecting his retirement pay in 1985 and made his home in Los Angeles.



### ANGELES DEHEZA

Pensioner Angeles Deheza, 90, died July 5. Brother Deheza joined the SIU in 1945 while in the port of New York. He was born in the Philippines. Brother Deheza originally shipped aboard the *Benjamin Sillman*. The steward department member most recently sailed on the *Innovator*. Brother Deheza went on pension in 1982. He was a resident of Reno, Nev.



### STEVE GIANOUTSOS

Pensioner Steve Gianoutsos, 81, passed away May 3. Brother Gianoutsos started sailing with the union in 1959 while in New York. His first ship was the *Penn Mariner*; his last was the *USNS Chauvenet*. Brother Gianoutsos worked in the engine department. He retired in 1993 and lived in Greece.



### JAMES GROSS

Pensioner James Gross, 85, died May 28. Brother Gross was born in North Carolina. He signed on with the SIU in 1956 while in the port of New York. Brother Gross' first voyage was aboard an Ore Navigation Corporation vessel. He sailed in the steward department. Brother Gross' final trip was on the *Cove Liberty*. He became a pensioner in 1990 and resided in Baltimore.

### GEORGE PRASINOS

Pensioner George Prasinios, 86, passed away May 27. Brother Prasinios joined the SIU ranks in 1968. He initially sailed aboard the *Western Comet*. Brother Prasinios,

who sailed in the deck department, was born in Greece. Prior to his retirement in 1989, he shipped on the *Pioneer*. Brother Prasinios continued to call Greece home.



### WILHELM RETTENBACHER

Pensioner Wilhelm Rettenbacher, 86, died May 25. Brother Rettenbacher became a Seafarer in 1965. His earliest trip was aboard the *Steel Admiral*. Brother Rettenbacher was a native of Austria. He shipped in the deck department. Brother Rettenbacher's last ship was the *Del Oro*. He went on pension in 1997 and settled in Kirkland, Wash.



### RICHARD SESSIONS

Pensioner Richard Sessions, 89, passed away July 6. Brother Sessions first donned the SIU colors in 1951 in the port of New York. He originally sailed in the steward department of the *Steel Navigator*. Brother Sessions' final trip to sea was on the *OMI Wabash*. He began receiving his pension in 1982 and made his home in Pasadena, Texas.



### ROLFE WELCH

Pensioner Rolfe Welch, 80, died May 23. Brother Welch was born in Rome. He started sailing with the union in 1990. Brother Welch's first ship was the *Cape Mohican*; his last was the *Overseas Vivan*. The engine-department member retired in 2000. Brother Welch was a resident of Lindale, Ga.



### ELTON WILDE

Pensioner Elton Wilde, 73, passed away June 1. Brother Wilde joined the Seafarers in 1958. He primarily sailed with Waterman Steamship Corporation on vessels including the *Hastings* and the *Sam Houston*. Brother Wilde, who sailed in all three departments, was born in Pennsylvania. He became a pen-

sioner in 1994 and settled in Picayune, Miss.

## INLAND

### CLYDE ALBAUGH

Pensioner Clyde Albaugh, 76, died May 9. Brother Albaugh signed on with the SIU in 1963 while in the port of Philadelphia. He was initially employed with Moran Towing of Pennsylvania. Brother Albaugh's final trip was aboard a Taylor Marine Towing Corporation vessel. He went on pension in 1999 and called Wenonah, N.J., home.

### THOMAS ASTON

Pensioner Thomas Aston, 72 passed away May 23. Brother Aston joined the union in 1962 while in the port of Mobile, Ala. His earliest trip was on the *Dravo Gulf*. Brother Aston started collecting his retirement pay in 1999. He lived in Bourg, La.



### CHARLES OSKI

Pensioner Charles Oski, 85, died May 19. Brother Oski became an SIU member in 1972. He originally shipped aboard a McAllister Towing of Virginia vessel. Before his retirement in 1988, Brother Oski sailed with Moran Towing of Philadelphia. He resided in Abington, Pa.

