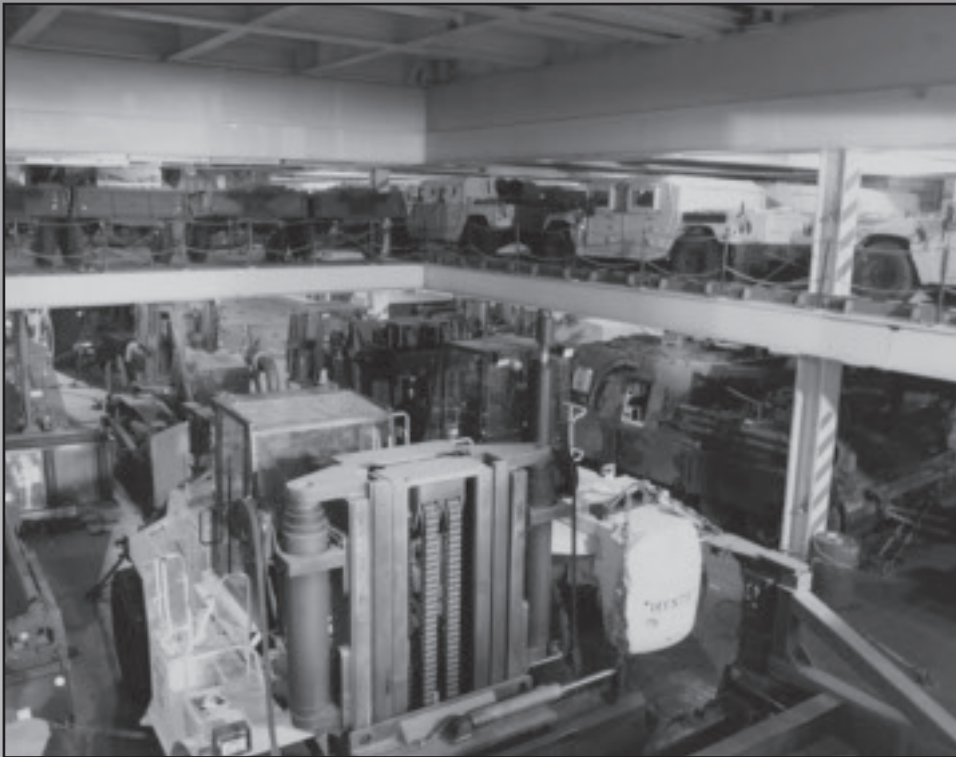


SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

SIU Assists in Military Exercises



The SIU-crewed *USNS 2nd Lt. John P. Bobo* (background photo) recently took part in multinational military drills overseas featuring (among others) personnel from the U.S. Marine Corps, U.S. Navy, U.S. Coast Guard, U.S. Army, and service members from Korea and Singapore. The *Bobo* is a repositioning ship operated by Maersk Line, Limited. In the background photo which shows the vessel, materiel is staged behind its stern ramp. The inset shows more of the equipment that was used during an early-July exercise in Korea. Page 24. (Inset photo courtesy U.S. Army, by Maricris C. McLane)



New Jones Act Tonnage Celebrated

Marjorie C has Successful Start; NASSCO Lays Keel for APT Tanker

Recent ceremonies in Honolulu and San Diego involving SIU-contracted vessels signaled ongoing progress for the U.S. Merchant Marine. In Hawaii, hundreds gathered for a celebration of the new combination car carrier/containership *Marjorie C* (photo at top right), part of the Pasha Hawaii fleet. At the General Dynamics NASSCO shipyard in San Diego, attendees applauded the keel-laying of a tanker being constructed for an affiliate of American Petroleum Tankers (photo at bottom right). The *Marjorie C* already is sailing in the Jones Act trade, and the new tanker will do the same. Page 3. (*Marjorie C* photo by Nick Souza. Other photo courtesy NASSCO.)



Penn Maritime Contract
Page 4

LNG Training in Piney Point
Page 7

More from WWII Mariner
Pages 10, 11, 20

President's Report

Ex-Im Fight Far From Finished

As we reported at our July membership meetings, the SIU and our allies from all over the country have been contacting members of Congress to call for a vote to renew the U.S. Export-Import Bank charter sooner rather than later.



Michael Sacco

The bank's charter expired at midnight on July 1 when Congress failed to take any action before its Independence Day recess. Despite the lack of a charter, the Ex-Im Bank can remain in existence for about three months, although it's not able to conduct its primary business, which is backing low-interest loans for the export of U.S.-made goods. Cargo generated by the bank is carried on American-flag ships.

If you've read our Ex-Im coverage the last couple of years, you may recall that the bank has been in existence since 1934. About 60 other nations have a similar institution to promote their goods for export around the world.

I'm used to our industry having to fight for the programs that help keep the U.S. Merchant Marine afloat, but this is another instance when our opposition's arguments just don't make sense to me. Opponents of the bank's charter renewal have claimed it is corporate welfare and a drain of taxpayer dollars.

The facts say otherwise. Last year, the Ex-Im Bank supported 164,000 American private-sector jobs. Nearly 90 percent of its transactions went to small businesses. It supported \$27.5 billion in U.S. exports at no cost to American taxpayers. And, it has helped reduce the country's deficit by generating \$7 billion for the U.S. Treasury in recent years.

A recent editorial in *USA Today* summed it up quite well, after expressing puzzlement at why anyone would attack the bank. "The truth is, American manufacturers want and need the Export-Import Bank," the editorial stated. "It has a long history of bipartisan support in Washington and broad-based business support throughout the country. At least 59 other nations have institutions similar to the Export-Import Bank. And many go much further. China's system of providing tax credits and various forms of insurance to exporters, for instance, far exceeds anything Washington does."

The paper added, "Perhaps in a perfect world, governments would not get into the business of assisting or subsidizing exports. But in the world in which American companies actually operate, they do."

Those are good points, to which I'd add, federal policies that boost and sustain trade can be beneficial for jobs and the economy, as long as they protect workers' rights and are properly implemented. The U.S. Export-Import Bank offers a chance for American manufacturers to compete internationally and ship U.S. products into the global economy. (Did I mention those goods are moved on American-flag ships?)

The bottom line is that Ex-Im is a self-sustaining, job-creating boon for the U.S. economy. In fact, a report issued earlier this year – based on data from the Congressional Budget Office – confirmed that the Ex-Im Bank covered all of its own expenses last year, and sent the remainder to the U.S. Treasury to help pay down the national debt. At the same time, this economic asset helped create jobs for U.S.-flag exporters, shipbuilders, mariners and longshoremen.

That's a program worth fighting for, and the SIU won't stop until the charter is renewed.

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

SIU Jobs Secure in MSC Award Crowley to Operate Six Prepositioning Vessels

SIU jobs will remain in place aboard six U.S. Maritime Prepositioning Force (MPF) vessels following a recent announcement from the Defense Department.

Crowley Technical Management on July 15 was awarded the operating contract for the following ships, which already carry SIU crews: *USNS 2nd Lt. John P. Bobo*, *USNS PFC Dewayne T. Williams*, *USNS 1st Lt. Baldomero Lopez*, *USNS 1st Lt. Jack Lummus*, *USNS SGT William R. Button*, and *USNS GYSGT Fred W. Stockham*. Crowley will operate the vessels for the U.S. Military Sealift Command (MSC).

According to the announcement, the contract is for one year but includes a series of one-year options that could extend to 2020. Turnover is expected to start Oct. 1. The ships currently are operated by Maersk Line, Limited.

As with most if not all such awards, this one remains open to protest for a limited time.

According to MSC, "Maritime Prepositioning Force ships strategically position supplies for the U.S. Marine Corps at sea. These ships are laden with a variety of Marine Corps equipment and supplies, including tanks, ammunition, food, water, cargo, hospital equipment, petroleum products and spare parts – ready for rapid delivery ashore when needed.

"MPF ships are organized into two Maritime Prepositioning Ship (MPS) squadrons, each comprising four to six MPF ships as well as additional prepositioning ships dedicated to other military services. Each MPS squadron carries sufficient equipment and supplies to sustain more than 16,000 Marine Expeditionary Brigade and Navy personnel for up to 30 days."



