

The Seafarers Log

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Training With Our Military



SIU members and officers from the West Coast RRF ships *Grand Canyon State*, *Keystone State* and *Gem State* are pictured with Navy personnel following cargo-handling training that took place in March. SIU members in the photo (front row) include Bosuns Mike Carvalho, Gheorghe Savencu and John Young, and ABs Greg Tojong and Artis Williams. Also pictured are Chief Mate Adena Kenny Grundy and Chief Mate Alex Butler. The training took place in Alameda, Calif., on both the *Grand Canyon State* and *Keystone State*, and it was conducted by U.S. Navy Cargo Handling Battalion 5. The ships are operated by Pacific-Gulf Marine.



Seafarers Play Key Roles In Great Lakes Fit-Out

SIU members including Chief Cook Terri Sales (aboard the *Sam Laud*) helped kick off this year's sailing season on the Great Lakes. Vessels operating on the Lakes play important roles in boosting America's economy. Pages 12-13.

Waterfront Park Project Progresses At Piney Point, Md.-based School

Engraved Bricks Constitute a Key Component

The SIU and its affiliated Paul Hall Center for Maritime Training and Education last month announced a special brick-donation program that's part of the waterfront restoration project at the school in Piney Point, Md. Bricks come in different sizes and may be engraved with text and/or logos (see samples at right and below). See the back page for more details.



Lawmakers Back Food for Peace Page 3

More on New Clinic System Page 4

Annual Funding Notices Pages 9, 10

President's Report

Standing up for American Maritime Jobs

I'm sure no one in the SIU needed the reminder, but if anyone ever questioned why our union is so politically active, the current fight to save America's Food for Peace program reinforces that reasoning.

Also known as PL-480, Food for Peace is one of the pillars of the U.S.-flag Merchant Marine. The program has served our nation well – and benefited countless individuals around the globe – going back to its inception in 1954. Throughout all those decades, it has enjoyed solid bipartisan support.



Michael Sacco

But at a moment when every budgetary dollar is being fought for in Washington, even though this would be an absolutely awful time to ship American jobs overseas, the program is under attack. (Not that there's ever a good time to export our jobs, but given the ongoing economic problems and high unemployment here at home, let's just say there's bad timing and then there's bad timing.) And this comes on the heels of a big cut last year.

As I said last month, we are treating this matter with utmost urgency and literally working on it seven days a week. Any time jobs are at stake, it's a front-and-center issue for us. That's also why we've teamed up with the AFL-CIO's Maritime Trades Department for a grassroots campaign, launched in mid-April, to further let Congress and the administration know why full support of Food for Peace is so vital. You can bet it will also be a prime topic at this year's maritime industry congressional "sail-in," scheduled to take place May 8 on Capitol Hill.

The details are important. One proposal from the administration calls for additional reductions in the use of American-flag ships in the PL-480 program, with monies going directly to foreign governments and non-governmental operations. If this were to happen, more than half of the U.S.-flag vessels used to move Food for Peace cargo – and their American crews – would be left at the docks. American farmers and dockworkers would suffer, too. And, as we have seen over the years, money has a way of disappearing while people continue to go hungry. For 60 years, there has been no doubt the food sent overseas by American farmers aboard American vessels has reached its destinations to help those in need. And, there is no doubt who is supplying this vital aid.

This battle couldn't be more serious, but we do have a lot of support, as evidenced by recent letters to the White House from members of the U.S. House of Representatives and the U.S. Senate (see page 3). We can only get that kind of support by remaining politically active – not just during election cycles, but all the time. Educating senators and congressional representatives about our industry is a year-round job. Candidly, we still have some catching up to do on that front, given the retirements and other departures in recent years of some of our industry's biggest backers.

I've often said that our grassroots activities and SPAD contributions and other outreach like the annual sail-in won't guarantee success, but if we stayed on the sidelines, we'd be guaranteed to fail. Our odds are much better than if we were collectively buying a lottery ticket, but like the old commercial says, you've got to play to win.

As our members know all too well, we work in a very heavily regulated industry. That includes not only rules governing training requirements and shipboard safety, but also federal maritime laws and programs that maintain the very core of the U.S. Merchant Marine: Food for Peace, the Jones Act, and the Maritime Security Program foremost among them. Heck, that's why we moved our headquarters from New York to near Washington more than 30 years ago. We have to protect our livelihoods, and much of that work takes place in the nation's capital.

In our current fight to preserve Food for Peace, your help is critical. Let your senators and congressional reps know that American jobs and American sealift capabilities are at stake. Check with your port agent for sample letters that can be used to convey our message.

We have faced these attacks before and beaten them back. We will succeed again with your help.

Wage Increases Highlight Reopeners In Several Great Lakes Contracts

The first quarter of the year proved busy and productive for Great Lakes-area Seafarers and union officials who negotiated several reopeners covering wages and benefits. Reopener agreements were reached with Erie Sand and Gravel; Champion Auto Ferry; Upper Lakes Towing; and VanEnkevort Tug and Barge.

Following are summaries of the negotiations:

Erie Sand and Gravel

The SIU secured wage and vacation pay increases effective April 1, 2013 and again on April 1, 2014. The union also ensured that health benefits are maintained.

SIU Vice President Great Lakes Tom Orzechowski and SIU Algonac Port Agent Todd Brdak negotiated on behalf of the SIU.

The company, based in Erie, Pa., operates the sand-sucking dredge *MV St. John* on Lake Erie.

Champion Auto Ferry

The union negotiated a wage increase effective in the first pay period of April 2013. Brdak, SIU Representative Don Thornton and Pilots **Ed Hotchkiss** and **Paul McGeachy** bargained on behalf of the union.

The company is based in Algonac and operates three auto ferries between there and Harsens Island, Mich.

Upper Lakes Towing

Both for licensed and unlicensed Seafarers, the union obtained annual wage increases for the remaining term of the contract, which runs through March 2019. The SIU also secured increases in vacation benefits this year and in 2015 and 2017, and maintained contributions to the Seafarers Money Purchase Pension Plan (SMPPP) and the union-affiliated Paul



Seafarers gather at the hall in Algonac, Mich., for the March membership meeting.

Hall Center for Maritime Training and Education. Additionally, health benefits will be maintained.

Orzechowski and Brdak negotiated for the SIU.

The company is based in Escanaba, Mich., and operates the articulated tug-barge (ATB) *Joseph H. Thompson Jr.*

VanEnkevort Tug and Barge

Annual wage increases were secured for the remainder of the contract, which expires at the end of March 2019. The union also negotiated for increased vacation benefits this year and in 2015 and 2017, plus maintained contributions to the SIU-affiliated Paul Hall Center for Maritime Training and Education. Health benefits and contributions to the SMPPP also will be maintained.

Handling negotiations for the SIU were Orzechowski and Brdak.

The company, based in Escanaba, operates the ATB *Joyce L. VanEnkevort/Great Lakes Trader* on the Great Lakes.



In the photo above, Seafarers and two SIU officials are pictured at headquarters as the financial committee finishes its report. Seated left to right are George Mazzola, Malcolm Holmes, Rodger Taylor and Timothy Pillsworth. Standing (from left) are Asst. VP Ambrose Cucinotta, Lauren Oram, Michael Harris (committee chairman), Marychris Littel and Secretary-Treasurer David Heindel. The photo at left below shows the committee working earlier in the week.

Committee Approves Financial Records

Rank-and-File Group Completes Review of Union's 2012 Paperwork

The union's financial records for 2012 have been reviewed and approved by a committee of rank-and-file Seafarers who were elected by fellow SIU members at the April membership meeting in Piney Point, Md.

This annual review is mandated by the union's constitution, which also calls for the financial committee's report to be read in all ports at the SIU's

monthly membership meetings and presented for membership approval. The report also has been submitted to the SIU secretary-treasurer.

The following Seafarers served on the committee following their election: **Michael Harris** (chairman), **Malcolm Holmes**, **Marychris Littel**, **George Mazzola**, **Lauren Oram**, **Timothy Pillsworth** and **Rodger Taylor**. They met at SIU headquarters in Camp Springs, Md., the first week of April, where they studied all of the appropriate records and found them in good order.

In its report, the committee noted, "All records used in connection with the union's financial operations were reviewed fully.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

Article X, Section 14-c of the SIU Constitution lists the duties of the annual financial committee along with rules and procedures for electing the committee.



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

Congressmen to White House: Food for Peace 'Critical'

Key Coalition Urges Administration Not to Ship American Jobs Overseas

A bipartisan group of 30 United States Congressional representatives on April 5 wrote to President Obama urging his support of America's Food for Peace program created by Public Law (PL) 480.

Days later, the industry coalition USA Maritime blasted the administration's budget proposal for Fiscal Year 2014, which included a recommendation to severely alter the program in part by diverting almost half its funding.

The program is widely acknowledged not only as a proven success, but also a key factor in the nation's capacity to maintain a viable U.S. Merchant Marine.

In their letter, the representatives pointed out, "Since 1954, Food for Peace has enabled the United States to play a leading role in responding to international food assistance needs and ensuring global food security. In recent years, Title II of Food for Peace, which is administered by the U.S. Agency for International Development, has become the largest vehicle for U.S. international food aid shipments. Under Title II, U.S. agricultural commodities are shipped to developing countries to provide emergency relief to those facing food shortages and to support broader development objectives. In fiscal year 2011, Food for Peace donated approximately 1.5 million metric tons of U.S.-grown Title II emergency and development food aid to more than 46 million food-insecure people in 48 countries including Kenya, Ethiopia, Bangladesh,

and Afghanistan.

"Food for Peace is also critical to supporting employment among U.S. farmers and merchant mariners. The purchase of food from U.S. farmers and its subsequent shipment on U.S.-flagged vessels has helped support U.S. farm production and preserve the U.S. Merchant Marine. Reductions in funding for this program – or changes in how it operates – would significantly reduce the amount of U.S. farm products our nation could provide to those in need around the world. It would also threaten our national security preparedness by reducing the domestic seafight capacity on which our U.S. military depends."

Signing the letter were U.S. Reps. Elijah E. Cummings (D-Md.), Duncan Hunter (R-Calif.), John Garamendi (D-Calif.), Nick J. Rahall II (D-W.Va.), Corrine Brown (D-Fla.), Charles W. Boustany Jr. (R-La.), Janice Hahn (D-Calif.), Gary G. Miller (R-Calif.), Linda T. Sánchez (D-Calif.), Michael M. Honda (D-Calif.), Frank A. LoBiondo (R-N.J.), Renee L. Ellmers (R-N.C.), Marcy Kaptur (D-Ohio), David P. Joyce (R-Ohio), Tom Latham (R-Iowa), Alan S. Lowenthal (D-Calif.), Gerald E. Connolly (D-Va.), Stephen Lee Fincher (R-Tenn.), Bob Gibbs (R-Ohio), Michael G. Grimm (R-N.Y.), Marcia L. Fudge (D-Ohio), C.A. Dutch Ruppersberger (D-Md.), Don Young (R-Alaska), Richard M. Nolan (D-Minn.), Cedric L. Richmond (D-La.), Rick Larsen (D-Wash.), Cheri

Bustos (D-Ill.), Kathy Castor (D-Fla.), Eleanor Holmes Norton (D-D.C.) and Sheila Jackson Lee (D-Texas).

Meanwhile, USA Maritime – whose affiliates include the SIU, several other maritime unions, shipowners, operators and other maritime trade associations – criticized the budget proposal as "an unnecessary and harmful change to our flagship international aid program. We continue to view this proposal as shortsighted and seriously damaging to both national security and merchant mariner jobs."

The group further pointed out that the program has benefited more than 3 billion people in 150 countries and is an important symbol of America's goodwill. "Unlike other foreign aid programs, this time-tested program does more than just send aid overseas," the statement read. "Food for Peace is a point of pride for the 44,000 American farmers, shippers, processors, longshoremen, and merchant mariners whose jobs depend upon the program. Food for Peace leverages private and public resources to make a meaningful difference for millions of people in a way that Government cash handouts simply cannot."

"Food for Peace is not only one of our premier diplomatic tools, but it is also an important component of our national security. By ensuring a steady flow of American cargo shipped by Americans on U.S.-flag ships, PL-480 helps maintain our U.S. Merchant Marine, which is critical for our ability to support our

troops and first responders in time of war or national emergency. In fact, American mariners on commercial U.S.-flag vessels delivered more than 90 percent of defense cargo to military posts in Iraq and Afghanistan. According to the Department of Defense, without the base of food aid cargoes to help sustain the commercial U.S.-flag fleet, we will not be able to sustain the national defense seafight capability our military needs without significant additional Federal expenditures.

"The administration's proposals to shift funding to a system of global food stamp vouchers, or to shift to purchases of food aid from allegedly cheaper foreign suppliers instead of donating wholesome commodities grown by American farmers will be harmful to our U.S. Merchant Marine, harmful to our national defense seafight capability, harmful to our farmers and millers, and bad for our economy. USA Maritime strongly encourages Congress to reject the administration's misguided proposal, maintain the current program and sustain PL 480 Food for Peace funding. Doing so will ensure that this program continues to focus on the reliable export of safe and nutritious U.S.-grown commodities to those in need overseas."

The coalition concluded that during a time when "unemployment remains a major obstacle to economic growth, shipping American jobs overseas is the last thing any administration should be proposing."

Congress Conducts Piracy Hearing

Officials Hope to Build on Recent Successes

Piracy on the world's seas may be falling in prevalence, but officials testified in a recent congressional hearing on the matter that more work would be needed to build on recent successes and battle piracy where it remains.

Chaired by U.S. Rep. Duncan Hunter (R-Calif.), the House Subcommittee on Coast Guard and Maritime Transportation heard from a variety of officials about the battle against piracy and strategies for ensuring ongoing progress. Hunter discussed the advancement against piracy in his opening remarks, adding efforts by the maritime industry, including maritime labor and others made all the difference.

"Since the subcommittee's last hearing on this topic, there has been a dramatic reduction in the number of attacks off the Horn of Africa," Hunter said. "I commend industry, labor, the federal government, and the international community for working together and taking strong actions to improve the safety and security of the crews, vessels, and cargoes transiting those strategically important waters."

The hearing followed a recent report released by the International Chamber of Commerce (ICC) showing that maritime piracy had reached a five-year low. While the report revealed there was a significant reduction in Somali piracy on the East Africa coast, it indicated the battle was far from over.

Hunter said that could be seen in the number of attacks off the West African coast.

"Unfortunately, although the situation has improved on the East Coast of Africa, it has deteriorated on the West Coast," he said. "Attacks on vessels and mariners in the Gulf Coast of Guinea have risen nearly 20 percent from 2011 to 2012. Pirates are venturing further and further from shore and using more violent attacks."

In his testimony to the subcommittee, U.S. Navy Rear Adm. Joseph Kuzmick pointed to proactive measures taken by

both the shipping industry and the military. Those actions helped ward off attacks in the past, he added, and they would be able to prevent more in the future.

From the implementation of best management practices (BMPs) and the employment of armed security personnel, to an increase in naval deployments, Kuzmick said fighting piracy has been a team effort.

"BMPs include the use of concertina, razor wire and water hoses; transiting at speeds above 16 knots; use of ship citadels; and avoiding high-risk seas," he said, adding that armed security also helps. "If the pirates identify armed security on a vessel, they will normally leave the area and search for a more vulnerable target."