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

## NATIONAL MARITIME UNION

### JAMES ANDERSON

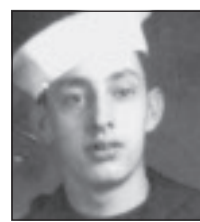
Pensioner James Anderson, 71, passed away July 11. Brother Anderson was born in Olympia, Wash. He retired in 1999 and continued to reside in his native state.

### SALEH ELIZZANI

Pensioner Saleh Elizzani, 82, died July 24. Brother Elizzani, a native of Yemen, became a pensioner in 1987. He called Sana'a, Yemen, home.



### CHARLIE GREGORY



Pensioner Charlie Gregory, 86, passed away June 29. Brother Gregory was born in Roe, Ark. He went on pension in

1986. Brother Gregory settled in Jacksonville, Ark.

### NATHANIEL JOHNSON

Pensioner Nathaniel Johnson, 81, died June 2. The Texas-born mariner became a pensioner in 1996. Brother Johnson was a resident of Oakland, Calif.



### JAMES McMAHON

Pensioner James McMahon, 84, passed away June 26. Brother McMahon was a native of Somerville, Ala. He started collecting his retirement compensation in 1993. Brother McMahon lived in Texas City, Texas.

### ANDRES PADILLA

Pensioner Andres Padilla, 74, died June 22. Brother Padilla was born in Puerto Rico. He went on pension in 1991 and continued to call Puerto Rico home.



### WILLIAM SCHEIBNER

Pensioner William Scheibner, 93, passed away July 12. Brother Scheibner was a native of California. He retired in 1970. Brother Scheibner made his home in San Francisco.

### MELVIN SEARS

Pensioner Melvin Sears, 77, died July 26. Brother Sears was born in Belle Glade, Fla. He became a pensioner in 2000. Brother Sears settled in Alma, Ga.

### LEON THOMAS

Pensioner Leon Thomas, 84, passed away June 2. Brother Thomas was a New Orleans native. He started collecting his retirement compensation in 1989. Brother Thomas lived in Louisiana.

### JAMES WEBB

Pensioner James Webb, 84, died June 1. Brother Webb, a native of Carey, Texas, went on pension in 1966. He called Montgomery, Texas, home.

### HUEY WILLIAMS

Pensioner Huey Williams, 75, passed away June 11. Brother Williams was born in New Orleans. He began receiving his pension in 1990. Brother Williams lived in Iredell, Texas.

*Editor's note: The following NMU brothers also have passed away. The LOG Staff regrets that sufficient information was not available to develop individual biographical backgrounds on them and their*

*respective careers while at sea.*

Name	Age	DOD
Bao, Tse	92	July 15
Benson, William	75	July 1
Boyson, Charles	90	July 15
Cason, Clarence	84	July 13
Charles, Rexford	90	June 17
Cruz, Antonio	76	June 9
Edwards, William	71	June 14
Eiles, Edward	86	July 24
Guillen, Bolivar	86	July 12
Gutierrez, Isaias	77	June 8
Hirst, Richard	67	July 24
Lee, Maxey	44	July 23
Marcano, Pedro	84	June 8
Martinez, Aldolpho	94	July 31
Mazyck, Edward	75	June 12
Moreland, James	81	July 14
Mulero, Rafael	90	July 19
Naugle, David	81	Jan. 1
Perry, Mack	87	July 1
Riley, Fred	80	July 4
Rivas, Jose	75	July 5
Robins, William	84	July 3
Rohena, Segundo	87	June 11
Rose, Raymond	85	June 20
Sanders, Robert	84	June 13
Santos, Americo	92	July 23
Schultz, Kenneth	28	May 16
Silva, Enrique	66	July 30
Steele, Thomas	85	June 9
Suan, Steven	89	June 1
Travaglino, Henry	96	June 29
Velazquez, Francisco	87	June 5
Velazquez, Soilo	72	July 20
Vinolo, Juan	82	July 16
White, Vernon	67	July 22
Young, Herman	71	July 13



Marge DiPreta Sam Spalding Jr.