Fishermen await their rescue in the South China Sea. (U.S. Navy photo/Released)

SIU-Crewed MSC Vessel Impeccable Rescues 11 Distressed Fishermen

As this issue of the *LOG* went to press, the U.S. Navy reported that the SIU-crewed *USNS Impeccable* had rescued 11 fishermen while en route to Subic Bay, Philippines, July 19. The rescue happened near Yokosuka, Japan.

The SIU-crewed *Impeccable* is an oceanographic ship operated by Crowley for the U.S. Military Sealift Command. SIU members sailing aboard the ship during the rescue included Bosun **Mustafa Malik**, ABs **Clifford Blackmon**, **Alexander Franklin**, and **Victor Frazier**, STOSs **Ibrahim Abubaker** and **Michael Ratigan**, Oilers **John Stewart**, **Tristan Jones**, and **David Myrick**, Steward/Baker **Elena Lee**, Chief Cook **Perry Martin** and SA **Kenneth Huddleston**.

According to the Navy, mariners on the *Impeccable* "spotted personnel on a partially submerged ship and noted debris in the water. The *Impeccable* master immediately deemed assistance was required and began preparations to

deploy their rigid hull inflatable boat (RHIB) to rescue the personnel."

Vessel master Capt. Robert Wiechert described the operation as "a team effort" featuring civilian mariners, a security detachment, military personnel and representatives from Lockheed Martin "working together to achieve an efficient rescue of all 11 fishermen."

The RHIB made three trips to the distressed vessel and recovered all 11 individuals. One of the fishermen spoke English, and he confirmed there had been a total of 11 on board.

Once the fishermen were safely aboard the *Impeccable*, they were examined by medical personnel and given food and water. No serious injuries or illnesses were reported, according to the Navy.

Shortly after the *Impeccable* arrived in port in Subic Bay on July 20, all 11 fishermen were turned over to the Philippine Coast Guard.

Notice: ACA Requires SHBP to Report Health Coverage to IRS

As reported in the May issue of the *LOG*, under the Affordable Care Act (ACA), most legal residents of the U.S. are required to have health insurance, or pay a tax penalty. In order to document this health coverage, employers and health insurers are required to report to the IRS about the health insurance that they are providing.

Beginning next year, the Seafarers Health and Benefits Plan (SHBP) will be required to submit annual reports to the IRS and to all SHBP participants, listing all individuals in the family who were eligible for coverage from the Plan, and the months that they were eligible. If you were eligible for health benefits in 2015, this report will provide proof to the IRS that you received health cover-

age that meets the requirements of the ACA. Under the law, this is called "minimum essential coverage."

The SHBP will send you a document by January 31, 2016 called the Form 1095-B. This document will contain information about the SHBP, and will list the names and Social Security Numbers (SSNs) or Taxpayer Identification Numbers (TINs) for you and all members of your family who were eligible for health coverage during 2015. If you have not provided SHBP with SSNs or TINs for all of your covered dependents, please send this information to: Seafarers Health and Benefits Plan, Attn: MAP Department, 5201 Auth Way, Camp Springs, MD 20746.

Crowd Celebrates New Tonnage in Honolulu

Seafarers and SIU officials helped formally welcome Pasha Hawaii's new car carrier, the *Marjorie C*, during a spirited ceremony June 9 at Honolulu Harbor.

As previously reported, the combination container/roll-on/roll-off (ConRo) vessel is being operated by Tote Services Inc. for Pasha.

SIU Vice President West Coast Nick Marrone and Honolulu Port Agent Hazel Galbiso attended the early-June gathering, which drew nearly 800 guests, according to Pasha. "The ceremony was very festive and well-attended," Marrone stated. "It incorporated a lot of the local Hawaiian tradition and took place at a passenger ship terminal."

He added, "The ship's first trips have been very smooth and efficient thanks in part to the work of the experienced SIU crew. It's definitely a great story and the SIU is always glad to work with an expanding U.S.-flag shipping company plying the Jones Act trade."

Members of the Seafarers-affiliated American Maritime Officers also joined three generations of the Pasha family as well as company employees, customers, and government and military dignitaries to christen and celebrate the arrival of *Marjorie C* at her home port. The vessel is named in honor of Marjorie C. Ryan, grandmother of The Pasha Group President and CEO George Pasha IV.

"This vessel call marks *Marjorie C*'s third call in Honolulu," said Pasha in his welcoming remarks. "In a short period of time, she has proven her capabilities. She ef-

fectively carried a large shipment of out-of-gauge, 12-foot-diameter pipe from Galveston (Texas) for a local sewer project on her maiden voyage. She ably provided substitute carriage for the *Jean Anne* while she underwent her periodic dry docking and has proven herself as a capable carrier of containers, an important piece of our new chapter."

In true Hawaiian tradition, a 200-foot maile lei adorned the side of the ship, and the majestic sounds of two conch shells being blown by Hawaiian priests opened up the ceremony. Father Michael Ryan and Judy Ryan, brother and twin sister of matron Janet Pasha (wife of the late George Pasha III), were also present to provide the blessing.

Members of the Kapolei High School Choir sang a moving rendition of the National Anthem, followed by Iolani School fifth grader Wyatt Nako, a falsetto vocalist who performed the State of Hawaii's anthem, *Hawaii Pono'i*.

According to the company, "The Pasha ladies were in full force to conduct the actual christening of the ship. Elyse Pasha, *Marjorie C*'s sponsor and wife of George Pasha IV, broke the champagne bottle against the side of the ship with ease."

A tribute to the late George Pasha III was done through the firing of a commemorative cannon that had been presented to him in 2005 at the christening of the *Jean Anne*. After the ceremony, guests were treated to a reception featuring multiple food stations, all representing the many cultures of Hawaii. The 692-foot-long *Marjorie C* was built



The celebration highlighted Hawaiian traditions including dance.

at VT Halter Marine in Pascagoula, Mississippi. It has a beam of 106 feet, nine decks, a container capacity of 1,400 TEUs and an automobile capacity of 1,100. It is equipped with onboard cranes and can sail at 21.5 knots.

The Jones Act is a vital law (on the books

since 1920) that reserves domestic cargo for ships that are crewed, built and owned American. Consistently credited with boosting U.S. national and economic security, the Jones Act helps support nearly a half-million American jobs while pumping billions of dollars each year into the economy.



Attendees included SIU VP West Coast Nick Marrone (fifth from right), SIU Port Agent Hazel Galbiso (second from left), Pasha Group President/CEO George Pasha IV (center, wearing lei) and AMO National President Paul Doell (third from right), among hundreds of others.



The new ship is sailing in the Jones Act trade. (Photo by Ray Broussard)



A final piece of the first tanker of five new builds for APT is lowered into place at General Dynamics NASSCO.

NASSCO Lays Keel for Second APT Tanker

In a ceremony that signaled new jobs for SIU members, General Dynamics NASSCO on June 26 hosted a keel-laying ceremony for the second ECO tanker the shipyard is building for American Petroleum Tankers.

That vessel – the *Magnolia State* – and its four sister ships will be managed by Seafarers-contracted Crowley Maritime. Four of the five tankers are under construction, with delivery dates starting in the fourth quarter of 2015 and continuing through 2016.

At the *Magnolia State* event, California State Assembly Speaker Toni Atkins authenticated the keel by welding her initials onto a steel plate. That plate will be permanently affixed to the ship's keel and will remain with the vessel throughout its time in service.

Overall, the new-build program calls for the design and construction of five 50,000 deadweight ton, LNG-conversion-ready product carriers with a 330,000 barrel cargo capacity. The 610-foot-long tankers are a new design offering improved fuel efficiency, and include the latest environmental protection features, including a ballast water treatment system.

"Today's keel-laying ceremony symbolizes the progression of hard work by NASSCO shipbuilders and our commitment to designing, building and delivering high-quality, world-leading products for our customers. When delivered, these product tankers will be the most fuel-efficient and cost-

saving vessels of their kind," said Kevin Graney, vice president and general manager of General Dynamics NASSCO, a union shipyard. "We are pleased Speaker Atkins could join us in celebration of this important milestone for the California-built tanker."

"This keel laying for the second of five tankers that we are building at NASSCO is another exciting milestone in our new building program. We look forward to the delivery of this state-of-the-art vessel in 2016 and her many years of safe, reliable service to our customers," said Rob Kurz, president of American Petroleum Tankers.

At the ceremony, Speaker Atkins noted the importance of shipbuilding not only for the region but also "as a contributor to our country's strong job performance."