The battle against piracy also needs inter-agency, multi-national cooperation, added Rear Adm. Joseph Servidio, assistant commandant for prevention policy for the U.S. Coast Guard.

"The threats piracy pose to the United States, our international partners, the maritime industry and mariners are multifaceted," he said. "The response to these threats requires a broad array of legal authorities, operational capabilities, skills and competencies and the support and expertise of numerous U.S. governments, international and commercial entities. The Coast Guard has an important role to play and remains committed to working with our military, government, maritime industry and international partners to reduce acts of piracy, bring these criminals to justice and forge long-term solutions for regional maritime safety and security."

While he commended the gains that had been made, David Matsuda, administrator of the Maritime Administration (MarAd), said piracy in the Gulf of Guinea remained a problem, adding the agency would continue to give operational advice to counter piracy and raise awareness.

E-Board Addresses Sequestration



The union's executive board met April 8 in Piney Point, Md., to further discuss potential effects of sequestration on the maritime industry and to hone strategies for protecting SIU jobs. Pictured from left to right in each photo, starting above, are VP Contracts

George Tricker, VP Great Lakes Tom Orzechowski, President Michael Sacco, Secretary-Treasurer David Heindel, (center photo) Chief Counsel Leslie Tarantola, Plans Administrator Maggie Bowen, VP Government Services Kermet Mangram, (bottom) VP West Coast Nick Marrone, VP Gulf Coast Dean Corgy, UIW National Director John Spadaro and VP Atlantic Coast Joseph Soresi.



Clinic System Has Growing Pains, But Members See Key Advantages

The Seafarers Health and Benefits Plan's (SHBP) new Health Clinic System has been online and fully operational for only about a month, but early indicators suggest that the new arrangement is promising to be popular among rank-and-file members.

As of press time for this edition of the *Seafarers LOG*, a significant number of active Seafarers had utilized the system in and around the union's 20 constitutionally established ports. As expected, a few hiccups and growing pains have surfaced, but union officials are optimistic that these anomalies will soon be rectified.

"Whenever a huge project is taken on, it is inevitable that you will encounter glitches and obstacles along the way that can be frustrating," said Vice President Contracts George Tricker. "However, we are confident that once these initial challenges are overcome, the membership will benefit from these new services and will enjoy the flexibility that exams provided close to home afford them."

The recent experiences of two mariners appear to bolster Tricker's expectations.

AB **Jimmy Orr**, who works aboard the *ATB Resolve*, described his first time using the new clinic system as "an awesome experience." Orr lives in Savannah, Ga., and it used to take him two and one-half hours to drive to an authorized health clinic (five-hour round trip) for his exams. Now, he's just minutes away from one of Comprehensive Health Services' (CHSi) more than 2,000 participating facilities in the contiguous United States.

"This is a big time-saver," he said. "Let it be known, at least from my perspective, a great job was done by everybody involved in the decision to go with the new system."

Echoing Orr's sentiments was FOWT **Justin Machuga**, who said his first experience with the new clinic system "went pretty well overall."

The clinic he visited is "a lot closer to home and everyone was cooperative and made sure that I knew what was happening," Machuga said at the SIU hall in Jacksonville, Fla. "All in all, I think it (the new health clinic system) will help things move more smoothly."

Machuga lives in New Smyrna Beach, Fla. Under the old system, he had to drive two hours each way—not including trips for follow-ups—for a physical. He underwent his most recent physical at a CHSi Clinic in Daytona, Fla., just 15 minutes away from his residence. Machuga credited CHSi for working well with his local doctor's office and vice versa. "I also saved time driving and money on fuel," he concluded.

As was reported in the February, March and April editions *Seafarers LOG*, the SIU and SHBP earlier this year contracted CHSi to provide active members with a more extensive network for clinic services. CHSi's larger network almost always offers members access to clinics closer to their homes for annual exams, functional capacity evaluations and interval exams.

Utilizing the new clinic system allows mariners to schedule the exams they need by following an eight-step process. Medical exams are of two types (automated and approval required by the SHBP Medical Department) and are required at various frequencies. The medical exams are as follows:

Automated Exams

■ **Annual Physical Examination** – required no more than once annually, no sooner than 60 days prior to the expiration date of the previous exam

■ **New Member Physical Exam** – this is a one-time requirement and is necessary only upon entry into the system

■ **U.S. Coast Guard Exam** – required once every two years unless the mariner is upgrading

■ **Interval Exam** – needed once every six months for deep sea members

■ **DOT/U.S. Coast Guard Drug Test** – needed once every 6 months (unless otherwise authorized by the SHBP Medical Department)

■ **Benzene Clearance** – mandatory no more than once annually, no sooner than 60 days prior to the expiration date of previous annual exam

■ **Steward Department Certification** – compulsory no more than once annually, no sooner than 60 days prior to the expiration date of the mariner's previous annual exam

■ **Unlicensed Apprentice Physical Exam** – Will become automated after initial HLSS notification of acceptance. This exam, which must be requested at a local port office, is required one time only upon entry into the system

■ **Functional Capacity Evaluation** – required no more than once annually, no sooner than 60 days prior to expiration date of previous annual exam

Approval Required Exams

■ **Return to Duty Exam** – (repatriation, interval illness or injury, etc.) Required upon demand by SHBP Medical Department

■ **MSC Physical Exam** – required by job order and approved as necessary by the SHBP Medical Department

■ **MSC Shots only** – required by job order and approved as necessary by the SHBP Medical Department

■ **Commercial Non-MSC Shots only** – required by job order and approved as necessary by the SHBP Medical Department

■ **ARC Exam** – approval required by ARC and SHBP Medical Department

■ **TB Screening only** – needed upon demand by SHBP Medical Department

■ Members should take following the steps in order to schedule exams:

Step 1 – Ports (and eventually all mariners) order the exam type they need

Step 2 – CHSi receives exam request and contacts mariners within 24 hours

Step 3 – CHSi schedules exams and notifies mariner of appointment date. All paperwork/lab kits are sent to the local clinics

Step 4 – CHSi network clinic performs exams and completes all associated paperwork

Step 5 – CHSi network clinic sends completed paperwork to CHSi and lab specimens to lab

Step 6 – CHSi conducts quality assurance of all paperwork for completeness

Step 7 – CHSi Medical Review Officer reviews record and makes preliminary recommendation of fitness determination

Step 8 – CHSi sends completed medical record to SHBP Medical Department

Coast Guard Issues Reminder, Instructions For Obtaining STCW Security Endorsements

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

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

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

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

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

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

If demonstrating completion of an approved course, the certificate of completion should be attached to Coast Guard form 719B as an application for an endorsement. If the mariner is also seeking a renewal of an existing document, form 719K (Medical Evaluation Report) would also have to be filed.

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

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

The three STCW security endorsements are:

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

■ VSO – VI/5 – Vessel Security Officer

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

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

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

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

Dear Sir:

This letter is to provide documentation that NAME has seagoing service with designated security duties for a period of at least six months during the preceding three years and meets the STCW qualifications for Vessel Personnel with Designated Security Duties.

Sincerely,
 NAME OF MASTER OR
 COMPANY OFFICIAL

Plans Department Sends Message to SIU Members

We have been utilizing the new medical system with CHSi for approximately six to eight weeks. During this time we have experienced positive feedback as well as identified some system difficulties. The following are some suggestions to make the process flow easier.

Start the process early. You are able to request services 60 days prior to the expiration of your current clinic card. You can initiate the services by contacting your local port. In the near future you will be able to start the process by ordering the services through your Member Portal account. You no longer need paperwork issued by the port to take to the clinic, so you don't have to be onsite to start the process.

Allow the process to work. After requesting services please wait 24 hours for CHSi to contact you. Seafarers have been contacting CHSi directly right away, which means that the CHSi schedulers have to stop the normal order of things and put you ahead of Seafarers that have been waiting to be contacted. This causes the whole system to back up. CHSi had

been experiencing a delay of three days in scheduling exams. In response they have added staff and are current in these communications.

Try to stick with your scheduled appointment. The flexibility that is offered by the expanded network allows for you to have services in a variety of locations. Please plan accordingly, keeping in mind that the entire process of scheduling exams through the return of your medical clearance takes between one to two weeks.

Expedited exams should be rare. The system as it is designed provides a larger network as well as consistency and quality of exams. In order to achieve these goals it requires central routing of requests and medical records. If you truly have a need for an expedited exam it is best to work with your port official and our medical department to get your needs met.

We will continue to monitor and adjust the process as we move along to make it work as efficiently and effectively as possible. In the meantime we ask for your continued patience and support.

SHBP Introduces Innovative Benefits

Eligible Seafarers and their dependents have access to new benefits, according to a recent communication from the Seafarers Health and Benefits Plan (SHBP).

An early April letter from Seafarers Plans Administrator Maggie Bowen to SHBP participants described “new rehabilitation benefits for Seafarers and their dependents at the Core and Core-Plus benefit levels. The benefits will provide coverage for inpatient and outpatient rehabilitation services for Seafarers and their dependents who are recovering from a catastrophic illness or injury. The Trustees have approved this benefit as a one-year pilot program, retroactive to January 1, 2013. At the end of the year, the Trustees will evaluate the benefits, and make a determination about rehabilitation benefits for 2014 and any subsequent years.”

In addition to the regular mailing, a PDF copy of the letter is posted in the SHBP section of the SIU website. To access it online, click on the headline that reads, “SHBP Letter Concerning Rehabilitation Benefits (April 2013).”

The letter specifies that in order to be eligible, the member or his or her dependent “must be recovering from a catastrophic illness or injury, which the Plan defines as: the acute onset of a medical condition resulting from an illness or injury, which will require extensive rehabilitation services. Some examples of a catastrophic illness or injury are: a stroke, a severe accident, or a heart attack. In order to be eligible for this benefit, the patient must be expected to improve to a certain level of recovery and must require rehabilitative therapy or skilled nursing care on a daily basis. The Plan still does not provide benefits for custodial care.”

During the pilot program, the SHBP will pay for inpatient

rehabilitation for eligible Seafarers for up to 180 days or \$1 million per inpatient stay, or until the member “reaches maximum medical improvement ... when the Seafarer is confined at a skilled nursing facility or acute rehabilitation facility.” Coverage amounts vary depending on whether facilities are in or out of network. Also, the benefit covers charges for physical, occupational, speech, pulmonary and cognitive therapy while the employee is an inpatient.

Outpatient rehabilitation services for members following a catastrophic illness or injury also are covered. This is separate from the physical therapy benefit that members already receive for non-catastrophic illness or injury.

For eligible dependents of members at the Core or Core-Plus levels, the SHBP also will pay for inpatient rehab for up to 180 days or \$1 million per inpatient stay, or until the dependent “reaches maximum medical improvement ... when a dependent is confined at a skilled nursing facility or acute rehabilitation facility.” Here again, coverage amounts differ based on network status, and the benefit covers charges for physical, occupational, speech, pulmonary and cognitive therapy while the dependent is an inpatient.

Detailed information about other components of the new coverage is available in the letter. This includes outpatient rehab services for dependents, cardiac rehabilitation, and rental or purchase of durable medical equipment that is required in rehab.

“These new benefits are subject to the same limitations on the payments of benefits, as well as the deductible amounts, co-payments and co-insurance that apply to other Plan benefits,” Bowen noted in the letter.

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

SIU Official Explains Importance Of Seafarers ‘Bill of Rights’

Push Continues for U.S. Ratification of Maritime Labor Convention 2006

Describing it as one of the most important pieces of international maritime legislation in modern history, SIU Secretary-Treasurer David Heindel told a recent shipping industry gathering that the Maritime Labor Convention, 2006 (MLC) will undoubtedly change international shipping for the better.

“When asked to give a seafarer perspective on the subject of the Maritime Labor Convention, I jumped at the opportunity,” said Heindel, who also serves as chairman of the Seafarers’ Section of the SIU-affiliated International Transport Workers’ Federation (ITF). “That’s primarily because the MLC may be one of, if not the most important piece of international legislation on behalf of seafarers enacted in maritime history in nearly 100 years. As important as the Jones Act is to U.S. seafarers and our domestic carriers, the Maritime Labor Convention is just as significant to international seafarers and their shipowners.”

Speaking to a gathering of more than 2,400 maritime industry leaders at the Connecticut Maritime Association’s CMA Shipping 2013 event, Heindel reviewed the history of international shipping and how so-called flag-of-convenience registries have allowed some shipowners to avoid providing seafarers with adequate pay and safe working conditions. He added the MLC – which is set to begin implementation in August – will do much to remedy that problem.

“The [MLC] provides comprehensive rights and protections at work for the world’s more than 1.5 million seafarers,” he said. “In my mind, the convention is all

about fairness: fairness to the legitimate shipowner and, more importantly, fairness to the seafarers employed by them.”

The MLC incorporates principles found in many International Labor Organization conventions and combines the standards of 68 conventions into one document. Once implemented, Heindel said, mariners around the world would reap the benefits of the MLC.

“This new super-convention, if you will, is truly the Magna Carta of the modern merchant marine and is arguably the most important convention covering migratory workers which has ever been adopted,” Heindel said. “The convention aims to achieve both decent employment rights for seafarers while securing the economic interests and fair competition for quality shipowners.”

The MLC has been ratified by 35 countries representing nearly 70 percent of gross world ship tonnage, though Heindel said the convention will still impact countries – including the United States – that have yet to ratify it. Ships from non-ratifying countries may be subject to inspection when docking in countries that have ratified the MLC.

While U.S. laws and regulations, coupled with collective bargaining agreements, ensure U.S.-flag ships exceed the provisions of the MLC, Heindel said only U.S. ratification of the convention would guarantee American ships are not detained.

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



David Heindel
SIU Secretary-Treasurer

ITF Warns of Flags-of-Convenience in Aviation

Report Outlines Rising Prevalence, Damage to Workers, Security

The SIU-affiliated International Transport Workers’ Federation (ITF) is warning that the damaging flags-of-convenience practice seen in maritime is spreading to the aviation industry.

In a presentation to the International Civil Aviation Organization’s (ICAO) Air Transport Conference in Montreal, ITF Civil Aviation Section Secretary Gabriel Mocho issued a report outlining the growth of so-called flags-of-convenience in aviation and urged ICAO to take steps against the system.

ICAO is a specialized agency of the United Nations that sets standards and regulations for aviation safety, security efficiency and regularity.

“This event brings together stakeholders from across the world of aviation. Its core purpose is to develop the regulation necessary for a sustainable aviation industry – a matter of burning importance to us all,” Mocho said in his presentation of the ITF’s report. “The ITF is deeply supportive of this aim.”

Also known as runaway flags, flags-of-convenience scenarios traditionally involve shipowners registering their vessels with foreign countries that offer tax avoidance, low safety and labor standards and inadequate inspection procedures. Companies register with these countries in an attempt to save costs, while those working on the ships often endure low pay and substandard working conditions.

In its report, the ITF said a similar practice is being seen in the aviation industry.

“The ITF will be bringing its 65 years of experience in fighting the worst excesses of flags-of-convenience in shipping to the debate about the rise of flags-of-convenience in aviation,” Mocho said. “These have become increasingly visible and potentially risk undermining transparency, accountability and even safety.”

According to the report, “The growing number of parallels in today’s civil aviation to traditional maritime ‘flagging out’ scenarios is striking. Offshore registries for civil aviation aircraft exist and are growing in Aruba, Bermuda, Ireland, Malta, George and Lithuania. Offshore registries for private aircraft also exist in the Cayman Islands, the Isle of Man and San Marino.”