## School Mourns 2

The union and its affiliated Paul Hall Center for Maritime Training and Education are mourning the deaths of two highly regarded, longtime school employees. Marge DiPreta, retired registrar/academic coordinator, and Sam Spalding Jr., director of maintenance, both passed away in September, after battling illnesses. DiPreta was 65; Spalding was 56.

DiPreta served as academic coordinator and registrar from 1982 until 2009. Spalding worked at the school for 35 years, the last 11 as maintenance director.

More complete remembrances will be published in the next issue of the *LOG* and in the fourth-quarter edition of *The United Worker*, the newsletter of the SIU-affiliated United Industrial Workers.





# 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.

**ALLIANCE NORFOLK** (Maersk Line, Limited), August 15 – Chairman **John W. Grosskurth**, Secretary **Luis A. Caballero**, Educational Director **Edley M. Foster**, Deck Delegate **John Forester**, Engine Delegate **George Pobe**. Chairman announced payoff in Jacksonville, Fla., on Aug. 28. He acknowledged the steward department for great meals and BBQ. Secretary thanked crew members for their help keeping house clean. He reminded them to leave fresh linen for reliefs. Special thanks were given to apprentices for their hard work in the galley. Educational director advised all mariners to attend classes at the SIU-affiliated training center in Piney Point, Md. No beefs or disputed OT reported. Request was made for new fan in crew stateroom.

**COAST RANGE** (Crowley), August 31 – Chairman **Gregory R. Jenkins**, Secretary **Danny A. Brown**, Educational Director **Larry F. Phillips**, Deck Delegate **Tibby Clotter**, Engine Delegate **Rudolph Miller**, Steward Delegate **Bernard Butts**. Bosun stated payoff to take place Aug. 31 in Port Everglades, Fla. Secretary encouraged Seafarers to support SPAD (Seafarers Political Activity Donation). Educational director urged members to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Suggestion was made to reduce seetime requirements to qualify for retirement benefits. Six lounge chairs were requested for rooms. It was reported that the balance in the safety fund was \$6,500. Vote of thanks was given to the steward department for a job well done. Next port: Port Everglades, Fla.

**HORIZON CHALLENGER** (Horizon Lines), August 29 –

Chairman **Erigardo Guity**, Secretary **Antoinette Amato**, Educational Director **Terry T. Smith**, Deck Delegate **Alvin Jackson**, Engine Delegate **Anthony Thomas**, Steward Delegate **Robert Arana**. Chairman discussed STCW requirements and stressed the importance of having proper shipping documents. No beefs or disputed OT reported. Treasurer reported satellite T.V. would be paid from ship's fund. Recommendation was made to increase pension amount. Crew expressed gratitude to the steward department for great food and clean ship. Next ports: Houston and San Juan.

**LIBERTY SUN** (Liberty Maritime), August 8 – Chairman **Terry D. Cowans**, Secretary **Louins Johnson**, Educational Director **Kenyatta McNeil**, Deck Delegate **Wayne Watts**, Engine Delegate **Floyd Patterson**. Bosun thanked crew members for a safe, smooth voyage. Secretary reminded mariners departing vessel to clean rooms and supply fresh linen for arriving crew. No beefs or disputed OT reported. Members were advised to read President's report from *Seafarers LOG*. Motion was made to increase medical and retirement benefits. Requests were made for a front-loading washing machine, new DVDs, refrigerators for crew rooms and a treadmill. Next port: Portland, Ore.