The APT contract and other orders are helping to sustain and grow NASSCO's current workforce of more than 4,000 individuals.

The ECO ships were designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea. The design incorporates improved fuel efficiency concepts through several features, including a G-series MAN ME slow-speed main engine and an optimized hull form. The tankers will also have dual-fuel-capable auxiliary engines and the ability to accommodate future installation of an LNG fuel-gas system.

Penn Maritime Crews Ratify 3-Year Pact

Contract with New Owner Kirby Boosts Wages, Maintains Benefits

SIU members at Penn Maritime have overwhelmingly ratified a new, three-year contract that features annual wage increases while maintaining medical and pension benefits. The agreement covers nearly 200 Seafarers.

Rank-and-file members and SIU officials who served on the union's bargaining committee said that in addition to the contract details, one of the most significant aspects of the negotiations was that they happened with Penn's new owners: Kirby Corporation.

"Not only were we able to maintain our bargaining rights, but we also protected the benefits of our vested members," noted SIU Vice President Gulf Coast Dean Corgey. "We've laid the groundwork for a good working relationship with the company, and we definitely are allies in efforts to protect the Jones Act and maintain American maritime jobs."

Corgey served on the SIU negotiating committee along with Vice President Atlantic Coast Joseph Soresi, Houston Port Agent Mike Russo, and members **Teddy Crockett**, **John Harvard** and **Jeff Rydza**.

Soresi said negotiations lasted approxi-

mately one week in Houston and they "resulted in a contract that is fair to both sides. It's the nature of negotiations that both sides can't get everything they want, but this is a good contract for everyone involved."

Longtime Seafarer Crockett has served on numerous bargaining committees dating back to the early 1980s. He came away from the latest round of negotiations "feeling very positive," he stated.

"I would say it was pretty successful – tough but fair," Crockett said. "We got our wages that we wanted and kept our benefits in place. The company seems very pleased with the SIU members.... I think it's one of the best contracts in the industry. They've given a little bit and we've given a little bit."

He added that Corgey, Soresi and Russo "did a really good job."

Rydza said, "We knew it would be different, but I think everything went better than expected.... The agreement was actually reached pretty quickly. We had an idea of what they wanted and they knew what we wanted. The best parts are we're still union, it's a fair contract and we kept our medical benefits. That



The SIU negotiating committee consisted of (from left) VP Atlantic Coast Joseph Soresi, Port Agent Mike Russo, Engineer Jeff Rydza, VP Gulf Coast Dean Corgey, AB/Tanker-man Teddy Crockett and Mate John Harvard.

was a big thing that everybody wanted."

Those medical benefits are Seafarers Health and Benefits Plan Core-Plus, which is the top level available for SIU members. The Penn crews also secured enhanced longevity pay and improvements to the company's

401(k) plan. They maintained benefits both in the Seafarers Pension Plan and the separate Seafarers Money Purchase Pension Plan.

Penn Maritime normally operates up to 15 tugboats and barges, primarily moving asphalt in the Gulf region.



U.S. Rep. Duncan Hunter (R-California) (second from left), an avid backer of the U.S. Merchant Marine, stops by the SIU/Paul Hall Center table, where he's greeted by SIU Port Agent Jeff Turkus (right) and others.

SIU Participates in 'Military 2 Maritime' Event in San Diego

The SIU took part in the latest "Military-2Maritime" gathering – an event that attracted more than 100 U.S. military veterans to the Port Pavilion on Broadway Pier in San Diego June 22.

The free job fair, sponsored by the American Maritime Partnership (AMP) and hosted by the Port of San Diego, was part of a nationwide program to help connect the nation's servicemen and women with jobs in the American maritime industry. U.S. Rep. Duncan Hunter (R-California) attended and spoke to veterans and employers looking to hire for family-wage jobs.

Previous Military2Maritime events have been conducted in Norfolk, Virginia; Jacksonville, Florida; Houston and New Orleans.

AMP reported that California has the fourth-most maritime jobs among all states, with more than 34,000. According to the U.S. Bureau of Labor Statistics, these maritime jobs pump more than \$6.6 billion into California's economy every year. Related labor income in the state is more than \$2.2 billion annually.

A top shipyard state, California also is home to more than 30 military bases. With that in mind, according to AMP, it is considered one of the top states for veterans and active service men and women seeking to advance their careers.

The San Diego Military2Maritime event featured more than 30 exhibitors looking to help current and former members of the military

transition to a career in the domestic maritime industry.

"California and San Diego in particular play a crucial role in supporting and protecting America's national and economic security," said Hunter. "California sustains one of the largest shipyard industrial bases in the nation, which keeps us on the leading edge of innovation and contributes to thousands of quality jobs. I'm honored to welcome the Military-2Maritime program to San Diego and I commend their efforts to strengthen the industrial base and place workers in jobs that fit their skill sets. Connecting California's veterans and active military with family-wage jobs in our thriving domestic shipbuilding and maritime industry is sure to translate into something meaningful for workers, families and the entire region."

Private U.S. shipyards build, repair, maintain and modernize the largest and most sophisticated Navy and Coast Guard vessels in the world and do the same for the nation's 40,000 commercial vessels. Across the country, the domestic maritime industry, supported by the Jones Act, sustains more than 478,000 jobs and has an annual economic impact of \$92.5 billion according to a study conducted by PricewaterhouseCoopers (PwC) for the Transportation Institute. The industry also accounts for approximately \$29 billion in annual wages and \$10 billion in tax revenue each year.

Videos Highlight Cape Ray Mission Seafarers-Crewed Vessel Handled Crucial Assignment in Global Spotlight

The U.S. Department of Transportation's Maritime Administration (MARAD) has released a series of videos documenting the historic mission undertaken by the *M/V Cape Ray* and her crew of SIU mariners, other seafarers and members of the military in 2014. The mission, to destroy deadly chemical weapons surrendered by Syria, required a unique environment that converted the *Cape Ray*, operated for the Ready Reserve Fleet by Keystone, into a floating chemical weapons destruction facility.

In order to create safe working conditions, equipment known as a field deployable hydrolysis system (FDHS), designed to convert the deadly chemicals into a harmless effluent, was assembled on the main deck of the ship. The chemicals were enclosed in specially designed tents, which were kept under negative pressure to avoid any accidents.

The three-part video series (produced by MaritimeTV and available on MARAD's website, www.marard.dot.gov) documents the vessel's unprecedented modification and the role U.S. citizen mariners played in enabling personnel from the U.S. Army's Edgewood Chemical Biological Center to safely and successfully neutralize almost 500,000 liters of chemical agent.

SIU members were previously honored on their return home with an award cer-

emony on Sept. 19, 2014 in Portsmouth, Virginia. There, the crew members were presented with Merchant Marine Medals for Outstanding Achievement by MARAD Administrator Chip Jaenichen for their efforts in completing the mission successfully and professionally. The Merchant Marine Medal for Outstanding Achievement is awarded to U.S. Merchant Mariners who have participated in an act or operation of humanitarian nature, according to the agency.

Jaenichen said during the ceremony, "Thanks to dedicated U.S. mariners like those we honor today, people around the world continue to see the American flag as a symbol of hope. This vessel and her crew show that MARAD's fleet of Ready Reserve ships stand ready to support the nation's armed forces and most importantly, national and economic security."

As stated in the MARAD-released videos, "The rapid response of MARAD's Ready Reserve Force to the Syrian chemical weapon threat was both well-planned and flawlessly executed. As one of 46 vessels currently on stand-by to respond to national and humanitarian emergencies, the *M/V Cape Ray* and its crew performed admirably to ensure our national and international safety – once again cementing the U.S. Merchant Marine as an irreplaceable national asset."



The three videos vary in length and have a combined running time of approximately 20 minutes.

ATC's Mathur Receives Award

CEO Earns Oil Spill Prevention, Preparedness and Response Laurels

The head of an SIU-contracted company recently received a prestigious award for consistently safe operations.

Anil Mathur, CEO of Alaska Tanker Company (ATC) earned the Pacific States/British Columbia Oil Spill Task Force 2015 Legacy Award for Oil Spill Prevention, Preparedness, and Response. He received the award June 18 at a conference in Vancouver, British Columbia, as did a handful of other honorees.