The ITF added that aviation workers have felt the effects of this growing problem. Some companies turn to the runaway flag practice as a way of avoiding regulation and offering less to employees.

“Air transport workers have been used repeatedly and increasingly since 2000 as the primary shock absorbers for managing the effects of deregulation, liberalization, the periodic business cycles and external shocks in the industry, often with devastating social consequences,” the report read. “There is growing evidence that airlines under liberalization are increasingly restructuring their operations to reflect classic maritime flags-of-convenience scenarios.”

Aside from outlining the problem, the ITF also called on the conference to take action. The ITF urged ICAO to develop future work programs with the explicit recognition that airline workers’ interests should be considered when evaluating any proposed recommendations or guidelines. It also called on the organization to work closely with the United Nations agencies – particularly with the ILO in developing follow-up strategies on the ILO’s recent study on the aviation industry.

At Sea And . . .



KUDOS TO CHIEF COOK – Chief Steward Tom Klein recently commended the work of Chief Cook Bannacke Figueroa (left), pictured aboard Crowley's *Integrity* with SIU Baltimore Port Agent Elizabeth Brown. Klein said Figueroa is "the best of the best."



BOSUN EARNS AWARD – Aboard the *USNS Henson*, Bosun Joseph Gierbolini recently earned a Maersk Line, Limited monthly safety award. The cash awards are part of an ongoing safety program.



ABOARD ALLIANCE ST. LOUIS – Chief Cook Vincent Chavez and SA Lea Ramos help keep fellow mariners well-fed aboard Maersk Line, Limited's *Alliance St. Louis*.



NEW TONNAGE – Seafarers joined in celebrating the christening of the new Crowley tanker *Pennsylvania* late last year in Corpus Christi, Texas. Crew members and officers are pictured aboard the vessel with company President and CEO Tom Crowley Jr. (front, sixth from right) and sponsors. The *Pennsylvania* sails in the Jones Act trade.



AT THE READY – Bosun James Crate (left) recently welcomed SIU Asst. VP Nick Celona (right) and Patrolman Nick Marrone II (behind the lens) aboard the *USNS Petersburg*. The TOTE-operated vessel is part of America's Ready Reserve Force.



ABOARD OCEAN ATLAS – SIU Houston Patrolman Joe Zavala recently submitted these photos of AB Caroline Lawrence (photo at left above) and Electrician Tomas Merel aboard the *Ocean Atlas*. The ship is operated by Crowley for Intermarine.

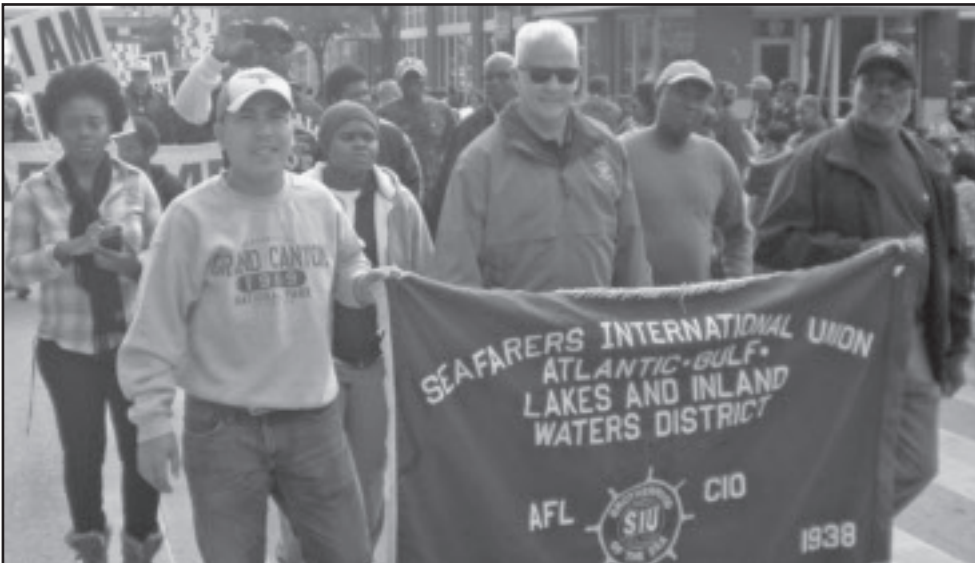


ON WATCH – AB Derick Glenn stands watch aboard Liberty Maritime's *Liberty Grace*.



CALLING IT A CAREER – Fellow Seafarers recently offered a hearty welcome ashore to Chief Cook James Boss (center), pictured aboard his last ship, Matson's *Maunalei*. Thanks to Recertified Steward Barry Alviso (right) for sending the pic. Also pictured (left) is ACU Larry Ballard.

... Ashore With The SIU



HONORING THE DREAM – Houston-area Seafarers including those pictured here with SIU VP Gulf Coast Dean Corgey (third from right) participated in this year's parade honoring the legacy of Dr. Martin Luther King Jr. The SIU contingent included Orakwue Daniel Ikegwu, Diani Rosana Melendez Castillo, Allan Tadle Oculam, Angel Bernardez, Donaldo Ezequiel Clotter, Charles Joiner Hill, Sirio Milmor Centino, and Christopher Lyons.

WELCOME ASHORE IN JACKSONVILLE – Stopping by the union hall in Jacksonville, Fla., to pick up their first retirement checks, respectively, were Capt. Michael Gates (right in photo at left above, with Patrolman Brian Guiry) and Chief Engineer Albert Mercer (left in photo at right above, with Asst. VP Archie Ware).



A-BOOK IN ANCHORAGE – Earlier this year, QE4 Jared Latta (left) received his A-seniority book from SIU Port Agent Tracey Mayhew at the hall in Anchorage, Alaska.

WELCOME ASHORE IN HOUSTON – AB Russell Haynes (left) picks up his first pension check at the union hall in Houston. Presenting the check is Port Agent Mike Russo.

SWAPPING SEA STORIES – Retired Patrolman Tony Aronica submitted the snapshot directly above of "two old-timers." Retired Pumpman John Quinter is at left, with former deck gang member Gunder Hansen.



LEARNING ABOUT UNION PLUS – Members (photo at left) gathered at the hall in Norfolk, Va., earlier this year to learn more about benefits available to them through Union Plus, an AFL-CIO organization. Some of the SIU attendees are pictured showing their Rosie the Riveter spirit. Visit unionplus.org for information about the various programs available to Seafarers because of the SIU's participation in Union Plus.

BOOKS PRESENTED IN OAKLAND – During the February membership meeting in Oakland, Calif., SAs Aurora Kirkwood (right in photo at right, with SIU VP West Coast Nick Marrone) and Abraham Dominguez (center in other photo, with Marrone and Asst. VP Nick Celona) took the union oath and picked up their respective full books.



Six Stewards Ascend to Apex of Culinary Hierarchy

Six Seafarers reached the top of their respective careers in the steward department recently when they graduated from the steward recertification course at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md.

In recognition of their ascent to the summit of the culinary hierarchy, each received certificates April 8 during the union's membership at the PHC. The graduates—Stewards **Shirley Bellamy, John Greubel, Cleto Lindong, Karl Meyer, Sean Richard and Anthony Jacobson**—also addressed union officials, fellow upgraders, trainees and guests who attended the meeting.

Collectively, they expressed their gratitude for the opportunities they have been afforded to enhance their skills, improve their lives and those of their families, and become better shipmates to their brothers and sisters aboard SIU-contracted vessels. In addition, each thanked the union leadership for its continued support, and the PHC vocational and hotel staffs for their excellent instruction and accommodations, respectively. Finally, they acknowledged a host of other individuals who played key roles in their successes.

Shirley Bellamy

Bellamy was the first to take the podium. She sails out of the Port of Jacksonville and is a native of Federalsburg, Md. Prior to joining the union, she worked in cosmetology. She has upgraded on several previous occasions at the PHC.

Bellamy told the audience she has been sailing since 1997 and that her transition to the maritime industry from her previous line of work was both challenging and rewarding.

"I've always wanted to see the world," she said. "I dreamed about visiting places such as Africa, Japan, Greece, Spain and the Middle East. All of that has become a reality thanks to the SIU and the wonderful career it has given me."

As a result of the recertification training, Bellamy said, she gained a broader awareness of sanitation. In addition, she became more aware of the behind-the-scenes workings of the union. "I'll now be better able to answer questions about the union for my shipmates and point them in the right directions when they encounter problems," she said.

Bellamy told the trainees the school represents a tremendous opportunity for them. "I encourage each of you to take advantage of everything the Paul Hall Center has to offer," she said. "You are the future of the SIU and your endurance will pay off."

"Once you go to sea, pay attention, keep a positive attitude and always work hard," she said in closing. "It's also important that you be professional and always strive to do your best."

Sean Richard

Richard was next to address the audience. He ships out of the Port of New Orleans and has been an SIU member for 21 years. A frequent upgrader, he has attended the PHC on four previous occasions.

"Each time I attended this school, I learned more and more to enhance my skills," he said. "And this time was no different."

In addition to areas covered by the recertification curriculum such as sanitation, safety, and first aid, Richard was excited about the knowledge he acquired about the union. "I improved my management skills and gained important insights on how the union actually operates," he said. "I was also given a first-hand look at how hard our union leaders work to protect and keep our jobs and maintain our benefits."

"My career with the SIU gave me the opportunity to travel the world, work, meet some wonderful people, and earn some good money



Members of the steward recertification class joined union officials for the photo above following the April membership meeting at the Paul Hall Center in Piney Point, Md. Standing from left to right are VP Government Services Kermett Mangram, VP Great Lakes Tom Orzechowski, John Greubel, Cleto Lindong, Sean Richard, VP West Coast Nick Marrone, Karl Meyer, SIU President Michael Sacco, VP Contracts George Tricker, Shirley Bellamy, UIW National Director John Spadaro, VP Gulf Coast Dean Corgey, Anthony Jacobson, VP Atlantic Coast Joseph Soresi and Secretary-Treasurer David Heindel.

in the process," he said. "I must say that I would not trade it for anything in the world."

Richard advised the trainees to "not focus on how much money you will make, instead focus on how much you can save. When you go to sea, respect your shipmates regardless of their race, religion or gender. When on a ship crossing the ocean, we must all depend on and work with each other. We are one big family."

"In the area of job performance, be sure that you're on time for work," Richard continued. "Be productive, practice safety first and always follow orders given to you from your immediate supervisor."

"Finally, look, listen and learn" he concluded. "Upgrade often and contribute to SPAD."

Cleto Lindong

Lindong hails from the Philippines and signed on with the union in 2001. He sails out of the Port of Wilmington.

"This recertification program was very educational," he told those in attendance. "It provided me with further insight into the inner workings of this great organization. I learned a great deal about how it is managed and run."

Lindong said his life as a seafarer started years ago when he was sailing aboard foreign-flag vessels. "Had it not been for the SIU, I wouldn't be standing before you today," he said. "The union gave me the opportunity to improve and better myself through various training and upgrading courses here at the Paul Hall Center."

"That enabled me to me get better jobs," he continued. "Now I am here, proud and happy to have achieved my goal of graduating from this recertification program."

"I consider you as a core part of the SIU," Lindong told the trainees. "Study hard and learn as much as you can because in doing so you are laying a positive foundation for your future. Always keep a positive outlook on your job, pay attention to your mentors and learn to adapt and work together as a team."

Anthony Jacobson

"The past three weeks have been an eye-opening experience for me," said Jacobson, who is home-ported in Wilmington. He first donned the union colors in 1993.

A native of Chicago, Jacobson told the audience that during their training, he and his classmates "were afforded the opportunity to see the inner workings of this great organization. I always knew that a number of things were done behind the scenes on behalf of the union membership, but I had no idea about the extent to which our leadership went to accom-

plish them.

"For example, I learned all about what our union officials and affiliated organizations such as the MTD do to help keep us all working," he continued. "And that's where our SPAD contributions come in." He urged everyone to contribute to SPAD generously and often.

Reflecting on his career, Jacobson said he sat in the PHC auditorium in 1993 as a trainee in Lifeboat Class 513. "That was my first union meeting and I never imagined that 20 years later I'd be up here on this stage receiving this honor," he said. "I have been all over the world, worked on some really great ships and made quite a few friends over the years."

"Learn all you can while you are here," Jacobson told the trainees. "When you go out on the ships, keep an open mind and be teachable. Remember, a number of our brothers and sisters on the ships have been doing this for a long time; they just may know a thing or two about shipping and shipboard life, so take advantage of our knowledge and experience."

He ended his remarks by encouraging the trainees to come back to the school as often as they could to upgrade their skills. "This school has earned a place in my heart over the years," he said. "Where else in the world could we get such an education at so little personal cost and then go out and use the skills we learned to make more money?"

"But it is not free," he concluded. "It is our responsibility to go out there and represent the union and what it stands for by working hard and doing a good job."

John Greubel

Greubel sails out of the Port of Jacksonville. Born in St. Louis, he has been a proud member of the SIU since 1999.

After congratulating his fellow classmates for their accomplishments and wishing them well in their careers, Greubel told those present that completing his recertification training was a real honor and that he would always remember his graduation day.

"In 1980 when I finished my three-year apprenticeship at St. Louis Community College, I decided to move to Las Vegas with my culinary degree and get a good job there, maybe work in a hotel/casino or a restaurant," he said. "Well, I did this for 18 years, but could never save any money."

"I finally got fed up with Las Vegas and a guy who worked for me told me that I could make some good money on oil rigs in the Gulf of Mexico," he continued. "I tried it but didn't like it much. It was a non-union job and they played a lot of favorites there."

Then one day Greubel noticed an ad for cruise ship jobs and decided to apply, mainly because it was located in Hawaii and he had never been there before. "After completing my mandatory training here at the school for getting the job, I left for the ship, did my required time and headed out to sea."

Greubel said he has returned to the PHC on three previous occasions to enhance his skills and "each time I have learned more and landed better jobs. They provided me with the skills I needed for these jobs, especially with computers," he said.

The recertification course continued the enhancement of his skills, he said. "It taught me more about how the union works, especially regarding contracts, shipping rules, the political process and the importance of SPAD. I also sharpened my leadership skills, gained a better understanding of our benefits, pension and 401K plans. I will carry all of this knowledge back to my ship and share it with all of my shipmates. Hopefully, I can answer their questions and help clear up any misconceptions they may have about how the union works."

Greubel encouraged the trainees to use the union's pension and 401K plans or a combination of both to start saving. "You'll be surprised how much you can save by just putting a small amount into it every week. Start early and you will have more than you need when it's time to retire."

"This union has done so much for me," he concluded. "It's not just about money and travel, but also about friendships and experiences that I will never forget."

Karl Meyer

Philadelphia native Karl Meyer joined the SIU in 1993, but began sailing a year earlier aboard the cruise ship *SS Independence*. He currently sails out of the Port of Guam.

"My first job was cleaning ash trays and emptying garbage cans," he recalled. "From that time on, the sea and the SIU became an inseparable part of my life."

Meyer told members of the audience that in cooking, stewards use the term "Mise en place," which means to put in place. "It's not just about having your ingredients together before proceeding with a recipe; it's about having your life together as well. These principles have guided me throughout my career."