**OVERSEAS LUXMAR** (OSG Ship Management), August 22 – Chairman **Winston D. Thompson**, Secretary **Nancy S. Heyden**, Educational Director **Edward H. Self**. Chairman expressed his gratitude to crew for working safely and getting the job done. He went over company policies and the importance of following them. Educational director advised everyone to upgrade at the

## BBC Houston Heads South

In mid-October, one of the union's newly contracted vessels – the *BBC Houston* – sailed from its namesake port to Mexico, where it was scheduled to load cargo bound for Philadelphia. As reported in the October LOG, the heavy-lift vessel recently reflagged under the Stars and Stripes. SIU-contracted AMSEA is providing the shipboard manpower for the *BBC Houston*, which was built in 2005. These photos show the vessel in Houston, before its first voyage under the American flag. SIU members are pictured along with some of the Russian mariners who signed off the ship in mid-September.



## MV Resolve Transports Special Cargo



The SIU-crewed ARC-Crowley *Resolve* in September ferried home some very special military super cargo—four members of the Texas Army National Guard, 72nd Infantry Brigade Combat Team (36th Infantry Division) who returned to the United States following military deployment. Pictured above (from left to right) aboard the *Resolve* during their homecoming voyage are Sgt. 1st Class Charles "Coach" Marvets, Staff Sergeants Donnie Bosley and Mitchell Garcia, and Sgt. Patrick Kuhlmeier. The soldiers in 2009 and 2010 were deployed overseas during Operation Iraqi Freedom. This photo was taken and sent to the *Seafarers LOG* by OS N.Carol Holly, a 2010 graduate of the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The *Resolve* is Holly's first vessel.

union-affiliated school in Piney Point, Md., and make sure they stay up-to-date on all necessary seafaring documents. No beefs or disputed OT reported. Suggestion was made to increase dental benefits. Next ports: Charleston, S.C., and Savannah, Ga.

**ALLIANCE BEAUMONT** (Maersk Line, Limited), Chairman **Thomas P. Banks**, Secretary **Charles A. Brooks**, Educational Director **Robert L. Stafford**, Deck Delegate **Boyce Wilson**, Engine Delegate **Filberto Moreira**, Steward Delegate **Larry Griffin**. Chairman announced payoff on Sept. 23 in Charleston, S.C. Crew members were asked to leave rooms clean for reliefs and to take trash to the garbage room. Educational director encouraged mariners to take advantage of upgrading opportunities available at the Piney Point school and make sure BST (Basic Safety Training) is up-to-date. No beefs or disputed OT reported. Crew would like clarification pertaining to compensation of travel expens-

es. Need was expressed for new washer and dryer in crew laundry room. Next ports: Charleston, S.C., Beaumont, Texas, Jacksonville, Fla., and Baltimore.

**HORIZON PACIFIC** (Horizon Lines), September 16 – Chairman **Anton T. Sulic**, Secretary **Adele E. Williams**, Educational Director **Anthony J. Kimbrell**, Engine Delegate **James Spranza**, Steward Delegate **Eddie L. Siplin Jr.** Chairman reminded crew to update their BST and make sure all documents are up-to-date. Seafarers were advised to bring any issues to their delegate or department heads. Secretary urged members leaving ship to clean rooms and supply fresh linen for the next crew. Educational director encouraged members to enhance their skills at the Paul Hall Center, which can lead to better opportunities and advancement. Treasurer reported \$178 in cookout fund. No beefs or disputed OT reported. Request was made for wireless internet and new mattresses. Vote of thanks

was given to the steward department for a great BBQ. Next ports: Tacoma, Wash., Oakland, Calif., and Hawaii.

**ST. LOUIS EXPRESS** (Crowley), September 12 – Chairman **Samuel M. Uyatede**, Secretary **Kenneth Whitfield**, Educational Director **Daniel G. Ramirez Jr.**, Engine Delegate **Terence Bennett**, Steward Delegate **Elena Lee**. Bosun urged members to make sure all documents are current. Secretary reminded members to have training record book signed off when training is done aboard ship. Educational director advised mariners to check the *Seafarers LOG* for upcoming classes available at the Piney Point school. They were also urged to read their contract and attend union meetings. No beefs or disputed OT reported. Members would like satellite TV installed. Suggestion was made to increase medical and dental benefits for members and dependents. Next ports: Charleston, S.C., Miami and Houston.



# Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

#### Union Member Rights

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

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

to receive or inspect copies of collective bargaining agreements.

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

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

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

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

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

#### Union Officer Responsibilities

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

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

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

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

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

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

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

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

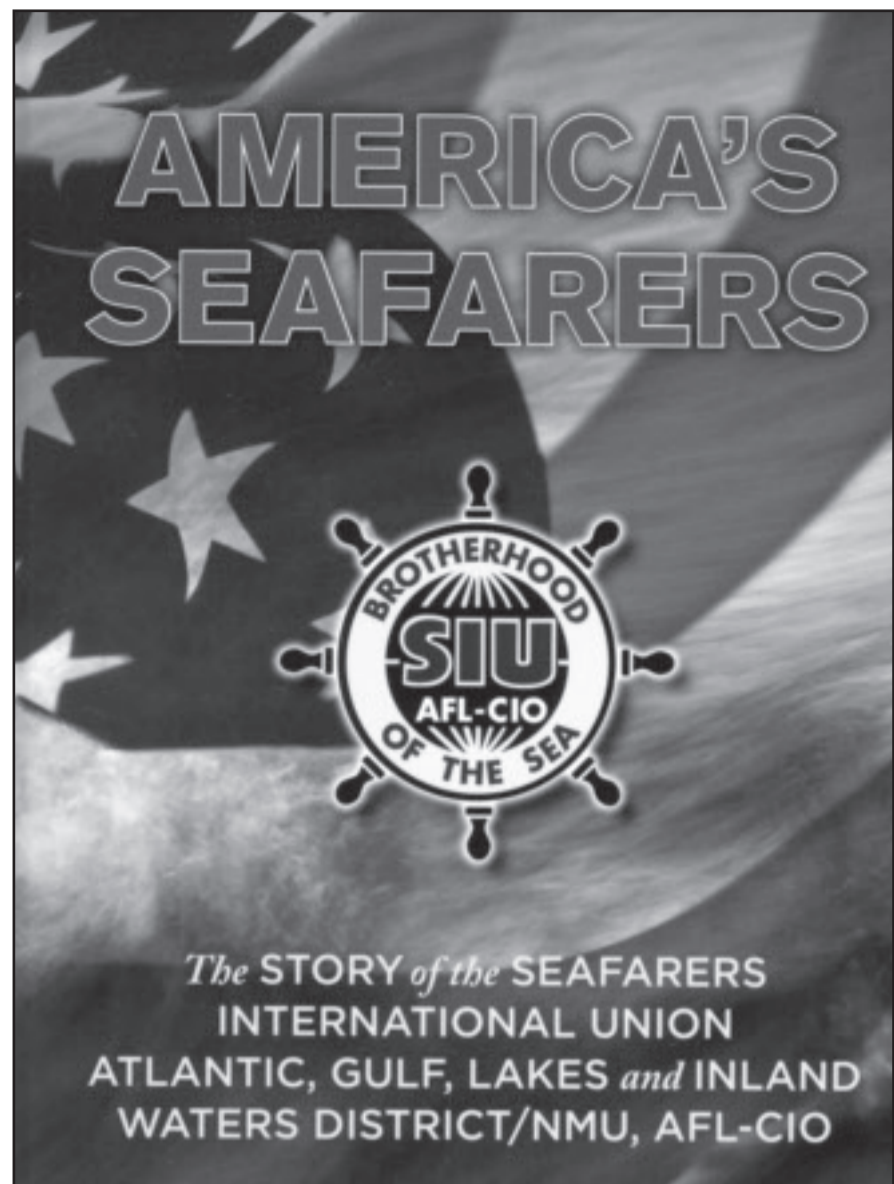
(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616,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

#### SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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



## The Perfect Stocking Stuffer: 'America's Seafarers'

As reported in recent issues of the *LOG*, a new book covering the history of the Seafarers International Union is available online and at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The 271-page hardcover book is titled "America's Seafarers." It may be ordered through the slop chest at [www.seafarers.org](http://www.seafarers.org) or by going directly to [www.siustore.com](http://www.siustore.com). Copies also are being sold at the Paul Hall Center's Sea Chest store. The book sells for \$14.99.