ATC CEO Anil Mathur (left) is pictured after the awards ceremony with Sarah Brace, executive coordinator of the Pacific States/British Columbia Oil Spill Task Force.

The awards program was created by the task force "to recognize and support model oil spill prevention, preparedness, and response programs throughout the Pacific region," according to the organization's website.

In a letter nominating Mathur, Rich Berkowitz, director of Pacific Coast operations for the Transportation Institute, noted, "Mr. Mathur exemplifies the chief executive we would welcome leading any firm whose core mission, moving crude oil from the North Pacific in extreme climate conditions, is fraught with risk, danger, and high expectations. He values environmental safety and the life safety of his crew above all else. For Anil this is not some catch phrase, fleeting management trend, or puffery for the corporate annual report. It is fundamentally ingrained in the way he leads, communicates, compensates, measures, and strategizes. Moreover, he has the numbers to prove it! Alaska Tanker Company is, arguably, the safest tanker company in the world. For the past dozen years they have safely transported well over a billion barrels of crude oil from Alaska to coastal refineries without a single drop of oil to sea. Further, ATC has completed over 12 years and over 18 million hours of operations with only one lost-time injury (a finger injury)."

Berkowitz added, "Although Anil will always refer to the support and partnerships he seeks and maintains with his employees, crew, officers, regulators, owner companies, suppliers, and board as the reason for this astonishing record, it simply would not have been achieved without the consistent leadership and focus he has personally brought to this enterprise. Mathur's people know to always err on the side of caution – no matter the cost."

He also cited daily safety meetings aboard the SIU crewed ATC ships as an important factor in the company's safety record.

Mathur previously has been honored by the U.S. Coast Guard, Department of Energy, American Society of Safety Engineers, National Safety Council, and the AFL-CIO's Maritime Trades Department, among others.

The other 2015 Legacy Award winners are Ike Ikerd, general manager, Clean Seas LLC; Michael Moore, vice president, Pacific Merchant Shipping Association; Earl Nishikawa, fire chief, Chevron Hawaii; Stafford Reid, principal, EnviroEmerg Consulting; and Tesoro Maritime Company.

Legislation Would Honor WWII Mariners

U.S. Rep. Susan W. Brooks (R-Indiana) on July 9 introduced legislation that would award the Congressional Gold Medal to U.S. Merchant Mariners who served during World War II.

House Resolution 2992, the Merchant Marine of World War II Congressional Gold Medal Act, calls for presentation of the highest civilian award Congress can bestow – in this case, for mariners' heroic efforts that helped win the war.

"The brave actions of the U.S. Merchant Marine during World War II proved instrumental in securing victory for the Allied powers," Brooks said. "These loyal and courageous men put their lives on the line for the cause of freedom, and selflessly answered their nation's call to duty. Unfortunately, their sacrifice is commonly overlooked, and there are fewer surviving U.S. Merchant Mariners every year. It is time for Congress to honor their service before we miss the opportunity to properly recognize these heroes."

Thousands of SIU members sailed during the war; more than 1,200 perished.

Brooks' office noted upon announcing the House resolution, "During wartime, U.S. Merchant Mariners serve as an auxiliary to the Navy and are responsible for the transoceanic transport of military and civilian per-

sonnel as well as combat equipment, fuel, food, commodities and raw materials. During World War II, risking their lives to provide the needed supplies for battle, U.S. Merchant Mariners bore a higher per-capita casualty rate than any other branch of the U.S. Armed Forces. In total, hundreds of mariner ships and thousands of men were lost to enemy combatants during the course of the war."

Late last year, Brooks met with mariner veterans at an American Legion post in her state. One of the men summed up his current feelings about sailing in the South Pacific from 1944-45 when he stated, "I would like for my grandchildren to realize that I fought for our freedom as well as any U.S. (military) service did."



U.S. Rep. Susan Brooks (R-Indiana)

Brooks is also a cosponsor of H.R. 563, the Honoring Our WWII Merchant Mariners Act of 2015, introduced by Rep. Janice Hahn (D-California). The bill would provide surviving World War II mariners with a one-time \$25,000 benefit.

Although they eventually received veterans' status (after a decades-long fight supported by the SIU), U.S. Merchant Mariners of World War II never received full veteran benefits. The monetary award would go to the approximately 5,000 surviving mariners of that era.

Port Council's Traditional Gathering Changes Venue

For the first time in its 53-year history, the Maritime Port Council (MPC) of Greater New York/New Jersey and Vicinity held its annual dinner-dance on the New Jersey side of its jurisdiction – specifically at Bally's Hotel and Casino in Atlantic City.

"We came here to show solidarity with the fine union workers in Atlantic City after the New Jersey AFL-CIO asked us to consider it," stated MPC President and SIU Vice President Atlantic Coast Joseph Soresi. He hosted the June 27 event, which honored three leaders from labor, the maritime industry and government.

The port council is part of the Maritime Trades Department, AFL-CIO.

SIU executives and friends of the union attended in droves, including SIU President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Great Lakes Tom Orzechowski, Legislative Director Brian Schoeneman and United Industrial Workers National Director John Spadaro.

Receiving the Paul Hall Award of Merit was Peter Busacca, a union member since 1973 active at the local and state levels. He joined IBEW Local 827 in 1973 as a lineman with Bell Atlantic. He climbed the ladder within his local, holding various positions. During a 1989 strike, he coordinated activities between his local and the Hudson County Central Labor Council. He became a delegate to the council, and later became its secretary-treasurer. In 2002, he succeeded the late SIU Vice President Ed Pulver as the council's president.

Busacca is the longtime executive secretary-treasurer of the PMC. Upon his retirement from Bell Atlantic's successor company (Verizon), he joined IATSE Local 59 and created the nation's first U.S. Department of Labor Stage Technician Apprenticeship Program.

In accepting his award, he remembered the role Pulver played in getting him involved in the Hudson County Central Labor Council: "Ed was a really good guy. He showed me how to be a good president at the central labor council. What we try to do is make a



Meeting before awards presentations are (from left) MTD Executive Secretary-Treasurer Daniel Duncan, Herb Brand Man of Year Anthony Chiarello, MTD/SIU President Michael Sacco, Paul Hall Merit Awardee Peter Busacca, SIU Executive VP Augie Tellez and Port Council President/SIU VP Atlantic Coast Joseph Soresi.

difference in workers' lives."

Busacca thanked the port council for the recognition as well for coming to Atlantic City.

President Sacco, who's also president of the MTD, presented the Herb Brand Memorial Man of the Year Award to Anthony Chiarello, president and CEO of Seafarers-contracted TOTE, Inc.

Sacco called Chiarello "a respected leader in the maritime industry. He's a forward thinker who's helping create and maintain good American jobs. And he's someone who fosters the productive, respectful relationships that exist between his company and maritime labor."

Additionally, Sacco pointed out that under

Chiarello's leadership, TOTE is building the world's first two LNG-powered containerhips in San Diego, which will be U.S.-flagged.

A fourth-generation industry veteran, Chiarello came to TOTE in 2010 with almost 30 years in the shipping business himself. He told the audience that as a young boy, he loved going to the docks and aboard ships with his grandfather.

"My grandfather instilled in me that you can't be successful unless every single employee is successful," Chiarello stated. "I am proud of our partnership with our unions. We want to make sure everyone goes home safely each day."

He emphasized remarks he has heard

Sacco make many times to union members: "'We can't be successful unless the companies are successful.' The same goes for the companies with regard to the union."

Unable to attend the dinner was U.S. Senator Cory Booker (D-New Jersey), who was named the Government Man of the Year. He did prepare a video in which he said he was grateful to be recognized, "but it should be me thanking all of you for your advocacy of hard-working folks."

As the ranking member of the Senate Surface Transportation and Merchant Marine Infrastructure, Safety and Security Committee, he stated the U.S.-flag maritime industry is critical to the nation's economy and economic success.

SIU Stays Active on Day of the Seafarer

International Campaign Highlights Mariner Issues

The SIU made a strong showing – online and in person – for this year’s International Maritime Organization (IMO) Day of the Seafarer. Members and officials were very active on social media and on the IMO website, and they also wrapped gifts for foreign crews in Fort Lauderdale, Florida.

The Day of the Seafarer takes place each year on June 25, and features a different theme each time. It’s largely a web-based campaign that reaches millions of people around the world.