Reflecting on his recertification training, Meyer said, "The last three weeks have opened my eyes once again. The program was very well rounded and included safety training, BST renewal, as well as sanitation and nutrition which is ever so important in our industry." He said he especially enjoyed the tours to SIU Headquarters, the Maritime Trades Department and the AFL-CIO in Washington, D.C.

"If you're just going about your job while sailing the seas, you really don't realize what's going on behind the scenes," he said. "This is why I came away from my training with a new appreciation of how the union works and how important it is for all of us to support our leadership. I learned what President (Mike) Sacco and other union officials do on a daily basis for us."

"They work tirelessly on our behalf to protect our jobs, benefits and the American shipping industry as a whole," he said. "That's why it's important now more than ever for everyone to support SPAD. Our donations give our leadership the capital they need to fight for our interests by educating and supporting our friends in Congress."

Addressing the trainees—especially those who are preparing to enter Phase II of their training—Meyer said, "You are the future of this industry. Keep your eyes and ears open, ask questions and learn from your shipmates."



Recertified Steward
Shirley Bellamy



Recertified Steward
Sean Richard



Recertified Steward
Cleto Lindong



Recertified Steward
John Greubel



Recertified Steward
Karl Meyer



Recertified Steward
Anthony Jacobson

With Seafarers Aboard The Overseas Los Angeles

Patrolman Nick Marrone II submitted these photos from an early-April servicing of OSG's *Overseas Los Angeles* on the West Coast.



Bosun Teodulfo Alanano, AB James Moore



QEP Clarence Verdun, AB John Mensah, STOS Rodolfo Nuno



Chief Cook Roberto Martinez,
SA Hayel Omer, Chief Steward Oswald Stoiber



GUDE Mohsin Mohamed

Annual Funding Notice – MCS Supplementary Pension Plan

Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2012 and ending December 31, 2012 (referred to hereafter as "Plan Year").

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2012	2011	2010
Valuation Date	January 1, 2012	January 1, 2011	January 1, 2010
Funded Percentage	155.24%	153.87%	142.91%
Value of Assets	\$6,911,490	\$7,049,456	\$6,813,528
Value of Liabilities	\$4,452,173	\$4,581,505	\$4,767,618

Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2012, the unaudited fair market value of the Plan's assets was \$6,806,499. As of December 31, 2011, the fair market value of the Plan's assets was \$6,791,092. As of December 31, 2010, the fair market value of the Plan's assets was \$7,049,456.

The December 31, 2012 fair value of assets disclosed above is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

Participant Information

The total number of participants in the plan as of the Plan's valuation date was 795. Of this number, 250 were active participants, 429 were retired or separated from service and receiving benefits, and 116 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Connecticut General Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 40% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	1.26
2. U.S. Government securities	12.15
3. Corporate debt instruments (other than employer securities):	
Preferred	19.61
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
All other	27.36
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	0
14. Value of funds held in insurance co. general account (unallocated contracts)	39.62
15. Employer-related investments:	
Employer Securities	0
Employer real property	0

16. Buildings and other property used in plan operation	0
17. Other	0

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen, Plan Administrator, 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746.

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll-free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

SHBP Offers COBRA Continuation Coverage to Union Members

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

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case

of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you **must** notify the Plan **within 60 days of the divorce or death** in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your

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

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

Annual Funding Notice – Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your pension plan ("the Plan") and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning January 1, 2012 and ending December 31, 2012 ("Plan Year").

How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the "funded percentage." This percentage is obtained by dividing the Plan's assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2012	2011	2010
Valuation Date	January 1, 2012	January 1, 2011	January 1, 2010
Funded Percentage	123.1%	121.2%	110.1%
Value of Assets	\$1,048,823,188	\$1,013,288,083	\$910,293,605
Value of Liabilities	\$851,770,088	\$836,014,907	\$826,992,528

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are market values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Use of the market value of assets for the actuarial value used in the above chart shows a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table (final year is not audited):

	December 31, 2012	December 31, 2011	December 31, 2010
Fair Market Value of Assets	\$1,170,000,000	\$1,048,823,188	\$1,013,288,083

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Participant Information

The total number of participants in the Plan as of the Plan's valuation date was 20,533. Of this number, 7,795 were active participants, 8,377 were retired or separated from service and receiving benefits, and 4,361 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

(a) Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters and the employers. The Plan may receive the portion of the employers' contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

(b) Investment Policies

Investment objectives:

Assets of the Plan shall be invested with sufficient diversification so as to minimize the risk of large losses unless it is clearly prudent under the then current circumstances not to do so. Plan assets shall be invested in a manner consistent with the fiduciary standards of ERISA and supporting regulations, and all transactions will be undertaken on behalf of the Plan in the sole interest of Plan participants and beneficiaries. Assets of the Plan shall be invested to maintain sufficient liquidity to meet benefit payment obligations and other Plan expenses.

Investment Guidelines:

With respect to any Investment Manager who is appointed by the Trustees to manage as Plan Asset Manager, such Plan Asset Manager will discharge its responsibilities with respect to the Plan's assets in accordance with the fiduciary responsibilities under ERISA and all regulations thereunder and shall not violate any of ERISA's "prohibited transaction" rules. The Plan Asset Manager shall be a bank (trust company), insurance company, or a registered investment advisor under the Investment Advisers Act of 1940. The Plan Asset Manager shall acknowledge in writing that it is a fiduciary of the Plan within the meaning of Section 3(21)(A) of ERISA and an "investment manager" within the meaning of Section 3(38) of ERISA.

Asset Allocation:

The Fund's assets are invested in the following asset classes and maintained within the corresponding ranges. The Trustees make appropriate adjustments if one or more of the limits are breached.

Asset Class	Target	Range
Domestic Equities	50%	35% - 60%
Fixed Income	50%	40% - 65%

Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code.

The Trustees review the Plan's investment policy on a regular basis and make periodic changes when based on all available information, it is prudent to do so.

(c) Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	1
2. U.S. Government securities	22
3. Corporate debt instruments (other than employer securities):	
Preferred	26
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	26
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	6
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	18
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

(d) For information about the plan's investment in any of the following type of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, or 103-12 investment entities, contact: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator identified below under "Where To Get More Information."

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months).

If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see "Benefit Payments Guaranteed by the PBGC", below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, or for a statement of your estimated monthly pension benefit payable at retirement, you may contact the Board of Trustees, or the Administrator, at 301-899-0675 or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329 for Seafarers Pension Plan. For more information about the PBGC, go to PBGC's website, www.pbgc.gov.

A Souvenir Of Nazi Germany

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

Brother Woods recently submitted the following article.

My son Warren called me tonight. He is on the staff at the Historical New Orleans Collection (collections manager/exhibition coordinator). He is also the self-appointed family historian and a dedicated collector of memorabilia.

He asked me to put in writing whatever information I could remember about a Nazi flag that I had brought home from Germany in 1946. It is now in his possession after being stored away with some other souvenirs for the past 67 years.

I first went to Germany as a merchant seaman in October 1945, a short time after it had surrendered to the Allied Forces. Hostilities had ended the previous August 15, 1945. World War II, however, was not scheduled to officially end until the last day of the year, December 31, 1946.

The fighting may have been over but it was still not a pleasant time to be in Germany. The country was under martial law, so the citizens and the occupying personnel were subject to many restrictions imposed by the military government.

For one, there was no fraternizing. A heavy fine was levied on anyone found socializing with the former enemy. In addition to this, the people were living just a little above the starvation level. For the latter reason, a "black market" existed. The Germans wanted food and cigarettes, and they were willing to part with their family heirlooms and other prized possessions to obtain these scarce items.

When I say black market, I don't mean any big money-making scheme. The Americans wanted souvenirs and the Germans wanted food and cigarettes. It was simply a matter of trading. No money changed hands. I heard there were some big-time "black market operators" in Germany at that time. However, I never knew or met any of them.

I was working on an U.S. Army Transport, the *General W.P. Richardson*. We carried troops back and forth between New York City and Bremerhaven. I don't recall staying more than a week in either port. I had no food to barter, but I did have cigarettes. Trading with cigarettes was also against the military laws of occupation. However, the law was seldom if ever enforced inside the fenced-in port area.

Access to the road leading into the city of Bremerhaven was limited to two gates, one for the occupying forces and the other for the Germans workers. When passing through the gates, everyone was searched for contraband. We were only allowed to take two packs of cigarettes ashore with us each day. Anything more was immediately confiscated by the military guards on duty.

We soon discovered we could do more and better trading inside the fenced-in sector. The German work-

ers seemed able to carry anything they wanted in and out of the gated port area.

Bremerhaven was and still is an important European seaport. Inside the enclosed sector were huge cranes for moving and lifting machinery, some of the biggest dry docks in Europe, miles of docking space, extensive repair shops, and close by to all of this were submarine pens.

German U-boats were there and I wanted to see them. I had sailed on oil tankers for over a year during the war and the very thought of these undersea monsters had often kept me awake at night. Memories of attempting to sleep in my bunk while in convoys crossing the Atlantic and Pacific oceans were still with me. I would never forget being awakened by the noise of the horns and whistles of our naval escorts as they chased after an echo or a sighting picked up with their sophisticated locating devices. You don't get much sleep when you are aboard an oil tanker full of high-octane aviation gasoline and there's a possibility of a German U-boat in the area getting ready to send your ship

closer look at my former adversary.

I was with a buddy, a shipmate who was as anxious as I was to see the forbidden area. There was no sign of any guards, only a few German workers in the area who didn't seem to take any notice of us. I had seen pictures of German U-boats but I had never seen one up close. There were about five or six of them tied together in a row alongside a pier.

My first thoughts as I looked at them were of their size. They seemed small and not seaworthy. I asked myself, were these cigar-shaped pieces of metal really the underwater weapons of war that caused so much havoc and death in what Winston Churchill called the Battle of the Atlantic?

A German sailor, who appeared to be in charge of the U-boats, greeted us. Following an exchange of words and an offer of a cigarette, he agreed to give us a tour of a boat. Later, as we were climbing out of the hatch, he asked if I was interested in any souvenirs. He then brought out a German Nazi swastika flag. I made every attempt to conceal my excitement in a desperate desire to keep the expected high price down. I wanted this Nazi flag. He wanted two cartons of cigarettes – an unheard-of sum! A carton of cigarettes in town and out of the port area would buy the whole submarine.

I was not to be deterred. I convinced him to agree to one carton of cigarettes, which I didn't have with me. The German sailor, however, promised to hold



Ed Woods

down to Davy Jones' Locker and you with it.

Signs both in German and English were at the entrance to the submarine pens warning all unauthorized personnel to keep out. There is something very ominous about the German word "Verboten". It seems to mean so much more in German than it does in English. However, whether one could read German or not, it was quite clear the area was off-limits and sightseers were not welcome.

I was 18 years old. I had sailed through mine- and submarine-infested waters during the war. I was not about to let a few signs stop me from getting a

this hated but much-desired symbol of the Third Reich until my return that afternoon with the cigarettes.

Fortunately, my ship and the U-boat pens were inside the fenced-in port area. Therefore, I could expect to go back and forth between the two sites without any interference.

On the walk back to our ship, my buddy reminded me to be aware of counterfeit souvenirs. We had heard that once the Germans learned they could trade wartime souvenirs with the Americans for food and cigarettes, they began to manufacture flags, medals and parts of German military uniforms. A

lot of the manufactured items were obviously bogus and were turned down. The ever-ingenious German, however, would explain, "Yes, these goods do not appear to be genuine but with good reason. They were made during the height of the war when material was in short supply – nothing was wasted."

"I was 18 years old. I had sailed through mine- and submarine-infested waters during the war. I was not about to let a few signs stop me from getting a closer look at my former adversary." - - - Ed Woods

My buddy and I had sailed in the Pacific Ocean during the war and we could recall the many Japanese flags offered for sale or trade by the U.S. Navy Seabees. Some friendly Seabees admitted to us that they had made the flags right there in their camp. They were able to do a most profitable business with U.S. Army Air Corps personnel when they stopped on the island. One flag could be worth a bottle of scotch whiskey or a whole bunch of American money. They showed us how they added a look of authenticity to their bogus product by burring holes in it and rubbing it in the dirt. They would tell the potential buyers the flag had been taken from a nearby Japanese fort following a fierce and bloody battle.

When I returned to the U-boat with the carton of cigarettes, I gave the flag a good going over and decided it was genuine. I now owned a souvenir swastika flag from the German Nazi era. For a very good reason, I will always recall the day I bought the flag. On the way back to our ship, after making the trade, we had to pass within a few hundred feet of the gate used by the German port workers. It was manned by a combination of German police officers and United States Navy personnel.

One of the Navy enlisted men at the gate called out to us. We didn't know what he was saying and decided to ignore him. We were out of the restricted area and felt free to walk about without interference from the guards. I also did not want to get involved with any of the military since I was carrying a Nazi flag under my jacket.

The two of us felt completely within our rights to continue walking. However, we stopped walking and turned around very quickly when we heard two shots fired and realized they had been aimed in our direction. We saw it was one of the Navy enlisted men who had fired the shots and who was now ordering us to come closer. As we began to walk toward him a number of other U.S. Navy enlisted men rushed out of the guardhouse and shouted at the man who had fired his gun. They called him all sort of foul names including stupid and asked if he wanted to get all of them court-martialed. They told him we were obviously Americans and his actions were completely uncalled for.

For once in my young life, I was speechless. I had just been fired at and I was carrying a Nazi flag. I was in no position to argue with anybody. One of the enlisted men, a petty officer, apologized for the gun shots, and asked if we would please forget the entire incident. We readily agreed and, still quite shaken, continued on our walk. As we left the gate, we heard the petty officer tell the guard that he was relieved of duty and to report to him inside the guardhouse.---Ed Woods



Lakes vessels including the SIU crewed *H. Lee White* play a key role in the nation's economy.



Bosun Jeffery Eckhart
Great Republic



Bosun Amin Quraish, GUDE Rajeh Ahmed
Sam Laud



AB Foaad Saleh
H. Lee White



GUDE Ali Alwaqedi
Sam Laud



QE4 Ali Musa
Great Republic



QE4 Adrian Schubert
H. Lee White

Great Lakes Fit-Out 2013

Seafarers Help Keep America's Economy Moving

The 2013 Great Lakes shipping season began in early March, and SIU members were among the first to kick off the year. Over the next several weeks, more than 50 American-flag lakers – many with SIU crews – returned to service for another 10-month stint hauling the raw materials that are the foundation of the industrial heartland: primarily iron ore, limestone and coal.

According to the Lake Carriers' Association (LCA), the U.S.-flag Great Lakes fleet "is unique in the world in that virtually every vessel is a self-unloader, which means the ship or barge can discharge cargo without any assistance from shore-side personnel or equipment. The largest vessels can unload 70,000 tons of cargo in 12 hours or less. Prior to self-unloading, it would have taken days

to empty a vessel of a cargo that size.

"The self-unloading vessel was invented and perfected on the Great Lakes and is one reason waterborne commerce on the inland seas is so efficient. A recent study by the U.S. Maritime Administration states that on average, transportation cost savings from \$10 to more than \$20 per ton are associated with the use of lakers compared to the next most competitive transportation mode. The U.S. Army Corps of Engineers estimates that Great Lakes shipping annually saves its customers \$3.6 billion compared to the next least costly mode of transportation."

U.S.-flag lakers are built in the United States, crewed by American citizens and owned by American corporations. This holds the vessels and crews to the world's highest safety and operational standards.