Individuals who want to purchase a copy of the book but who do not have internet access may call (703) 788-2528.

Additional information about "America's Seafarers" is available on the SIU web site. An introductory article about the book was published in the September edition of the *Seafarers LOG*.



This photo from the book shows workers at the New York Stock Exchange in 1948, near what was then the SIU's headquarters building, striking for decent wages and benefits. White-capped Seafarers support the picket line.



# 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 of 2010. 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
<b>Deck Department Upgrading Courses</b>		
ARPA	November 8	November 12
ECDIS	December 13	December 17
Radar Recertification (1 day)	November 15	November 15
<b>Engine Department Upgrading Courses</b>		
Advanced Container Maintenance	November 15	December 10
Basic Auxiliary Plant Operations	November 8	December 3
Government Vessels (1 week)	November 29	December 3
Machinist	November 29	December 17
Welding	November 29	December 17
<b>Safety Upgrading Courses</b>		
BST/Basic Firefighting	November 15	November 19
Medical Care Provider	November 1	November 5
<b>Steward Department Upgrading Courses</b>		
Galley Operations/Advanced Galley Operations These modules start every Monday.		
Certified Chief Cook/Chief Steward These classes start every other Monday. The most recent class began Nov. 1.		
<b>Unlicensed Apprentice Program – Phase 1</b>		
Vessel Familiarization	November 15 December 13	November 26 December 24
Galley Sanitation	November 1 November 29	November 12 December 10

## 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 \_\_\_\_\_

Title of Course	Start Date	Date of Completion
Galley Sanitation	December 27	January 7
Water Survival	November 15 December 13	November 26 December 24
Basic Firefighting	November 1 November 29 December 27	November 12 December 10 January 7
Galley Familiarization	November 15 December 13	November 26 December 24
Social Responsibilities	November 15 December 13	November 26 December 24
Vessel Ops and Maintenance	November 1 November 29 December 27	November 12 December 10 January 7

## Unlicensed Apprentice Program – Phase 3

Government Vessels	November 15	November 19
STOS	November 22	December 3
Basic Auxiliary Plant Ops	November 8	December 3

*Students who have registered for classes at the SIU-affiliated 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.*



*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.



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 734** – Eleven unlicensed apprentices on June 23 completed their training in this 60-hour course. Graduating (above, in alphabetical order) were: Christopher Brown, Mike Ferti, Joseph Griggs, Abobakr Hasan, David Marquez, Carey Morris, Ryan Papa, Dhahabi Quraish, Karen Smith, Evgeny Umanskiy and DeMiltion Wheat. Ben Cusic, their instructor, is at the far left.



**FOWT** – The following upgraders (above, in alphabetical order) completed this course Sept. 10: Andy Beach, Samuel Blancard, Matthew Bryant, Rolando Bundang, John Eastman, William Fountain, Bryant Hunter, Stephen Jenkins, Kevin Kelly, Michael Knight, Forrest Melvin, Matthew Mike, Antonio Perez, Guiomar Rancel, Kevin Reyes-Velez, Gary Richards, Omar Rodgers, Elijah Stewart-Eastman and Joseph Thurman. Their instructor, Tim Achorn, is at the far right. (Note: Not all are pictured.)



**GMDSS** – Five individuals completed their training in this 70-hour course Sept. 17. Graduating (above, in alphabetical order) were: Mohamed Eid Jebokil, Marc Fitton, Kenny Gaston, Steven Parrish and Mykola Smirnov. Their instructor, Brad Wheeler, is at the far right.



**STOS** – Seven upgraders finished their requirements for graduation from this course Sept. 3. Earning certificates (above, in alphabetical order) were: Jaroslav Dvorak, Phillip Forman, Matthew Martel, Anthony Newbill, Robert Parker, Robert Rothwell and Stephen Warren II. (Note: Not all are pictured.)