As the IMO put it, the 2015 theme, expressed in the Twitter hashtag #CareerAtSea, showed “how the multi-faceted maritime world offers a series of rich and fulfilling career opportunities for young people, both at sea and ashore.”

The SIU and other North American maritime unions and organizations used the occasion to briefly explain how cabotage laws such as the Jones Act are vital to sustaining maritime careers. It’s a timely point, considering recent and current maritime cabotage battles in the U.S. and Canada as well as in Norway, Brazil and Australia.

Altogether, SIU members, officials and staff contributed posts on Facebook and Twitter and on the section of the IMO page dedicated to the Day of the Seafarer. The SIU Facebook posts in particular drew a big reaction, both



In light of the IMO’s focus on careers at sea, this photo of apprentices at the SIU-affiliated Paul Hall Center for Maritime Training and Education was shared online.

on the union’s page and on the *Seafarers LOG* page.

Meanwhile, in Florida, the SIU teamed up with the non-profit Seafarers House at Port Everglades along with more than a dozen students and faculty members from

Broward College’s Global Supply Chain Management School. They toured a Crowley cargo terminal, visited a ship and then packed and wrapped care packages for mariners.



Members gather outside the SIU hall in Oakland, California, for a photo submitted to the IMO.



At the Seafarers House at Port Everglades, SIU members and others pack boxes with everyday supplies for mariners.



Each year, the IMO sponsors a campaign for the Day of the Seafarer, signified by this logo.

Wounded Warrior Anglers Receives Check from Annual Seafarers Waterfront Classic

The annual Seafarers Waterfront Classic raises funds for two worthwhile causes: the Wounded Warrior Anglers of America (WWA), and the waterfront restoration project at the SIU-affiliated Paul Hall Center for Maritime Training and Education. On June 22, some of the proceeds from this year’s event (which took place May 5 in Piney Point, Maryland) were presented to WWA representatives at SIU headquarters. SIU VP Contracts George Tricker (center), the driving force behind the classic, is pictured handing the check to WWA President David Souders. Also pictured are SIU VP Great Lakes Tom Orzechowski (far right); Judy Souders (second from left), David’s wife and co-founder of the WWA; and Tate Hutchinson (far left), son of David and Judy.





Students listen intently during the LNG course in Piney Point, Maryland.



Special firefighting techniques must be used when dealing with an LNG fire, as demonstrated by these students.

Paul Hall Center Conducts LNG Training Course

Instructors at the union-affiliated Paul Hall Center for Maritime Training and Education recently taught a new class titled Basic Low Flash Point Fuel Operations, in order to stay at the forefront of new technologies in maritime propulsion. The four-day class, which was made available upon the request of SIU-contracted TOTE Inc., was taught by Paul Hall instructors Brad Wheeler and Charles Noell III, and it focused on liquefied natural gas (LNG).

Wheeler said the course's objective "is to meet the training requirements for liquefied gas dual-fuel fired vessels and personnel who may have a part to play in the fueling or emergencies involved with a vessel carrying dual-fuel as outlined in the International Gas Forum code."

LNG has been used as an alternative fuel source for many years, but has only recently begun to see applications as a marine fuel. It is cleaner and more efficient than regular bunker fuel.

Wheeler added, "The other (related) course we teach is Liquefied Gas (LG) Tanker Familiarization. This course is for mariners that will be employed on vessels carrying LG as cargo and gives basic knowledge of LG tankship cargoes, operations, and emergency procedures."

The recent hands-on course also included

LNG firefighting, which requires specific equipment and techniques that differ from the standard firefighting course taught at the Joseph Sacco Firefighting School as part of every student's curriculum.

"We had 19 students attend the class from all three departments," Wheeler said. "All but one of the students had worked for TOTE. The one exception in the class was a student that had worked for Crowley who is currently half-way through the AB-to-Mate program. He enrolled so that he could be ahead of the curve, knowing Crowley has its second dual fuel ship coming online."

That student, **Emmanuel Wilson**, sails as an AB and has been an SIU member since 2002. He said he found the class "very informative. This is the future of our industry, so I think it's imperative that mariners are educated on not only the dangers but the benefits of using a clean product for the environment. I think it's a very good course. It was very well-organized."

This is not the first instance of the Piney Point, Maryland, school getting out in front of an expanding market. According to the May 1976 issue of the *Seafarers LOG*, the Paul Hall Center, then known as the Harry Lundeberg School of Seamanship, instituted a rigorous LNG training program to be used

on ships transporting LNG. Almost 40 years later, a new generation of Seafarers is now receiving a very different type of LNG training, as American mariners continue to stay ahead of technological advances in marine shipping and transport.

The sentiments originally expressed on LNG carrier training can be applied to this

new dual-fuel course. As stated in the May 1976 *LOG*, "LNG tankers have been called the energy carriers of the future. That future is almost here and Seafarers will be among the few professional seamen ready for it because they have a facility like Lundeberg School to help keep their skills up-to-date and their jobs secure."



Instructor Brad Wheeler leads the Basic Low Flash Point Fuel Operations class.

NMC Posts Chat Services Update

Editor's note: The U.S. Coast Guard's National Maritime Center issued the following bulletin in late June. This information and related links are posted in the News section of the SIU website.

On June 3, 2015, the National Maritime Center (NMC) published a bulletin introducing its plan to test online chat services in two phases. Phase one, the use of a ticketing system, has progressed well with a somewhat limited customer volume but very good reviews. Therefore, the NMC will move forward to phase two of the test. Beginning July 1, 2015, the live online chat functionality will be available for use.

Customers will know when agents are available based on the button located on the upper right section of every NMC webpage. If the button reads Live Chat, you will know that agents are online and available to take your request. If the button reads Get Help, it indicates that there are no agents online and that the ticketing system is active. For additional information on chat services, visit the NMC Live Chat System webpage. The NMC Live Chat System page can be accessed by clicking the red Live Chat

button located under Important Links on the NMC homepage.

While the chat system software is hosted by a third-party vendor, the agents responding to your queries remain the same. One unique feature of the live chat that we think customers will appreciate is the ability to upload files to the NMC during the chat. As we evaluate the system, we encourage customers to initially limit live chat requests to more routine questions such as mariner application status checks. The NMC will publish additional bulletins during the test to update you regarding our progress. We will evaluate the success of the chat system on or around October 1, 2015, to determine whether or not to continue its use.

Use of the chat system is strictly voluntary. Our e-mail address and toll-free number remain the same. We are pleased to offer this tool as an option for our customers. Additional information regarding the chat system can be found on the NMC Live Chat System webpage. We look forward to your feedback.

Sincerely,
Jeffrey P. Novotny
Captain, U.S. Coast Guard
Commanding Officer

School Issues List of Reminders For Expanded AB to Mate Program

Since late 2013, the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) has offered expanded opportunities for deck department mariners interested in becoming mates. At that time, the Piney Point, Maryland-based school started accepting applications from the general membership for its AB to Mate program – a rigorous string of classes that offer ABs the chance to reach the level of third mate. Previously, the AB to Mate program was only open to mariners who were sponsored by their respective companies.

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

While the four-week modules must be completed in a certain order, mariners are not required to complete them back-to-back. That means mariners can carve separate four-week periods of training out of their schedules over an extended period of time.

Here's some additional information about the program:

AB to Mate Prerequisites:

- Must have 125 days sailing in the previous calendar year.
- Must have 1,080 days seatime in deck department, with 180 days holding AB-Limited or Unlimited rating.
- Must have RFPNW and AS-D or AB-Limited.
- Must have three reference letters from Masters within the last two years.

- Must pass aptitude test developed by Paul Hall Center.

Rules:

- Anyone attending the program must take full course and assessments from Paul Hall Center and can't use assessments from other training facilities along with courses taken at Paul Hall Center.
- If a member fails a course within the module they must discontinue from whatever module they are taking and will be sent home at their own expense.
- Before returning to take any additional modules they must show proof of getting academic assistance from home.
- If a member has taken a course at another training facility they must submit the course certificate and assessments prior to arriving at Paul Hall Center to be sure their course meets Paul Hall Center standards.
- Modules must be taken in their entirety and can't be broken up.
- Modules 1-2 are interchangeable.
- Modules 3-5 must be taken in order.
- Module 6 is for oceans endorsements only.