The LCA, whose members include several SIU-contracted companies, further points out, "The environment benefits when the Lakes fleet returns to service. Vessels use less fuel to move a ton of cargo than trains or trucks and produce significantly fewer emissions in the process. A number of lakers have been repowered in recent years with state-of-the-art engines and generators that have further reduced the industry's carbon footprint.

"Iron ore for steel production is the primary cargo moved by U.S.-flag lakers. In 2012, the fleet moved more than 45 million tons of taconite pellets. Limestone for the construction industry and steelmaking approached 22 million tons. Coal for power generation totaled more than 17 million tons. Other cargos included cement, salt, sand and grain and collectively totaled 5 million tons."

Thanks to SIU Algonac Patrolman Don Thornton for the crew member photos on these two pages, taken aboard American Steamship's *Sam Laud* and *H. Lee White* and on Key Lakes' *Great Republic*



Pictured above are GUDEs Haidarah Ahmed (left) and Ahmed Ganah. In the photo at left are AB Raymond Hotchkiss (front) and Bosun William Mulcahy. All four Seafarers work aboard the *H. Lee White*.



Pictured above are 2nd Cook David Warner (left) from the *Great Republic* and Chief Cook Terri Sales of the *Sam Laud*. In the large group photo, members gather aboard the *Great Republic*. GUDE Janah Ahmed is in the near foreground, with QMED Abdullah Alamri near his left shoulder. Also pictured, left to right starting at far left, are AB Ali Al dhahi, QE4 Ali Musa, QE4 Allen Ludlow, AB Lawrence Cormier, Bosun Jeffery Eckhart, GUDE Hussein Jinah, AB Salahuddin Saleh, AB Ali Ali and GUDE Muafaa Musad.

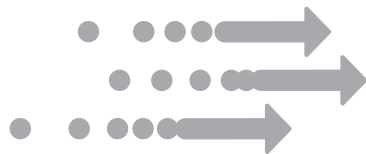


The *Sam Laud* is part of American Steamship Company's fleet.



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5/13

SIU-ATT-03/13

Log-A-Rhythms

Lest We Forget

Author Unknown

Sometimes when the bands are playing
And the uniforms march by
You will find a seaman watching
With a wistful-looking eye

And you know just what he's thinking
As he hears the cheering crowd
As the soldiers and the sailors
Swing along, erect and proud

He is thinking that his country
Saves its honor once again
For the uniforms, forgetting
All the seas' forgotten men

He is thinking of the armies
And the food and fighting tanks
That for every safe arrival
To the seamen owe their thanks

He is thinking of those buddies
Who have paid the final score
Not in khaki or in the Navy
But the working clothes they wore

And we'd like to tell him some-thing
That we think he may not know
A reminder he can stow away
Wherever he may go

All your countrymen are proud
of you
And though there's no brass band
Not a bugle or a banner
When the merchant seamen land

We know just the job you're

doing
In your worn-out work clothes
On the seas where death is lurking
And a fellow's courage shows

So be sure to keep your chin up
When the uniforms parade
What a man wears doesn't matter
It's the stuff of which he's made

My Heart Belongs to the Sea

By R.G. Haller, H13915

Long ago I was a seaman
I sailed the seven seas
I knew the bars in Subic Bay
The coastline of Pusan

I knew well the sting of salt
spray
The taste of Spanish wine
The beauty of the Orient
Yes, these were things of mine

But I wear a different hat now
No tie and jacket too
My sailing days were long ago
With that life I am through

But somewhere deep inside me
The sailor lives there too
He longs to go to sea again
But knows he never will

My love, my life, at home
And I will leave here never
Though mind and body stay
ashore
My heart is at sea forevermore

Personals

Penny Albert Jersey would love to hear from her childhood friend, Bosun Steven Kastel. Jersey hopes all is well with Bosun Kastel and wants him to contact her at 530-823-8110.

Retired Seafarer Matt Carroll would like to hear from other retired or active mariners in the El Paso, Texas, area. Matt may be reached at: 1011 N. St. Vrain Street, El Paso, TX 79902.

June & July 2013 Membership Meetings

Piney Point.....	Monday: June 3, July 8
Algonac.....	Friday: June 7, July 12
Baltimore.....	Thursday: June 6, July 11
Guam.....	Thursday: June 20, July 25
Honolulu.....	Friday: June 14, July 19
Houston.....	Monday: June 10, July 15
Jacksonville.....	Thursday: June 6, July 11
Joliet.....	Thursday: June 13, July 18
Mobile.....	Wednesday: June 12, July 17
New Orleans.....	Tuesday: June 11, July 16
New York.....	Tuesday: June 4, July 9
Norfolk.....	Thursday: June 6, July 11
Oakland.....	Thursday: June 13, July 18
Philadelphia.....	Wednesday: June 5, July 10
Port Everglades.....	Thursday: June 13, July 18
San Juan.....	Thursday: June 6, July 11
St. Louis.....	Friday: June 14, July 19
Tacoma.....	Friday: June 21, July 26
Wilmington.....	Monday: June 17, July 22

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

Dispatchers' Report for Deep Sea

March 16, 2013 - April 15, 2013

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	7	5	1	15	4	1	0	12	10	2
Anchorage	0	1	2	0	2	0	1	3	2	3
Baltimore	7	4	1	3	2	1	2	7	6	1
Fort Lauderdale	14	12	4	14	7	1	7	22	17	7
Guam	3	1	0	4	3	0	0	4	3	2
Honolulu	12	1	0	4	4	0	2	27	6	0
Houston	48	16	3	26	10	1	16	85	25	5
Jacksonville	28	17	4	18	6	4	7	71	43	2
Joliet	1	6	0	5	3	0	1	1	7	3
Mobile	12	2	1	5	3	0	1	18	5	1
New Orleans	8	2	1	5	3	2	3	20	3	3
New York	32	14	2	31	17	0	21	70	31	5
Norfolk	13	18	7	7	10	3	3	29	48	12
Oakland	19	9	1	10	3	1	6	45	14	3
Philadelphia	1	6	0	5	5	0	3	7	4	1
Piney Point	1	3	0	1	1	0	0	0	4	0
Puerto Rico	5	4	2	4	6	0	3	12	13	3
Tacoma	33	9	2	26	5	0	9	57	27	4
St. Louis	4	2	1	3	0	0	1	4	4	2
Wilmington	33	22	2	25	9	0	13	72	38	6
TOTALS	281	154	34	211	103	14	99	566	310	65
Engine Department										
Algonac	1	1	2	4	3	0	0	0	5	4
Anchorage	1	0	0	1	0	0	0	0	1	0
Baltimore	3	4	5	0	2	4	0	5	5	3
Fort Lauderdale	7	6	0	6	0	1	4	12	11	2
Guam	0	0	0	1	1	0	0	0	0	0
Honolulu	7	6	2	4	1	0	2	27	12	2
Houston	16	13	0	13	3	0	6	27	21	2
Jacksonville	15	28	3	17	13	2	8	42	30	6
Joliet	1	6	1	1	2	0	0	0	4	1
Mobile	8	3	1	1	0	0	1	12	3	1
New Orleans	3	3	0	1	2	0	1	5	2	0
New York	17	10	1	10	9	0	8	31	17	3
Norfolk	10	12	6	7	13	2	1	20	26	4
Oakland	9	9	1	6	4	0	4	14	14	3
Philadelphia	1	4	4	2	3	0	1	6	3	4
Piney Point	2	2	0	2	0	0	0	1	2	0
Puerto Rico	0	3	0	1	1	0	0	4	14	1
Tacoma	6	7	2	11	2	0	5	25	18	3
St. Louis	2	1	1	0	0	0	0	4	1	1
Wilmington	6	16	3	9	9	0	4	22	33	7
TOTALS	115	134	32	97	68	9	45	257	222	47
Steward Department										
Algonac	0	0	0	3	1	0	0	5	1	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	0	3	0	1	1	0	1	7	2	0
Fort Lauderdale	7	2	3	9	1	2	7	15	6	3
Guam	2	0	1	1	0	0	0	3	2	1
Honolulu	10	2	0	12	1	0	4	19	5	0
Houston	19	6	3	9	5	1	5	33	9	2
Jacksonville	10	9	0	7	9	1	5	35	12	1
Joliet	1	3	1	2	2	0	0	1	1	2
Mobile	2	1	1	3	0	1	0	7	3	3
New Orleans	3	1	1	3	0	0	3	6	2	0
New York	16	7	0	13	4	0	2	30	14	0
Norfolk	10	9	3	3	5	2	1	19	16	2
Oakland	5	4	1	7	0	0	3	22	7	1
Philadelphia	3	1	0	0	0	0	0	5	1	1
Piney Point	3	0	1	1	0	1	0	4	2	0
Puerto Rico	3	3	1	1	1	0	0	4	4	1
Tacoma	15	4	0	10	3	0	2	29	7	2
St. Louis	3	0	0	1	0	0	0	5	1	0
Wilmington	23	1	4	16	0	1	5	51	7	4
TOTALS	135	56	20	102	33	9	38	300	103	23
Entry Department										
Algonac	2	6	8	2	1	0	0	2	12	18
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	1	1	2	0	1	1	0	1	1	1
Fort Lauderdale	1	6	3	0	2	0	0	1	11	7
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	1	7	4	1	2	4	0	4	14	13
Houston	3	8	5	2	8	2	3	7	17	10
Jacksonville	4	4	8	2	4	7	0	5	16	25
Joliet	0	1	2	0	2	1	0	1	0	4
Mobile	0	3	2	0	2	0	0	1	1	3
New Orleans	0	0	4	0	2	1	1	3	3	5
New York	2	16	16	3	15	8	2	5	41	35
Norfolk	1	14	9	0	9	5	0	2	26	41
Oakland	2	11	5	2	5	1	1	6	21	13
Philadelphia	0	2	2	0	1	1	0	1	2	2
Piney Point	0	4	1	0	2	1	1	0	4	1
Puerto Rico	0	0	1	1	0	0	0	0	0	4
Tacoma	5	9	1	5	5	2	1	17	14	14
St. Louis	0	0	0	0	1	0	0	0	0	0
Wilmington	2	19	8	3	8	4	4	5	39	34
TOTALS	24	111	81	21	70	38	13	61	224	230
GRAND TOTAL:	555	455	167	431	274	70	195	1,184	859	365

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

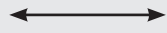
Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was asked of members at the union hall in Wilmington, Calif.

Question: If you could speak to a member of Congress, what would you tell him or her about your job?



Louis Nicoud
Recertified Steward

The career we've chosen is a vital link to international commerce. We are a vital part of the security of the country. We take vital cargo to where it is needed. We are well-trained and the fourth arm of defense.



Steve Bowmer
Chief Cook

Protect it. Protect the Jones Act. Without the Jones Act, all U.S. trade would disappear. Then anybody from around the world could transport our goods around America. We need to protect all forms of domestic transportation.



Jervona Vorise
Electrician

It is exciting and fun. You get to travel to a lot of places, visit different cultures and see how other people live.



Hussein Mohamed
Bosun

I'm a sailor. I'm happy to be a member of the SIU. This has been a good life.



Rezk Mohamed
DEU

Give us (opportunities for) more jobs. I am happy with the SIU. Keep us working.

Pics-From-The-Past



Retired QMED/Electrician Jose A. Vazquez (back row, far left) submitted this photo of his welding class from 1974. It was taken at the union-affiliated Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. The other pic is an undated file photo, believed to be from the late 1960s, showing the training boats *Simmons* and *Zimmerman*, also at Piney Point.

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

Welcome Ashore

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



DEEP SEA

CRAIG AMISON

Brother Craig Amison, 65, became an SIU member in 1967. He initially worked with Valentine Chemical Carriers. Brother Amison was born in Beckley, W.Va. He attended classes in 1967 and 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Amison sailed in the deck department. His most recent trip to sea was aboard the *Prestige New York*. Brother Amison makes his home in Harrisonburg, Va.



EARL BOSTROM

Brother Earl Bostrom, 65, started sailing with the Seafarers in 1995. He was originally employed with Bay Ship Management. Brother Bostrom was a deck department member. In 2001, he upgraded at the SIU-affiliated school. Brother Bostrom's last ship was the *Achiever*. He is a resident of Fort Lauderdale, Fla.



DELFINO CASTRO

Brother Delfino Castro, 67, joined the union in 1995 in the port of New York. The steward department member was born in the Honduras. Brother Castro first sailed on the *Independence*. He upgraded frequently at the Piney Point school. Brother Castro most recently shipped aboard the *Chemical Pioneer*. He calls Houston home.



EDWARD ELLIS

Brother Edward Ellis, 56, joined the SIU ranks in 1978. His first ship was the *Leader*; his most recent, the *Sgt. William R. Button*. Brother Ellis worked in the steward department. On three occasions, he took advantage of educational opportunities available at the union-affiliated school in Maryland. Brother Ellis continues to reside in his native state, Alabama.



HYDEN ELWIN

Brother Hyden Elwin, 65, was born in Honduras. He began sailing with the union in 1968. Brother Elwin's first ship was the *Steel Flyer*; his last was the *Overseas Arctic*. The engine department member lives in Petal, Miss.



TIMOTHY FITZGERALD

Brother Timothy Fitzgerald, 62, signed on with the SIU in 1978

while in St. Louis. The Kansas City-born mariner initially shipped on the *Erna Elizabeth* as a member of the deck department. Brother Fitzgerald enhanced his skills often at the Paul Hall Center. He concluded his career aboard the *Freedom*. Brother Fitzgerald settled in Tacoma, Wash.

PETER FULCHER

Brother Peter Fulcher, 66, donned the SIU colors in 1991. He first sailed aboard the *USNS Vindicator*. Brother Fulcher shipped in the deck department. In 1996, 2008 and 2010, he upgraded at the maritime training center in Piney Point, Md. Brother Fulcher's most recent trip was on the *USNS Impeccable*. He resides in Williston, N.C.



ALBERT GUTIERREZ

Brother Albert Gutierrez, 61, began sailing with the union in 1978 while in New York. He initially shipped aboard the *Borinquen*. Brother Gutierrez sailed in the engine department. He attended classes on numerous occasions at the SIU-affiliated school in Piney Point, Md. Brother Gutierrez most recently sailed on the *Horizon Challenger*. He is a resident of Houston.



JOHN LEVASSEUR

Brother John Levasseur, 65, joined the Seafarers in 1969. The deck department member enhanced his skills frequently at the Piney Point school. Brother Levasseur's most recent ship was the *USNS Yano*. He makes his home in Maryland.



DONALD LUCAS

Brother Donald Lucas, 70, became an SIU member in 1975. He initially worked in the inland division with Dixie Carriers. Brother Lucas was born in Maryland. He attended classes in 1980 at the Paul Hall Center. Brother Lucas sailed in the deck department. His most recent trip to sea was aboard the *Sgt. John Chapman*. Brother Lucas calls Smithsburg, Md., home.



JEFFERY MORITZ

Brother Jeffery Moritz, 57, joined the union in 1977. His earliest trip was aboard the *Capricorn*. Brother Moritz



worked in the deck department. He most recently shipped on the *Prestige New York*. Brother Moritz lives in Jacksonville, Fla.

ANDREA NUNEZ

Sister Andrea Nunez, 66, started shipping with the union in 2000. She sailed aboard vessels including the *Richard G. Mathieson* and the *Rhode Island*. Sister Nunez was a steward department member. She upgraded in 2000 and 2002 at the Piney Point school. Sister Nunez resides in Bronx, N.Y.