**Chief Cook** – The two individuals pictured above recently completed training in this 12-week course. Earning their certificates were Brian Corp (left) and Eileen Mendiola.



**Able Seaman** –Thirteen mariners on Sept. 10 completed this course. Graduating and receiving certificates for the upgrade of their skills (above, in alphabetical order) were: Timothy Dewine, Kelvin Fussell, Joseph Gibbens, Chad Gregory, Johnny Hunter, Kevin Jenkins, Russell Macomber, Raymond Martin Jr., Luis Ramos-Rosa, Corey Shanley, Boyd Spivey, Marcus Toby and Adrian Wilson. Tom Truitt, their instructor, is at the far right. (Note: Not all are pictured.)



**Government Vessels** – Eight upgraders completed their requirements in this course Sept. 24. Graduating and receiving certificates (above, in alphabetical order) were: Shirley Bellamy, Leopold Calderon, Romeo Farrer, Nilo Gler, Stacy Murphy, Joseph Pittman, Anthony Rutland and Frank Wynn. Stan Beck, their instructor, is in the rear, third from right.



**Radar** – The individuals pictured at left on Sept. 24 completed this course. Those graduating (in alphabetical order) were: Marie Acosta, Scottie Duncan, David Eller, Oleg Pankraton and Jeremy Scheil.

*Students who have registered for classes at the SIU-affiliated 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.*



# Paul Hall Center Classes



**Tank Ship Familiarization DL (Phase III)** – Two classes of Phase III apprentices along with two upgraders graduated from this course Sept. 3. Completing their requirements (above, in alphabetical order) were: Ibrahim Abubaker, Brandon Albro, Rafael Alvarez-Chacon, Joshua Bickel, Jason Billingsley, Russell Bravo, Lawrence Brooks, Charles Burnham, John Cacella, Kevin Cunningham, Diogenes Derecho, Dhindo Faulve, Ray Fugit, Kaamil Gray, William Harrison, Brandon Hubble, Shannon Iaea, Elliott Kolner, Ryan Landers, Andre MacCray, Ann Mensch, Kassim Mohamed, Teverin Narcisse, Derek Nix, Jarrod Nix, Kerian Reyes-Velez, Osamah Saleh, Buck Sampson, Luis Santiago, Mark Santoli, Kevin Stewart, Samuel Thomas, Ricardo Vazquez Jr., Sajid Foster and Wallace William. (Note: Not all are pictured.)



**BST** – Eighteen Seafarers on Sept. 24 completed this course. Graduating (above, in alphabetical order) were: Mohamed Ahmed, Mohamed Alsinai, Kent Arnold, Andrzej Bronkowski, Fraya Brown, Woodrow Coleman, Patrick Conlon, Daniel Dean, Kon Duczynski, Wilbur Ensminger, Peter Fulcher, Patricia Geras, Eufemiano Gomes, DeCarlo Harris, Mohamed Kassem, Gerald Kelly, Floyd Larson and Joseph Loyal. Their instructor, Mike Roberts, is at the far right. (Note: Not all are pictured.)



**BST** – Nineteen upgraders completed this course Sept. 24. Graduating (above, in alphabetical order) were: Sultan Harris, John McCabe, Nina McFall, Gamal Meawad, Adams Mohamed, Robert Mosley, Darryl Nelson, Earl Olson, Robert Pacheco, John Penrose, Carlos Perez, Reye Ramos, Mark Scardino, Harold Sebring, Prentiss Smith, Francisco Valle, Liberato Viray, Knolly Whitshire and Patrick Vandergriff. Mike Roberts, the class instructor, is second from the right. (Note: Not all are pictured.)