Reimbursement:

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

Seafarers are encouraged to apply for the course through the admissions office. For more information, call (301) 994-0010.



MEETING ON WEST COAST – SIU Asst. VP Nick Celona (right in photos above and at immediate right) recently attended a political gathering in San Francisco. He's pictured above with U.S. Rep. Steny Hoyer (D-Maryland) (center) and MEBA's Christian Yuhas, and with U.S. Rep. Jerry McNerney (D-California).



WELCOME ASHORE IN OAKLAND – AB Chad Chivrell (right) picks up his first pension check at the hall in Oakland, California, following an SIU career that began in 1989. His most recent ship was the Maersk-operated *USNS Impeccable*. Congratulating him is Patrolman Nick Marrone II.

At Sea and Ashore With the SIU



ABOARD MAUNALEI – Pictured aboard Matson's *Maunalei* are (from left) ACU Mohamed Ahmed, Recertified Steward Michael Kozak, Chief Cook Mario Firme and SIU VP West Coast Nick Marrone.



ABOARD USNS BENAVIDEZ – Pictured from left to right aboard the AMSEA-operated *USNS Benavidez* in Houston are Chief Cook Randall Campbell, Steward/Baker Dorray Saberón, OS Paubilito Ramos-Ortiz, AB Norvic Espiritu, Bosun Scott Snodgrass and Wiper Romeo Cruda.



WITH G&H BOATMEN IN HOUSTON – Patrolman Joe Zavala submitted these photos of Seafarers aboard G&H Towing tugboats in Houston. In photo above, Port Agent Mike Russo (left) meets with Chief Engineer Michael Lynch (center) and Capt. Christopher Bartholmey aboard the *Captain WD Hayden*. The remaining photos were taken on the *Thor* – that's Mate Ian Scott Manthey (a graduate of the Paul Hall Center apprentice program) in the photo at left, while Mate Jerry Perea (left) and Engineer Armando Mesa are in the photo at right.



ABOARD PACIFIC COLLECTOR – In the group photo above, Seafarers are pictured with SIU VP West Coast Nick Marrone (back row, holding copy of *LOG*) aboard the *Pacific Collector*, operated by TOTE Services. The photo at right shows Marrone and SIU hawsepiper Jeff Yarmola, now sailing as first engineer.



At Sea and Ashore With the SIU



FULL BOOK IN FLORIDA – Chief Cook Andrzej Mikosz (left) picks up his full book at the hall in Fort Lauderdale, Florida. Presenting the book is Port Agent Kris Hopkins.



ABOARD MAJ BERNARD FISHER – These snapshots were taken in mid-June on and near the Sealift-operated *MAJ Bernard Fisher* in Concord, California. Included in the group photo are SIU members Chief Cook Jayson Velez-Cruz, SA Elena Hoener, QMED Louise Digman, Apprentice Carlos Amaya-Avila, QMED Jeremy Jendrusiak, AB Arjan Purswani, AB Clifton Favorite, Steward/Baker Isabel Miranda, OS Timothy Culwell, Bosun Jovino Salise and AB Vince Adolph.



ABOARD NY WATERWAY FERRY – Patrolman Mark von Siegel (left) meets with Capt. Vince Lombardi on the NY Waterway passenger ferry *MV Finest* in Weehawken, New Jersey. *LOG* readers may remember Lombardi not just for his NFL namesake (no relation) but also for guiding the boat that picked up Captain Sully and others during the Miracle on the Hudson.

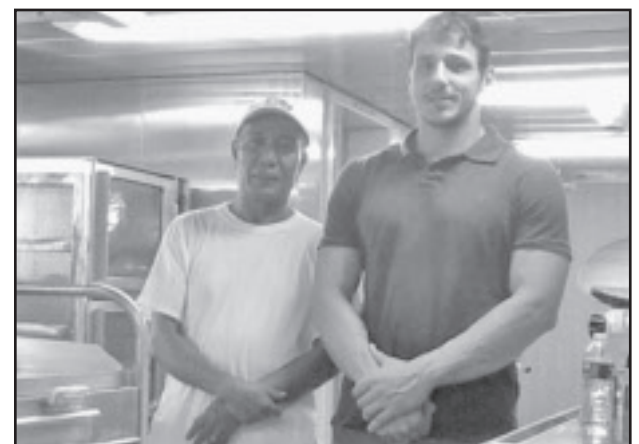


ABOARD MAERSK MONTANA – Seafarers recently wished a happy birthday to AB Victor Soares (left, with Re-certified Steward Lauren Oram) on the *Maersk Montana*. "He plans to retire this fall," Lauren noted. "We will miss our shipmate."



FULL BOOK IN JERSEY – QMED Ruben Haynes (right) picks up his full book at the hall in Jersey City, New Jersey. Congratulating him on the achievement is Safety Director Osvaldo Ramos.

ABOARD MAERSK CAROLINA – Braving the heat on the *Maersk Carolina* are (from left in photo at right) Bosun Laurentis Colbert and OSs Marcus Toby, Tyree Watkins and Derall Williams.



ABOARD OVERSEAS TEXAS CITY – Chief Cook Edyson Chaniago (left) and Patrolman Joe Zavala keep their balance on OSG's *Overseas Texas City* in Corpus Christi, Texas.



ABOARD CHEMICAL PIONEER – Pictured aboard USS Transport's *Chemical Pioneer* in mid-June in Houston are (back row, from left) AB Steve Kroner, Oiler Yuri Oliveros, DEU Mike Banks, AB Victor Calix, OS Curtis Walker, Pumpman Justin Valencia and Chief Cook Helen Mitchell-Nellum. Front: AB Leroy Reed, AB Musa Salem, AB Jovan Williams and Bosun Trevorous Ellison. Thanks to SIU Houston Safety Director Kevin Sykes for the photo.



ABOARD THOMAS JEFFERSON – Members of the SIU Government Services Division met with SIU VP Kermet Mangram (back row, left) in mid-June in Norfolk, Virginia, aboard the NOAA ship *Thomas Jefferson*.

Editor's note: Beginning in September 2010, the LOG periodically has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. Most of the earlier stories were run in two series, concluding in the September 2012 edition. Stand-alone articles were published in the November 2012, May 2013 and August 2013 issues, and a two-part missive ran in March and April 2014.

Most recently, the March, May and July 2015 LOGs featured the first three installment of Brother Woods' latest submission. The first piece left off following a return trip from Liverpool to New York in 1944 aboard the oil tanker SS Horse-shoe. The second one covered voyages to Casablanca and Curacao aboard the tanker SS Brandy Station. The third culminated on Christmas 1944 with the vessel in New Guinea.

Here's the final segment:

We left port the following morning and headed to Biak Island, north of New Guinea. When we arrived we tied up alongside two U.S. Navy destroyers and filled their fuel tanks. We then offloaded our aviation fuel to a U.S. Navy T2 tanker.

Merchant tankers were not permitted to offload fuel of any sort to U.S. Navy capital ships: battleships and aircraft carriers. We would offload to Navy tankers who in turn would offload to the larger capital ships.

Our cargo tanks are empty! We'll be heading home!

No, it was not to be. That afternoon, two merchant T2 tankers with half-filled cargo tanks came alongside and filled us up. We were under command of the U.S. Navy and it had been decided my ship was better suited than the others to remain in the South Pacific area.

New Guinea is another land that I have not been able to revisit. In 1944, the eastern part of the island was under Australian control and the western part controlled by the Dutch. Today, Australian New Guinea is now the Independent State of Papua and former Dutch Guinea is a part of Indonesia.

Years later I met Margaret Mead, the famous anthropologist at the American Museum of Natural History in New York, and had the opportunity to chat with her. Dr. Mead had spent time in New Guinea in 1930 when she was researching material for her book, "Growing Up in New Guinea." I told her of my visit there in December 1944 and she, in turn, recalled a few comical incidents from her visit.

The next day, we sailed north to Morotai Island in the East Indies to unload our cargo of aviation gasoline. There was a constant stream of military aircraft flying on and off the island. I later heard Morotai was the busiest American military airport in the area. It was MacArthur's last stopping off place in his "Island Hopping Campaign" on his way to Japan before he had his forces invade the Philippine Islands the previous October. He had lived up to his "I shall return," declaration.