WILLIAM PARKER

Brother William Parker, 65, signed on with the Seafarers in 1966. His first voyage was aboard the *Steel Flyer*. Brother Parker was an engine department member. He enhanced his skills frequently at the union-affiliated school in Piney Point, Md. Brother Parker's most recent ship was the *2nd Lt. John Paul Bobo*. He makes his home in Chesapeake, Va.



JUAN RIVAS

Brother Juan Rivas, 56, was born in Honduras. He became an SIU member in 1970, initially sailing on a Michigan Tankers vessel. Brother



Rivas worked in the deck department, most recently aboard the *Liberty Eagle*. He upgraded often at the Piney Point school. Brother Rivas lives in Highlands, Texas.

EDWARD SELF

Brother Edward Self, 65, first donned the SIU colors in 1965. His earliest trip was with Manhattan Tanker Corporation. Brother Self was born in Germany and sailed in the engine department. He attended classes often at the Seafarers-affiliated school. Brother Self last shipped on the *Overseas Houston*. He calls Franklin, La., home.



DAVID WEST

Brother David West, 65, began his seafaring career in 1972. He was originally employed aboard the *Ft. Hoskins*. Brother West worked in the steward department. He upgraded on two occasions at the Paul Hall Center. Brother West's final trip was on the *President Jackson*. He lives in Lake Charles, La.



SIDNEY WHITAKER

Brother Sidney Whitaker, 65, joined the SIU ranks in 1988. He sailed in the deck department. Brother Whitaker originally shipped aboard the *USNS Harkness*. He most recently



sailed on the *Producer*. Brother Whitaker enhanced his skills often at the Piney Point school. He is a resident of Rocky Mount, Va.

GREAT LAKES

DAVID BEAUDRE

Brother David Beaudre, 65, became an SIU member in 1966 while in Detroit. He was employed with American Steamship Company for the duration of his career. Brother Beaudre shipped in the deck department. He resides in Manistique, Mich.



NATIONAL MARITIME UNION

AL WALTERS

Brother Al Walters, 58, sailed with the NMU prior to the 2001 merger with the Seafarers International Union. Brother Walters calls Newport News, Va., home.



This Month In SIU History

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

1942

This week there was signed in Washington a "Statement of Policy" which bound the War Shipping Administration (WSA) to the recognition of the collective bargaining rights and contracts of maritime labor for the duration of the war. Thus was defeated the union-busting drive which burst into full fury when the WSA requisitioned the entire merchant fleet on April 11. The fighting response of the unlicensed unions forced the abandonment of the WSA's anti-union rules and the board's capitulation to the union demands that existing contracts between labor and shipowners be underwritten by the government for the duration of the war.

1944

Two members of the SIU who gave their lives during the war that others might live, are to be honored by having ships named for them, the Merchant Commission announced, while praising their heroism in high tribute. The vessels are to be launched Maritime Day, May 22, in connection with the observance of ceremonies for those who have given their lives at sea while plying war-torn and submarine-infested waters. The launching ceremonies will include the presentation of the Merchant Marine Distinguished Service Medal to the nearest of kin.

1964

The SIU-contracted *Ames Victory* rescued five persons from Chesapeake Bay recently when a \$150,000 yacht on her maiden voyage burned to the waterline. The rescue of the survivors took less than 30 minutes from the lowering of the lifeboat to the time it was hoisted up again, crewmembers told the *LOG*. During the rescue operation the Seafarer-manned lifeboat was constantly in danger when the blazing yacht, with no one at the helm, kept circling around the lifeboat and survivors. Meanwhile, the lifeboat crewmembers feared the yacht might blow sky-high at any minute.

1975

Ending nearly 72 hours of uncertain captivity by the new Communist Cambodian regime, the entire 39-man crew, 28 of them SIU members, of the seized containership, *Mayaguez*, was safely rescued May 14 by the naval destroyer *USS Wilson* shortly after military action was carried out by combined U.S. Marine and Air Force units against the Cambodians. Latest reports say that five U.S. Marines were killed, 13 are missing and 80 wounded during the military assaults. The *Mayaguez* was en route from Hong Kong to Thailand when it was seized in international waters off the coast of Cambodia. President Gerald Ford immediately denounced the vessel's seizure as "an act of piracy," and demanded the release of the ship. He added, "Failure to do so would have the most serious consequences."

Final Departures



DEEP SEA

PAUL BABBIN

Pensioner Paul Babbin, 75, passed away Nov. 17. Brother Babbin signed on with the SIU in 1962. His earliest trip was with Trans Western Associates. Brother Babbin was born in Boston. He was a member of the engine department. Brother Babbin most recently shipped aboard the *Mayaguez*. He retired in 2000 and called Jacksonville, Fla., home.



GEORGE CALLARD JR

Pensioner George Callard Jr., 75, died Nov. 5. He was born in Maryland. Brother Callard joined the union in 1960 while in New York. He initially sailed with Inter-ocean American Shipping Corporation. The deck department member last sailed on the *Franklin J. Phillips*. Brother Callard went on pension in 2002. He was a resident of San Jose, Costa Rica.



ALFRED CASE

Pensioner Alfred Case, 81, passed away Oct. 22. Brother Case was a Brooklyn, N.Y., native. He sailed in the engine department. Brother Case started collecting his retirement pay in 1987 and lived in Fair Oaks, Calif.



HARRY FOSTER

Pensioner Harry Foster, 74, died Oct. 26. Brother Foster became an SIU member in 1960 in Mobile, Ala. He first shipped with Waterman Steamship Corporation. Brother Foster, a member of the engine department, last sailed aboard the *OMI Rover*. He went on pension in 1997 and resided in his native state, Alabama.



GUADALUPE GARZA

Pensioner Guadalupe Garza, 79, passed away Oct. 1. Brother Garza began sailing with the union in 1960. He originally worked on the *Del Santos*. Brother Garza was a member of the engine department. Before retiring in 1998, he sailed on the *USNS Mt. Washington*. Brother Garza was born in Houston; he continued to make his home in Texas.

WILLIAM HOLBROOK

Pensioner William Holbrook, 86, died Oct. 7. Brother Holbrook was born in West Virginia. He started receiving his pension in 1972 and called Sissonville, W.Va., home.



MARVIN HOWELL

Pensioner Marvin Howell, 89, passed

away Nov. 9. Brother Howell donned the SIU colors in 1951 while in the port of Mobile, Ala. He initially sailed with Mayflower Steamship Corporation. Brother Howell was born in Mississippi and shipped in the steward department. He most recently worked aboard the *Paul Buck*. Brother Howell was a resident of Leakesville, Miss.



WALTER KRUSZEWSKI

Pensioner Walter Kruszewski, 94, died Nov. 13. Brother Kruszewski joined the union in 1951 while in the port of New York. He initially shipped aboard a Sprogue Steamship Company vessel. Brother Kruszewski worked in the deck department. His final ship was the *Gallaway*. Brother Kruszewski retired in the 1981 and lived in Uncasville, Conn.



MANUEL MARTINEZ

Brother Manuel Martinez, 57, passed away Nov. 17. Brother Martinez signed on with the SIU in 1988. He originally worked on the *Economy*. Brother Martinez was a native of Honduras. The engine department member most recently sailed aboard the *Ocean Freedom*. Brother Martinez made his home in Houston.

PETER MISTRETTA

Pensioner Peter Mistretta, 91, died Jan. 4. Brother Mistretta was born in Baltimore. He started his SIU career in 1946. Brother Mistretta was a deck department member. Prior to his retirement in 1986, he sailed on the *Pioneer*. Brother Mistretta was a resident of Cockeysville, Md.



ANGELO ROMERO

Pensioner Angelo Romero, 86, passed away Dec. 30. Brother Romero became a union member in 1951. His first ship was the *Stathport*; his last was the *Elizabeth*. Brother Romero was born in Brooklyn, N.Y., and sailed in the steward department. He went on pension in 1993 and resided in New Jersey.



PAUL THOMAS

Pensioner Paul Thomas, 83, died Oct. 16. Brother Thomas was born in Alabama. He joined the Seafarers in 1953, initially shipping with Waterman Steamship Corporation. Brother Thomas sailed in the engine department. His final trip was on the *Performance*. Brother Thomas became a pensioner in 1991 and called Mobile home.



MILTON TROTMAN

Pensioner Milton Trotman, 107,

passed away Oct. 3. Brother Trotman began sailing with the SIU in 1951 while in New York. He was originally employed with Delta Steamship Lines as a member of the steward department. Brother Trotman was born in St. James, Barbados. His last trip was on the *Boston*. Brother Trotman started receiving his pension in 1974. He was a resident of Bronx, N.Y.



ORIE WILSON

Pensioner Orie Wilson, 89, died Oct. 6. Brother Wilson first donned the SIU colors in 1951 while in New York. His first voyage was aboard a Waterman Steamship Corporation vessel. Brother Wilson, an Alabama native, was a member of the deck department. His final trip was on the *Economy*. Brother Wilson went on pension in 1988 and made his home in Mobile.



INLAND

PETER BENOIT

Pensioner Peter Benoit, 73, passed away Oct. 2. Brother Benoit started shipping with the SIU in 1984. He primarily sailed with Crescent Towing & Salvage of New Orleans. Brother Benoit was born in Louisiana. He was a deck department member. Brother Benoit retired in 2003 and lived in Fort Mill, S.C.



LOWELL BROXSON

Pensioner Lowell Broxson, 79, died Oct. 30. Brother Broxson joined the union in 1963. He was a native of Wright, Fla. Brother Broxson shipped with Hvide Marine for the duration of his career. He worked in both the deck and engine departments. Brother Broxson became a pensioner in 1991. He was a resident of Vidor, Texas.



CHARLES CAPPELLO

Pensioner Charles Cappello, 86, passed away Oct. 31. Brother Cappello began sailing with the union in 1973. He was initially employed aboard McAllister Towing of Philadelphia vessels. Brother Cappello was born in Philadelphia. The steward department member's final trip was on a Taylor Marine Towing Company vessel. Brother Cappello started collecting his retirement pay in 1988. He settled in New Jersey.

GERARD CIFARELLI

Pensioner Gerard Cifarelli, 73, died Nov. 20. Brother Cifarelli was born in Newark, N.J. He started sailing with the SIU in 1970. Brother Cifarelli first shipped with OSG Ship Management and was a deck department member. He last sailed aboard a McAllister Towing of Baltimore vessel before going on pension in 1998. Brother Cifarelli called Maryland home.

ARDALE CRIM

Brother Ardale Crim, 58, passed away Sept. 11. He signed on with the SIU in 1998. Brother Crim's earliest trip was with Penn Maritime Inc. He last sailed on the *Pride*. Brother Crim was born in Arkansas and made his home in Grenada, Miss.

NORMAN POKRYWKA

Pensioner Norman Pokrywka, 82, died Oct. 25. Brother Pokrywka started sailing with the union in 1957 while in the port of Baltimore. He mainly sailed aboard Moran Towing of Maryland vessels. Brother Pokrywka was born in Michigan. He started collecting his retirement pay in 1988. Brother Pokrywka settled in Baltimore.

GREAT LAKES

WILLIAM MACDONALD

Pensioner William MacDonald, 78, passed away Oct. 13. Brother MacDonald was born in Scotland. He joined the union in 1960, initially shipping with American Steamship Company. Brother MacDonald sailed in the deck department. His final trip was on the *Sam Laud*. Brother MacDonald became a pensioner in 1995 and resided in Hamburg, N.Y.



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

ALCIBIADES COUTIN

Pensioner Alcibiades Coutin, 88, died Oct. 2. Brother Coutin was born in Cuba. He went on pension in 1981. Brother Coutin made his home in Puerto Rico.

GEORGE DEARBORN

Pensioner George Dearborn, 84, passed away Oct. 21. Brother Dearborn, a native of Bushnell, Fla., started collecting his retirement compensation in 1991. He lived in Webster, Texas.

LUIS DIMAS

Pensioner Luis Dimas, 85, died Nov. 4. Born in San Marcos, Texas, Brother Dimas became a pensioner in 1966. He called Houston home.

FRANCISCA DOMINGUEZ

Pensioner Francisca Dominguez, 93, passed away Nov. 10. Sister Dominguez was born in Puerto Rico. She retired in 1979 and resided in Ormond Beach, Fla.

AHMED FADL

Pensioner Ahmed Fadl, 91, died Nov. 8. Brother Fadl was a native of Egypt. He began receiving his pension in 1987. Brother Fadl lived in Brooklyn, N.Y.

HERMAN GULLORY

Pensioner Herman Guillory, 87, passed away Nov. 14. Brother Guillory, a native of Lake Charles, La., went on pension in 1987. He made his

home in Kingston, Pa.

ROBERT HARRIS

Pensioner Robert Harris, 86, died Nov. 18. Born in New York, Brother Harris started receiving his retirement compensation in 1970. He lived in Brooklyn, N.Y.

MANUEL HARRISON

Pensioner Manuel Harrison, 72, passed away Nov. 23. Brother Harrison was born in Texas. He retired in 1995 and settled in Tyler, Texas.

FRANK HUNT

Pensioner Frank Hunt, 91, died Nov. 3. Brother Hunt was a native of Missouri. He became a pensioner in 1966 and called Seattle home.

DAVID HUNTER

Pensioner David Hunter, 85, passed away Nov. 18. Brother Hunter, a native of North Carolina, began collecting his pension in 1968. He resided in Portsmouth, Va.

EUGENE JAPNGIE

Pensioner Eugene Japngie, 82, died Oct. 24. Born in Brooklyn, N.Y., Brother Japngie went on pension in 1972. He lived in Peoria, Ariz.

PAUL MARTINEZ

Pensioner Raul Martinez, 84, passed away Nov. 2. Brother Martinez was born in Fajardo, P.R. He retired in 1966 and was a resident of Orlando, Fla.

JOHN MCCARTHY

Pensioner John McCarthy, 81, died Nov. 2. Brother McCarthy was a New York native. He started receiving his retirement pay in 1993. Brother McCarthy made his home in Las Vegas, Nev.

FELIX MUNOZ

Pensioner Felix Munoz, 67, passed away Oct. 15. The Puerto Rican-mariner became a pensioner in 2011. Brother Munoz settled in Bronx, N.Y.

ROBERT O'BANNON

Pensioner Robert O'Bannon, 82, died Oct. 4. Brother O'Bannon, a Vicksburg, Miss., native, went on pension in 1972. He called Baton Rouge, La., home.

THEODORE PADDOCK

Pensioner Theodore Paddock, 88, passed away Nov. 14. Brother Paddock was born in Pompton Lakes, N.J. He began collecting compensation for his retirement in 1967. Brother Paddock made his home in Lake Dallas, Texas.

WILLIAM PARIS

Pensioner William Paris, 73, died Nov. 4. Born in New Jersey, Brother Paris started receiving his pension in 1999. He lived in Chesapeake, Va.

DANIEL PIEYNS

Pensioner Daniel Pieyns, 94, passed away Nov. 24. Brother Pieyns was a native of Wisconsin. He retired in 1985 and resided in New Mexico.