**BST** – Twenty-four Seafarers completed their training in this course Aug. 20. Graduating (above, in alphabetical order) were: Franklin Akins, Leonilo Arano, Stephen Banks, William Bragg, Mary Brayman, Timothy Burke, Gary Cardillo, Marvyn Chester, Chad Chivrell, Wendy Fearing, Clarence Fortt, Ameen Fuller, John Glenn, Stephen Hansford, Catherine Hays, Gregory Johnson, Christopher Kirchhofer, Wilfred Luckie, Ronald Lukacs, Michael Mazyck, Kevin Monterio, Jan Morawski, James Morgan and Darlene Weymouth. Their instructor, Bernabe Pelington, is standing at the far right in the back row. (Note: Not all are pictured.)



**BST (Hawaii)** -The following individuals (above, in no particular order) on Sept. 11 finished this course at the Seafarers Training Facility in Barbers Point, Hawaii: Theo Wischusen, Taylor Campbell, Jeffrey Pettit, John Humphreys, Christian Nielsen, Miguel Torre Rodriguez, Jose Dador Jr., Samuel Pedreso, Jarrel Sawyers, Darcel Mason, Nathan Capriglione, Adrienne Barnett, Jill Carlson, Brooke Holmes-Roberts, Norton Fernandes and Nevio Fernandes.

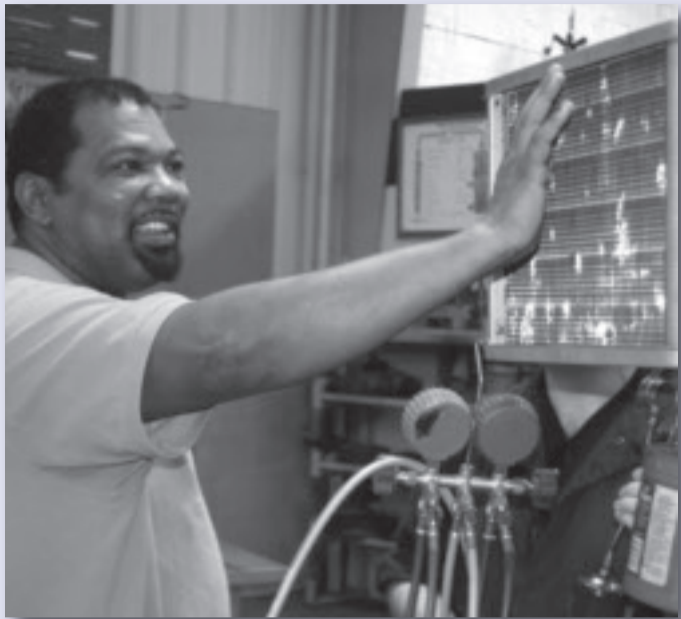


**BST** – The following Seafarers on Aug. 20 completed this course. Graduating (above, in alphabetical order) were: Rafael Clemente, Leesther Collins, George Murphy Jr. Natalie Nunes, Luisa Oben, Edward O'Connor, Michael Phillips, Timothy Pillsworth, Felix Quevedo, Francisco Ramilo, Roger Reinke, Steve Rollins, Ismael Roman, Travis Rose, Richard Sandiford, Ceasar Smith Jr., Doyle Stanley, Anton Sulic, Kissinfor Taylor, Matthew Thompson, William Wallace, Thomas Weber, Chris Wilson and Guy Wilson. Class instructor Bernabe Pelington is standing at the far right in the back row.



**BST (Hawaii)** - The following individuals (above, in no particular order) on Sept. 18 completed this course in Barbers Point, Hawaii: Anecita Eastman, Brynn Titone, James Walsh, Sayeed Borghei-Razavi, Jacob Bean, Donald Deardorff, Wilson Dorceus, Helene Garroville, Andi Muarzin, Manjinder Singh, Sebastian Fernandes, Leon Everett, Carlos Garcia, Jose Gutierrez, Shawn Moore, Nathan Dole, Kurt Baysinger and Emely Liu.





Joseph Sam



Frank Strong (left), David Castro



Francis Brown

## Scenes from The 'V' Shop

These photos of upgraders doing hands-on training in the vocational shop recently were taken at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.



Robert Ott



Bryant Hunter



Butch Lumansoc



Joseph Lafayette