Morotai had not been secured and fighting with a determined Japanese force was still under way on parts of the Island. Half of our cargo tanks still held bunkers (engine fuel) and we were sent to Manus in the Admiralty Islands to unload it. (My ship was to call at Manus twice more during the coming year.)

We started back across the Pacific and learned we would not be going to the States but once again to Panama. The old-timers were upset at hearing this. Many of them had wives and children and were used to short runs across the Atlantic. I would have liked to have gone back to the States but I consoled myself knowing that my two brothers, my brother-in-law and cousins in the armed forces had not been home in over two years.

During the year we spent in the Pacific, whenever we entered a port, the gunnery officer would receive port orders from the local U.S. Navy headquarters informing him of the uniform of the day; if shore leave was permitted; asking if there were any medical needs for the merchant crew or gunners; informing him if there were recreation facilities ashore; and letting him know if swimming was allowed, etc.

Almost everybody aboard would decide they needed medical attention and had to go ashore to the Navy infirmary to be examined (anything to get ashore and off the ship for a few hours).

Alas, no one got ashore; our medical needs were attended to aboard a nearby Navy hospital ship. With few exceptions each port we called at would have a Navy hospital ship ready.

When crossing the Pacific we would sail alone without escorts. On a number of occasions, after arriving at a destination, we would join a small escorted convoy. We would be on alert, sleepless and not knowing what to expect. The gunners would be put on a four-hour-on and four-hour-off watch. There would

Coins, Paper Money, Seaports - Small and Big Things I Remember



Woods (right) is pictured with a shipmate (left) and a local policeman in Leghorn, Italy, in April 1946.

be tension in the air.

One day, the chief mate came to the mess halls and said, "I want everyone to wear their lifejackets 24 hours a day." He added, "Sleep with them until you hear otherwise." He did not tell us the reason for his order.

As usual, it was difficult to sleep knowing you were in a dangerous area, aboard a ship loaded with a volatile cargo. At night there would be more men than usual in the mess hall with the regular excuse, "I thought I would have a cup of coffee." It wasn't necessary to say anything else; we were all a bit tense.

During my time at sea, I was bothered most by not knowing where we were going and too often not knowing the reason we were called to general quarters. A gunner would tell later us the reason - a ship was sighted in the distance, a plane was seen or an unidentified object was spotted floating in the sea.

On a weekly basis, we would be kept busy with lifeboat drills, fire drills, and calls to general quarters. We would also have gunnery practice; a raft would be made with a sail-like top and set afloat. The gunners would take turns trying to hit it.

There was a shortage of quinine throughout Southeast Asia and the South Pacific areas. Quinine was used in the treatment and prevention of malaria, a disease that was running rampant among our military forces.

A new drug named Atabrine had been developed a few years earlier and was used to replace the quinine. The correct dosage had not been established, but it had been decided that it was better than no drug at all. Aboard ship, the naval gunnery officer ordered his men to take a daily dose of the drug and to enforce his order; his sailors had to form a line before entering the mess hall at dinnertime. He stood by as one of his petty officers gave each sailor the pill.

The merchant crew was told that its use was optional, but the purser, who was also our medic, told us that it would be wise for us to also take a daily dose. The crew stopped taking it within a few days. The drug had a horrible bitter aftertaste, and in addition, it caused a yellow jaundice skin condition. The Navy sailors under orders from their officer had to continue using it; however, he later stopped the medicine as his men turned yellow and complained of stomach pains.

We were at anchor in Subic Bay, Philippines with a large naval force at anchor next to us: battleships, cruisers, aircraft carriers, destroyers and many of the smaller ships that accompany capital ships. There were also a number of T 2 tankers similar to ours, both U.S. Navy and merchant.

It was understood that this huge fleet was preparing to invade Japan once the Philippines were secured; but the Philippines had not been secured.

We learned that someone in the Navy hierarchy decided our cargo was needed in Manila about 50 miles south of us. We thought this was a big mistake!

We started down to the famous city alone, with no escorts. Before we entered Manila Bay we could see planes dive bomb-

ing in the distance and hear heavy weapons being fired. We took note there were ships sunk in the shallow waters of the Bay with their masts above water. Hanging from their masts were bodies, later identified as Japanese naval personnel that had been captured by Philippine guerrillas. It has been said that revenge is sweet.

I was not privy to what was taken place on our bridge. I joined the other off-duty crew members who were hanging over the railings watching what we would later call the Battle of Manila Bay. We were watching the planes dive bombing in the distance; our second mate came out on the deck above and said, "Those planes are bombing Corregidor and Bataan."

I wanted to give them three cheers; I remembered the infamous Bataan Death March.

Within a few minutes, a small craft pulled alongside and a naval officer called out, "Who the hell are you and what are you doing here?" The second mate answered him and the officer yelled, "Get the hell out of here. Do you want to blow up the whole damn port?"

We stayed at anchor overnight, as it was dark and we did not have a pilot to guide us. We left at daybreak and returned to Subic Bay.

As soon as we dropped anchor, U.S. Navy officers came aboard. Navy headquarters wanted to know who gave us the order go to Manila. Their inquiry was not a secret to anyone. Every crew member knew of the serious mistake in orders. (This event is recorded in the ship's log. However, I never learned the outcome of the investigation.)

We stayed at anchor for another week and then returned to Manila. The fighting had stopped in the immediate area and the lead gunner's mate obtained permission to go ashore to see if there were mail bags waiting for us.

It was an excuse to go ashore and see Manila. I don't think that anyone aboard ship expected mail to be waiting for us.

The gunnery officer gave me permission to go with the gunners. I was pleased that I did, because the first thing I noticed were bank notes strewn about the city: Japanese Philippine Peso paper money. I collected a goodly amount and, thereafter, whenever I wrote to my family members I included a few peso notes. My two older brothers, both in the Marines and veterans of various battles (Tarawa for one) later told me that they proudly showed the bills to their buddies, bragging about their little brother fighting in the Philippines.

Some nearby soldiers told us that a bank had been hit by a bomb and that there was Japanese occupation money scattered all over the Bay area.

There was a decomposing Japanese body on the dock still holding on to a rifle. The gunner's mate didn't give it a second thought and lifted the rifle off the body. The stock was damaged and covered with blood. He took it back to the ship, restored it and had a prized World War II souvenir. I was satisfied with the pile of Japanese invasion money I had collected.

I would like to visit the Philippines again. I remember every morning when I was in the Islands; the Armed Forces Radio would greet us with "Mabuhay," a welcome meaning long live. The people there are industrious and always want to learn. In this era, many of them become registered nurses in our hospitals.

Following a crossing of the Pacific to Panama we again were sent to Manus, Admiralty Islands. The Australians had taken the island back under their control and our captain was invited to attend a flag-raising ceremony.

Our captain never wore a uniform. He only wore civilian clothes aboard ship or on land. When he went ashore for meetings (convoy briefings, etc.) he wore a plain business suit and tie.

From there it was off to Ulithi Atoll, Caroline Islands where we sat at anchor in the bay for two weeks. It was the most boring and the hottest two weeks of the year we spent in the Pacific. However, the boredom vanished as soon as we left the port.

We were only a few miles out of the anchorage when the general quarters alarm sounded. When I got to my 20mm machine gun, I was told a Navy gunner on lookout thought he saw a torpedo pass by off the port bow and sounded the alarm. Better safe than sorry! We were sailing alone, and our good fortune was attributed to the captain having ordered a zigzag course when we departed the atoll. Both the captain and the Armed Guard officer ordered additional lookouts for the remainder of the night.

We were at sea when we heard that President Roosevelt had died and Harry Truman had taken his place. We were on the other side of the Date Line; it was Friday the Thirteenth, and FDR died on April 12, 1945 in Warm Springs, Georgia.

Later, when we heard that an atomic bomb had been dropped, we considered the news propaganda, an exaggerated report and questioned the bomb's effectiveness. The question, "What will happen when we invade Japan?" was on our minds on a daily basis.