Digest of Shipboard Union Meetings

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

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

ALASKAN FRONTIER (Alaska Tanker Company), February 19 – Chairman **Anton T. Sulic**, Secretary **Gregory S. Lynch**, Educational Director **Lee A. Weygandt**, Deck Delegate **Jose Calong**, Steward Delegate **Justo Reyes**. Chairman discussed procedures for renewing TWIC cards and talked about new TOTE ship. Secretary went over features of SIU website and told members how to create their own log in. Educational director encouraged fellow Seafarers to upgrade at union-affiliated school in Piney Point, Md. It was reported that ship received an award for no injuries during a series of voyages. No beefs or disputed OT reported. Steward department was thanked for making great food on movie nights. Mariners were reminded to leave rooms clean for reliefs. Next port: Anchorage, Alaska.

EL MORRO (Interocean American Shipping), February 27 – Chairman **Nathaniel Leary**, Secretary **Rafael A. Cardenas**, Educational Director **Joseph A. Letang**, Steward Delegate **Isaac Newsome**. Chairman reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point and urged everyone to keep all paperwork and shipping documents up-to-date: clinic card, medical forms, TWIC, passport, etc. No beefs or disputed OT reported. Crew members stated steward department and UAs are doing a great job.

ENDURANCE (Crowley), February 10 – Chairman **Pablo O. Borja**, Secretary **Sedell M. Reynolds**, Educational Director **Tracy L. Hanson**, Deck Delegate **Lawrence Richardson**, Engine Delegate **Lucian Lepadatu**, Steward Delegate **Melvin Cooper**. Chairman went over ship's itinerary and urged mariners to read president's report in the *Seafarers LOG*. Secretary requested OT sheets. Educational director encouraged seafarers to enhance skills at the Paul Hall Center. No beefs; disputed OT reported in the steward department. Clarification was requested regarding new contract. Messhall well-maintained and clean thanks to the steward department. Captain thanked entire crew for good job on sanitary inspection. Next ports: Baltimore, New Zealand, Australia and Singapore.

GLOBAL SENTINEL (Transoceanic Cable Ship), February 4 – Chairman **Timothy B. Fogg**, Secretary **Vicki L. Haggerty**, Deck Delegate **Justin S. Beal**, Steward Delegate **Robert J. Haggerty**, Engine Delegate **Johnny W. Carson**. Bosun thanked everyone for keeping the ship clean and over 800 days accident-free. He reminded members to keep union dues current. Educational director recommended upgrading at Piney Point and checking expiration dates

Remembering Brother Brock



Seafarers and officers aboard the *Seabulk Challenge* joined in a memorial service March 14, honoring the late AB Thomas Garfield Brock, who passed away on New Year's Eve at age 63. Chief Steward **Timothy Dowd** submitted these photos from the service and noted it "was performed by Captain Stewart Potter with the crew in attendance, during the vessel's voyage between Lake Charles, La., and Port Everglades, Fla." Following a religious reading, Brother Brock's ashes were released and a moment of silence was observed aboard the Seabulk Tankers, Inc. vessel.



on all documents. Treasurer stated \$3,530 in crew fund. No beefs or disputed OT reported. Crew expressed gratitude to steward department for doing a good job.

HORIZON PACIFIC (Horizon Lines), February 3 – Chairman **Glenn R. Christenson**, Secretary **Robert P. Mosley**, Educational Director **John A. Osburn**, Engine Delegate **James B. Spranza**, Deck Delegate **James E. Murphy**, Steward Delegate **Freddie C. Castro**. Chairman announced payoff in Los Angeles February 3. He stressed the need to maintain a safe pace while working. Crew members were asked to keep noise down while others are sleeping and clean rooms before departing vessel. Secretary reminded crew to keep documents current and urged fellow members to contribute to SPAD. Educational director encouraged crew to upgrade whenever possible. No beefs or disputed OT reported. Treasurer reported \$170.87 in cookout fund. Crew members thanked Honolulu union representative for coming aboard and giving them lots of information. Vote of thanks given to President Sacco and his staff for a job well done. Suggestion was made regarding vacation applications. Steward department was thanked for good food and clean house. Members were asked to keep laundry room door closed at all times. Next ports: Los Angeles and Honolulu.

HORIZON TRADER (Horizon Lines), February 10 – Chairman **Issac Vega Mercado**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Deck Delegate **Marcos Santos**, Engine Delegate **Mark Morris**, Steward Delegate **Michael Henry**. Chairman stated payoff to take place upon arrival in Jacksonville, Fla., February 14. Secretary reported improvements to SIU website. Easy access to useful information is appreciated. Educational director noted that despite long phone wait times for service from TWIC, the renewal process at TWIC centers goes much faster. Treasurer reported \$5,332 in ship's fund; a portion of the money was used to repair TV satellite. No beefs or disputed OT reported. Crew members would like better internet service aboard vessel. Recommendations were made pertaining to vacation and pension benefits. Next ports: Jacksonville, Fla., San Juan, P.R. and Elizabeth, N.J.

LIGHTNING (Maersk Line, Limited), February 23 – Chairman **Shawn T. Evans**, Secretary **Terry Allen**, Educational Director **Vladimir Babenko**, Steward Delegate **Robin D. Ballard**. Chairman thanked crew for smooth trip. He urged them to keep track of document expiration dates. Educational director asked that broken items be reported to department heads. No beefs or

disputed OT reported. Crew suggested lowering sea time requirements for full pension. A big thanks was given to steward department for great food. Next port: Oakland, Calif.

MAERSK COMET (Maersk Line, Limited), February 16 – Chairman **Anthony J. Sabatini**, Secretary **Mark S. Scardino**, Educational Director **Jonathan D. Tucker**, Engine Delegate **Lonnie I. Carter**, Steward Delegate **Teresito O. Reyes**. Chairman reminded mariners to keep seafaring documents current and be courteous to one another. Secretary thanked deck and engine departments for keeping equipment working properly. Educational director discussed opportunities available at the Piney Point school and reminded crew that about STCW amendments. No beefs or disputed OT reported. Mariners would like new coffee grinder, table covers, dart board and stationary bike. Next ports: Long Beach, Calif., Oakland, and Dutch Harbor, Alaska.

MAERSK MISSOURI (Maersk Line, Limited), February 24 – Chairman **Wilson M. Trayvilla**, Secretary **Billy Gigante**, Educational Director **Nicholas W. Collins**, Deck Delegate **Michael D. Sedita**, Engine Delegate **Anatoli Vetsinov**,

Steward Delegate **Brian T. McEleneny**. Chairman reported good voyage and thanked crew for working hard. Secretary asked seafarers to leave cabins clean for reliefs. Educational director suggested crew upgrade whenever possible and keep documents up-to-date. Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT reported. Vote of thanks extended to steward department for a job well done. Next ports: Charleston, S.C., Norfolk, Va. and Newark, N.J.

OVERSEAS TAMPA (OSG), February 17 – Chairman **Frank P. Hedge**, Secretary **Joseph P. Emidy**, Educational Director **Ashley Carmichael**, Deck Delegate **Johnie Chavis**, Steward Delegate **Kenneth Kelly**. Chairman reported smooth trip with respectful crew members. Secretary reminded them to contribute to SPAD, because when you do, you help yourself as well as your union brothers and sisters. Educational director encouraged all mariners to enhance skills at the union-affiliated school. No beefs; disputed OT reported in the engine department. Request was made for new mattresses, and refrigerators in rooms. Crew discussed complaints concerning company physicals. They recommended increasing pension benefits, and also commended galley gang for job well done.

Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Union Changed My Life

I was in the AB to Mate program and just left school a few weeks ago. Throughout my stay I had known that when I passed the Coast Guard examination, I would share how I became acquainted with SIU and how it changed my life.

Growing up in Grand Rapids, Mich., I became a cook at family restaurants and eventually dropped out of high school. I got in with the wrong crowd. I became addicted to drugs and alcohol and continued to do so when I moved to Seward, which is a small town in Alaska, before the turn of the millennium.

The minimal law enforcement and other factors were enough to continue my alcoholism. Most mornings began with booze. Then, in the fall of 2004 I hit a tree while driving my pickup on Salmon Creek Road. After the Seward Providence Hospital determined they did not have the equipment for my situation, I was driven to Anchorage, 120 miles north, where I was unconscious



The writer credits the SIU and its affiliated school in Piney Point, Md., for helping him get on the right track.

for a month. My mother moved to Alaska to become my guardian in the rehabilitation process, as I could not function on my own or in society because I suffered a head trauma. I had to relearn how to walk, talk, read and write. It took more than six months after the accident to be able to function again.

Since my body had gone through the detox process when I was unconscious, I felt it would not benefit me to start either drinking alcohol or using drugs again. I became affiliated with the Department of Vocational Rehabilitation (DVR) where I was placed in a kitchen where I realized that being a cook just didn't bring me the same satisfaction as before my accident. My counselor, Pat, told me many things; one was about his friend who was a seaman. I tried to get accepted into a non-profit organization called Sealink, based in Juneau, and, with help from DVR, I was on my way.

Sealink put me into the Paul Hall Center and its Lundeberg School of Seamanship in Piney Point, Md. I found it very beneficial for me to be in this military-style environment after what had happened to me less than a year before. It was here at the school in Piney Point that I learned about the SIU. I chose the deck department after phase two of the entry program. Then, after graduating, the first five months was work, work, work; I truly felt at home on the sea. I stayed back in Grand Rapids again for some time between voyages, repaying my debt from the accident and building the down payment on where I would live. Eventually I was able to purchase a residence in Anchorage, which is where I now call home.

The SIU has given me something to look forward to and a goal to work for. Honestly, I have gone back and forth about my decision to become a licensed officer by the U.S. Coast Guard as a merchant mariner, but in the end it was just a matter of knowing I wanted to better myself as an

individual – and the SIU has made this all possible. This union has helped me in more ways than one.

Nicholas Kempker

Active, Retired Mariners Invited to Join AMMV

This is an open letter to all active and retired U.S. Merchant Mariners. As president of the American Merchant Marine Veterans, Inc. (AMMV), I invite you to join our efforts to move past our current World War II membership era. Many of our members believe there is a place for the AMMV beyond our WWII base membership. The AMMV was organized in 1984 by primarily WWII mariners who had become outraged by government denial of their WWII contributions. During the formation the founders included purposes which supported current and future U.S. Merchant Marine issues. Progress has been made and we need to continue these efforts.

To name just a few:

- AMMV members donated significant labor and financial assets to support the WWII legacy ships.

- AMMV chapters and members have gained recognition of U.S. Merchant Marine contributions at the National WWII Memorial and on the local level in many parks and memorials.

- Publicity for historical recognition is being sought at many levels including public functions.

- Historical literature and verbal information has been widely distributed on a national level to Congress, schools, newspapers and elsewhere to perpetuate this public recognition.

- Members support the Jones Act, American-flag fleet, MSC, personnel training and maritime schools.

- AMMV members continue to fight for

further recognition of WWII Mariners who were not fully recognized and compensated for their service, i.e. HR-23, the Belated Thank You to the Merchant Mariners of World War II Act.

- Efforts with the Air Force and Congress for other post-WWII veterans' recognition are ongoing. Applications for Korea and Vietnam are scheduled for submittal around April 2013.

I invite you to be the next generation who will make the AMMV an effective partner with existing maritime organizations in support of U.S. Merchant Mariner recognition and support efforts to make the U.S. Merchant Marine an ongoing effective force in national security, national economic success, and homeland security.

Most of our members now exceed 85 years of age. It will only be a few years before we must close our doors as some WWII organizations have already done. Current membership is about 3,200 – of this about 800 are members at large, with the remainder belonging to 65 chapters located across the country. Currently, the AMMV is a registered 501(c) 19 veterans organization, which could be converted to a 501(c) 3 based on our official veteran membership composition. The plan is to keep the 501(c) 19 veterans organization active as long as we can keep the IRS happy. Recently, we opened full membership to wives and widows plus associate membership to family members, making it possible for families to join and support their mariners.

Sindy Raymond maintains our national corporate office, P.O. Box 186, Ferndale, CA 95536, (707) 786-4554 or saaren@frontiernet.net. Join us, become active, participate and help move the AMMV into the 21st century. I look forward to welcoming you as a member in the American Merchant Marine Veterans.

*Yours in Service,
Morris Harvey, National President
AMMV, Inc.*

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
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Deck Department

Lifeboatman/Water Survival	May 25	June 7
	June 22	July 5
	July 20	August 2
STOS (RFPNW)	July 20	August 16
	September 14	October 11
	November 9	December 6
Able Seaman	May 11	June 7
	July 6	August 2
	August 24	September 20
Radar Renewal (One day)	May 28	May 28
Radar Observer	September 7	September 20
ARPA	May 18	May 24
	September 21	September 27
Bosun Recertification	July 13	August 5
Fast Rescue Boat	June 15	June 21
	August 3	August 9

Engine Department

Designated Duty Engineer Prep	June 15	June 28
	July 6	July 19
	July 27	August 9
Basic Auxiliary Plant Operations (BAPO)	May 18	June 14
	July 20	August 16
	September 14	October 11
	November 9	December 6
FOWT	June 15	July 12
	August 17	September 13
	October 12	November 8
Junior Engineer	August 24	October 18
	October 26	December 20

UPGRADING APPLICATION

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

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

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

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

Title of Course	Start Date	Date of Completion
Marine Electrician	July 27	September 20
Marine Refer Tech	September 28	November 8
Advanced Refer Containers	June 29	July 26
Pumpman	November 30	December 13
Welding	June 1	June 21
	June 29	July 19
	July 27	August 16
	September 14	October 4
	October 26	November 15
	November 30	December 20

Safety Upgrading Courses

Advanced Firefighting	July 13	July 19
	August 17	August 23
	September 14	September 20
Basic Firefighting/STCW	May 11	May 17
	June 15	June 21
	August 10	August 16
	September 7	September 13
Government Vessels	June 1	June 7
	July 20	July 26
Medical Care Provider	July 20	July 26
	August 24	August 30
Tanker Assistant (DL)	June 1	June 14
	July 27	August 9

Steward Department Upgrading Courses

Chief Steward	July 6	August 16
	October 5	November 15
Serve Safe	June 8	June 14
	August 31	September 6
	November 23	November 29
Galley Operations	These modules start every Monday.	
Chief Cook	These modules start every other week. The next class will begin May 11.	
Advanced Galley Operations	These modules start every Monday.	

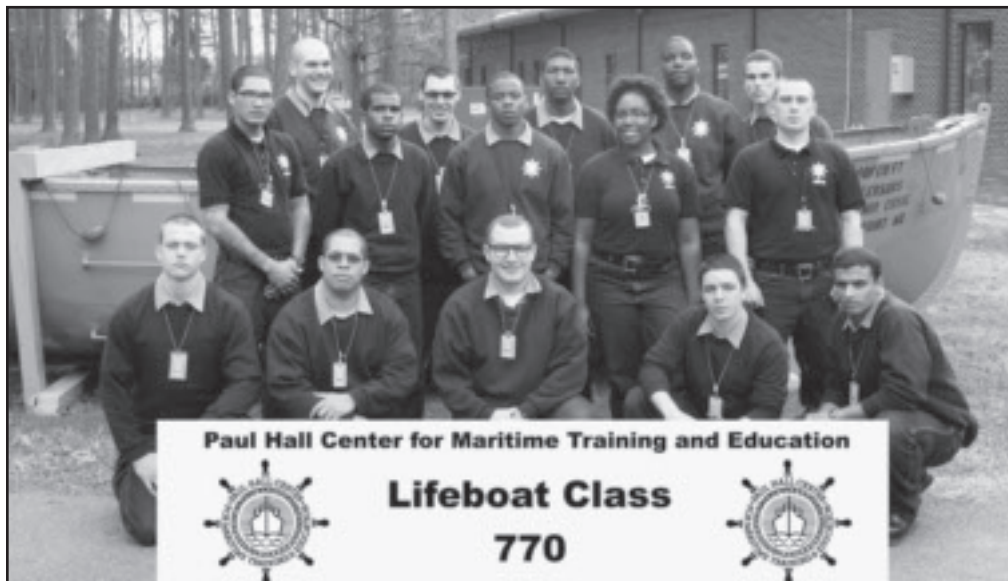
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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 #770 – The following individuals (above in alphabetical order), graduated from this 60-hour course March 15: Nasser Ahmed, Matthew Brown, Wesley Bryant, Alkeshia Calbourne, Sean Cavanaugh, Dustin Crutchfield, Andrew DeVine, Jarrett Ford, David Gentsch, Donte Harris, Carlos Mohler Vega, Michael Montanez, Peter Morrison Jr., Michael Pinnisi, Jory Vachon, Philip Valentine, Ryan Walker and William White III. (Note: Not all are pictured.)



Welding – Nine upgraders completed their requirements in this four-week course March 29. Graduating (above in alphabetical order) were: Tousif Ahmed, Damien Bautista, Valerio Bellezze, Dennis Blake, Herman Castro, Christopher Hughes, Joselier Itaralde, Patrick Sullivan and Keith White. Class Instructor Buzzy Andrews is at the far right in the back row.



BST (SIU) – The following Seafarers (above in alphabetical order) completed the enhancement of their skills in this course March 29: Jason Babbitt, Geoffrey Bell, Jose Burgos, Roger Dillinger Jr., Ernest Dumont, Warner James, Doug McLaughlin, Rickey Pettaway, Jason Smooke, Jamal Taleb and Isaiah Washington. Mike Roberts, their instructor, is at the far right.



Water Survival Class #770 – Two upgraders graduated from this 60-hour course March 15. Finishing their requirements were: Yung-fan Michael Haloski (left in photo above) and Donald Bishop.



Junior Engineer – Twenty-four upgraders finished their requirements in this course March 22. Those graduating (above in alphabetical order) were: Tousif Ahmed, Jason Babbitt, Russell Bravo, Angel Cintron-Colon, Craig Croft, Ricardo Ducay, Melvin George, Joshua Hammons, Cort Hansen, Kevin Hunt, Boyko Kovatchev, Lon Maduro, Donnetta McLee, Lawrence Miller, Rickey Pettaway, Omar Rodgers, Salah Saleh, Robert Scrivens, Daunteley Signal, Marcel Soares, Adam Soto, Bernard Wade II, Don Williams and Ricardo Vazquez Jr. (Note: Not all are pictured.)



Government Vessels – The following Seafarers (above, in alphabetical order) graduated from this course March 15: Gloria Baker, Tyasha Boyd, Maili Cabrera, Christopher D'Andrea, Bernel Davis, Ernest Dumont Sr., Michael Fincannon, Gerardo Frederick, Michael Harris Jr., Kayle Hower, Darryl Jackson, Charles Kent, James Minckler, Rodante Niebres, Francisco Ocado, and Kareim Wright. Mark Cates, their instructor, is second from right in the back row. (Note: Not all are pictured.)

FOWT – Twenty-four upgraders completed this course March 22. Graduating (photo at right, in alphabetical order) were: Randy Baggs, John Bielowicz, Justin Biggerstaff, Justin Bly, Christian Bryant, Jared Cabasug, Alexander Cappellan, Dwight Cherry, Matt Dalgetty, Earl Dimmick, Scott Doxey, Cody Fox, Evan Hansen, Sean Hernandez, Eser Kaptan, Jade Kellar, Mahare Kidane, Do Q. Luong, Yancey Mitchell, Robert Neff, Ryan Papa, Davon Peterson, Justin Smith and Frederick Wright. Class Instructor Tim Achorn, is at the far right in the front row. (Note: Not all are pictured.)



Paul Hall Center Classes



Tankship Familiarization – Twenty-three Phase III unlicensed apprentices graduated from this course March 15. Completing their requirements (photo at left, in alphabetical order) were: Jason Baker, Aaron Ellis, Noel Fedee, Adrian Fraccarolli, Bernard Hall, Shari Hinton, Omari Holt, Michael Hulse, Michael Hunnicutt, Chase Knisley, Richard Lawson, Unis Malahi, William McCrory, Derek Minnix, Ammar Mohamed, Ali Musid, Paul Nelson, Edward Seelig, Ahmed Sennain, Mark Stagovic, Joseph Turcketta, Christopher Wing and Claude Young.

Notice to Students

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



BST (NCL) – Nineteen individuals finished this course March 29. Graduating (above in alphabetical order) were: Andrew Brewer, Trey Cash, Nicole D'Arienza, Christopher DeRosa, Joseph Ghee, Danielle Heaton, Marc Heitzman, Jesse Jones, Chase Kamata, Cali LaSpina, Jessie Lawyer, Corey Masklee, Carissa Massaro, Glen North, Matthew Reminton, Matthew Ranaudo, Delaney Thompson, Valerie Williams and Kelli Youngman. Class Instructor Mike Roberts is at the far right in the front row.



Marine Electrician – Eleven Seafarers finished their requirements in this course March 22. Those graduating (above in alphabetical order) were: Jose Bonita, Ruben Haynes, Gregory Holsey Jr., Douglas McLaughlin, Patrick Milton, M'Barek Nouhairi, Christian Oding, Lionel Rivera, Zachary Ross, Cornelius Smith and Jimmie Williams Jr. Jay Henderson, their instructor, is at the far left in the back row.



Designated Duty Engineer – Two individuals completed the enhancement of their skills in this course March 8. Graduating were Brian Lockley (left in photo above) and Marc Rice. Their instructor, Scott Ciatto, is at the right.



Certified Chief Cook – Several individuals recently completed the enhancement of their skills in this steward department course. Those graduating (above, in no particular order) were: Maccine Bell, Dan Kane, Mario LaCayo, David Moses, Richard Torres, Jennifer Ramirez, Chris Cross and Marcelo Alicea. Instructor John Dobson is fifth from the right.



Steward Department Classes – Three individuals recently finished courses in the steward department. Those graduating and the courses they completed (above, in no particular order) were: Richard Torres, certified chief cook; Tony Morris, advanced galley operations, and Noel Segovia, galley operations.



Certified Chief Cook – Two Seafarers recently graduated from this steward department course. Graduating were Antonio Hernandez (above, left) and Marcel Alicea.

Donations Come in for Piney Point Walkway

Engraved Bricks to Commemorate Seafarers, Family, Others

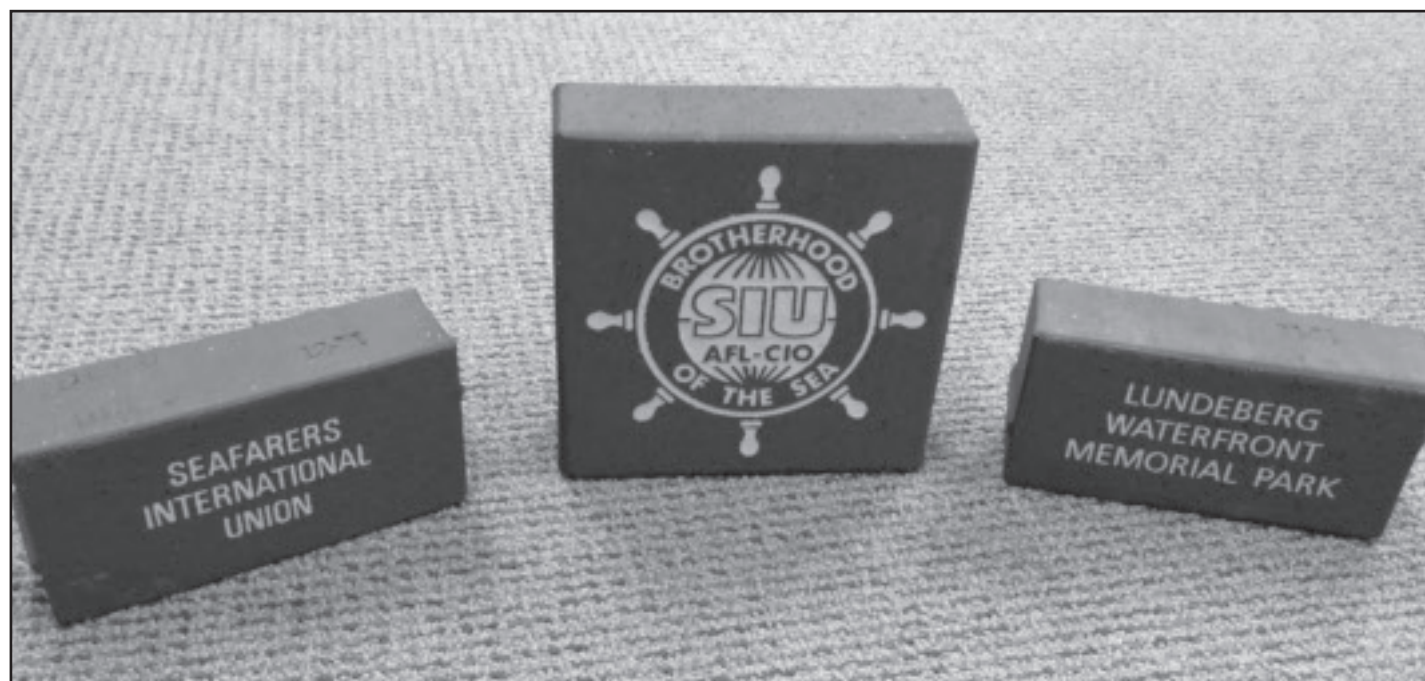
Spots have begun filling up as people from around the country donate the engraved bricks that will line a walkway commemorating Seafarers and their loved ones.

Offered as a way to honor individuals, groups and organizations within the maritime community, the bricks will fill a waterfront park at the Paul Hall Center's Lundberg School in Piney Point, Md. Seafarers, their loved ones and the companies that employ them have the chance to donate the bricks and engrave them with text or logos of their choosing. The donation of a brick also comes with an entry in the project's name-the-park contest.

The possibilities are practically limitless when it comes to what the bricks can be used to commemorate. Bricks can be engraved to honor any person, group or organization – regardless of any affiliation to the SIU or Piney Point school – and will have a permanent place within the maritime community. They could be used to celebrate everything from a beloved Seafarer or a memorable crew, to a remarkable instructor or a heroic rescue.

Bill Eglinton, a retired director of vocational training at the Paul Hall Center, said he wanted to commemorate his late friend, Recertified Steward Luis Escobar.

"It will be a memorial for us," Eglinton said. "I'm at the school regularly, so I'll get to go often and reminisce."



These samples show the sizes and styles of bricks available.

Aside from helping to commemorate loved ones, the brick donations will also help the school in its waterfront restoration project. The park and walkway are part of a large, multi-stage restoration

of the school.

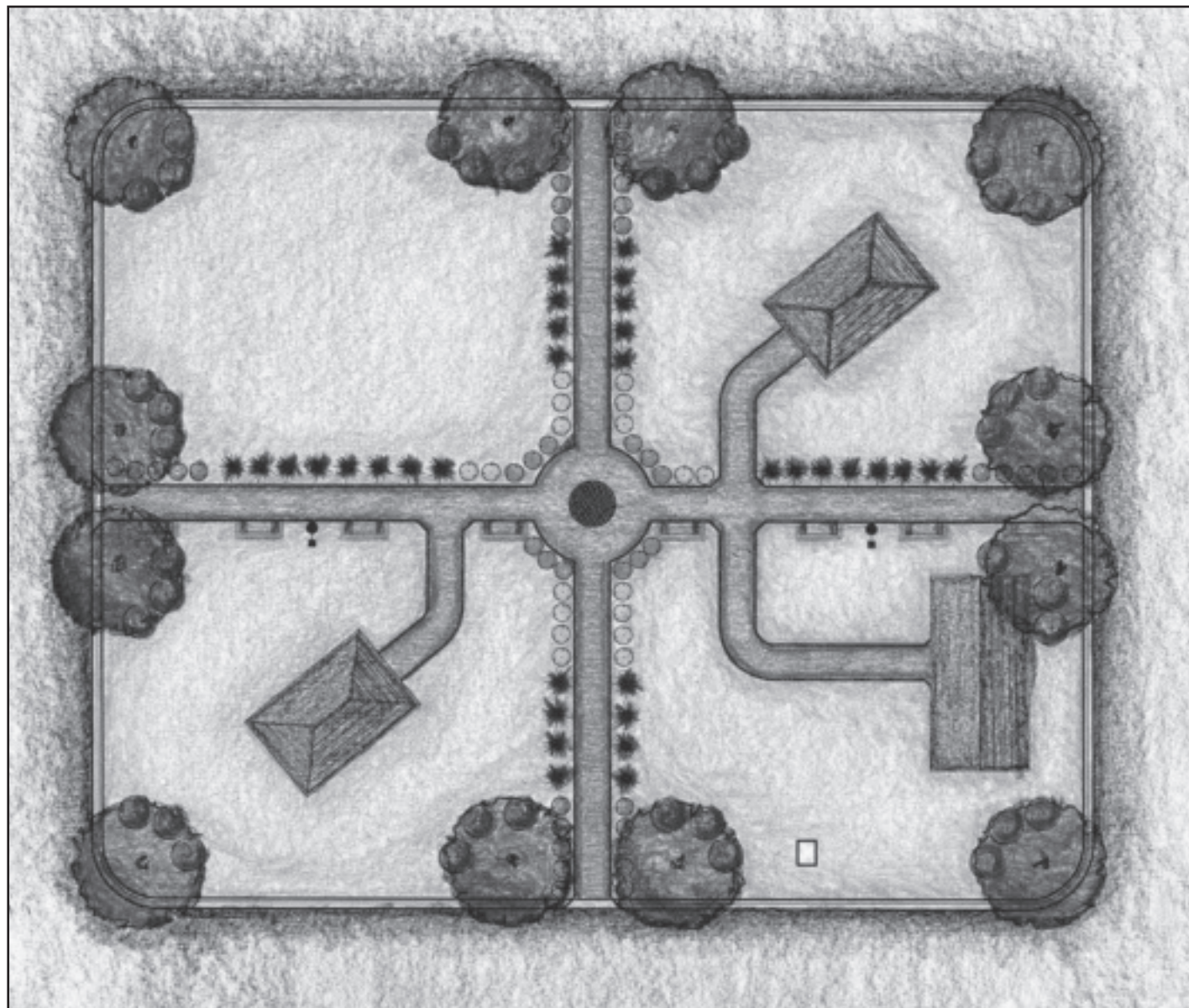
Seafarers Plans Administrator Maggie Bowen, who is helping oversee the project, said the engraved bricks "offer a chance to honor our heritage and keep it alive. This is a great opportunity not only to preserve SIU and school history,

but also to acknowledge individuals and organizations. In fact, that's true even if they have no direct tie to Piney Point or the Seafarers – a brick can be donated for anyone."

The bricks come in two sizes and may be ordered online at:

<http://seafarers.org/SIUBricks.htm>.

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



The photo above shows the area at the school where the engraved bricks will be placed. At left is an artist's rendering of the waterfront park