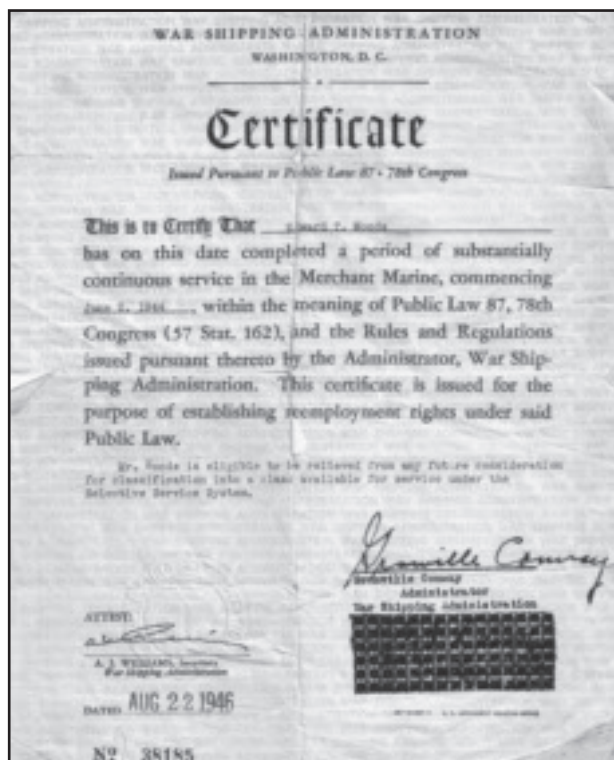
The war was over in Europe and the soldiers with a low number of points were being sent to the Pacific to help finish the fight with the Japanese. An enlisted man needed a score of 85 points to be considered for the demobilization.

The scores were determined as follows: for each month in the service, one point; for each month in the service overseas, one point; for a combat award (including medals and battle stars), five points; for each dependent child under age 18, 12 points.

Time of service was calculated from September 16, 1940. The four criteria were the only ones from which points were calculated. No points were issued for age, marriage or dependents over the age of 18. Battles and awards were also only accepted from a predetermined list. This system was considered the fairest method of demobilization by everyone except the men with low scores.

When we arrived back in Panama and tied up, next to us was an Army transport. On the pier were about 1,000 soldiers

Continued on next page



Although this document supposedly exempted Woods from the military draft, he said it "proved useless when the new Draft Law of 1948 was enacted."

Retired Merchant Mariner Woods Recalls Days at Sea

Continued from Page 10

going through an exercise program in the heat of the day.

The day before, these soldiers transiting the Canal en route to the Pacific had been given liberty and allowed to visit Panama City. Alas, they were despondent and vented their frustration by getting drunk, fighting with the local U.S. Army Military Police and causing disturbances throughout the city.

They were young – many had been drafted at the age of 18 – and were latecomers to the European Theater of Operations (ETO). However, they felt they had done their share, completed their assigned duties and wanted to go home and not be sent to the Pacific to fight another war.

For no given reason, they started fights in the bars with uniformed allied military personnel, especially English sailors and soldiers, by making unsavory remarks about British Royalty.

When leaving Panama, we heard we were heading to Okinawa. This revelation was a first. Previously, we wouldn't know our destination until at sea for a day or two.

When we arrived in Okinawa we were assigned to a berth in Buckner Bay, on the east coast of the island. Buckner Bay was named in honor of General Simon Bolivar Buckner, who was in charge of the initial invasion of the Okinawa. The general was killed shortly later when a Japanese shell hit his command post. General Buckner is listed as the highest-ranking officer killed in World War II.

The U.S. mail censors had eased up on deleting the location of our servicemen when mentioned in letters and I received word from home that my two Marine brothers, Bill and Dennis, were on Okinawa. I was determined to see them.

I spoke with our chief mate, who was going ashore on business, and he agreed to take me with him. We located the Fleet Post Office and I saw a sign: "No information given to the location of any units or personnel." I was devastated; I had not seen either of my two brothers in over two years.

The mate tried to help me and asked the sailor in charge to please reconsider the ban on locating outfits, adding that I deserved and had earned an affirmative reply. The mail clerk's answer was for me to write a letter addressed to my brothers and print on the envelope in big letters, "On the Island," telling them where my ship was located. I did as he suggested.

When we arrived back on board we were told that a typhoon was expected to hit the island and we would be heading out to sea to ride out the storm. When the storm hit us, we did everything but capsize. The seas and winds were rough and strong. For three days, the cooking of meals was kept to a minimum. The head cook made a heavy soup that was served in cups. Wet blankets were spread over the tables in the mess halls to help keep the tableware from sliding. (Wet blankets on the tables were often used in rough seas, especially in the North Atlantic.)

It was said, again and again, how lucky we were to be on a tanker during rough weather, a ship with a 30-foot draft.

When we returned to Buckner Bay, the port was devastated: Cargo ships that had lacked the necessary ballast to go to sea were washed up on the beaches. Debris was everywhere. The Fleet Post Office was gone, blown away. I received word that my brother Dennis, a radio operator with a Marine Air Group (MAG) had taken refuge from the typhoon in a cave, where he developed a serious breathing reaction from an unidentified allergen and was evacuated to a hospital in Guam. I was not to see him or my brother Bill until the three of us were back in New York at Christmastime.

During our stay at the island, we listened to the Japanese Instrument of Surrender ceremony aboard the *USS Missouri* on September 2, 1945 over the radio in our mess hall. Our mess hall radio was useless at sea, mostly static, except for a few rare news announcements from The British Broadcasting Company (BBC). In a port, however, we could listen to an Armed Forces Station radio.

When we departed Okinawa we knew we were heading back to Panama and then learned we would transit the Canal and go home. We spent a day in Panama taking on fresh water and a few food supplies, and then it was through the Canal and back to States. Our first port of call was Houston.

Houston, Texas

The Texas coast never looked so inviting, as we made out through the Houston Ship Channel and continued on to Goose Creek, Texas, now part of greater Houston. It seemed as if everybody aboard wanted to get to the nearest telephone. I know that I did. I called my mom and told her I was safely back in the States and should be home within few days.

Our tanks began to be loaded the minute we tied up at the pier. It was announced there would be a draw for those needing cash but the crew would not be paid off until we returned north.

The SIU rep told the purser this decision was not acceptable. The crew demanded to be paid off, and be given transportation fare to New York. The answer was, "No." The Articles of Agreement stated that if the ship was to return to its original port within a certain time, the company was not required to pay off the crew or to pay for transportation.

The majority of the crew were Seafarers International Union members and had been hired through the SIU hiring hall. They argued that the ship's articles were only effective for one year and it was now 14 months. Many of them were older men with families and had not expected to be gone for over a year. They wanted to go home.

Two of the three radio operators were discharged and only the chief radio operator kept aboard. The two Kings Point cadets were sent back to the academy, and we said goodbye to all of the U.S. Navy Armed Guard personnel. A few of them had been aboard with us from the beginning. It was back to a peacetime operation.

The crew remained adamant. Arbitration was called for with local union shop stewards and company representatives in attendance. It was decided in the crew's favor and the entire

crew, officers included, were paid off and given transportation funds. Kudos to the SIU agents for a job well done were offered by the crew.

We then learned that the ship was not scheduled to go to New York but to Baltimore. About five of us signed on for the short trip north when we heard that the trains and buses were filled to capacity with returning veterans being discharged in records numbers.

In a few days, we were in Baltimore (Sparrows Point) where we were again paid off and made our way to the railroad station for the ride to New York. We first made a quick tour of the then-infamous The Block: East Baltimore Street.

When we arrived in New York, I dropped Peter off at a hotel in downtown Manhattan; I was to meet him the next day and introduce him to my family. He had about \$1,500 dollars cash in his pockets (about \$15,000 today).

I never saw or heard from Peter again. I reported him to the police as a missing person who spoke but limited English. Pete was a good man and I hope he got back home to Latvia when things settled down.

Mom knew I was coming home – I had called her from Texas and she had waited for my arrival to cook and serve Thanksgiving Dinner. My two younger brothers, twins Johnny and Jimmy, now 13 years old, who had only come to my shoulder when I last saw them, now shared my height. My two older brothers, Billy and Dennis, were back in the States and were awaiting their discharges from the Marine Corps in California.

They arrived home a few days before Christmas. My mom was so excited having the three of us home safely; she escorted us to our local parish church, Holy Trinity R.C. on West 82nd Street, New York City, to say prayers of thanks.

Shortly after the holidays, my brothers signed on to what was called the 52-20 Club. It was a government program that gave returning veterans twenty dollars a week for one entire year to assist them in settling back to a normal life. They also enrolled in college to continue their education.

It was then that I felt like a leper, shunned by society. It was obvious that the false news reports from the newscasters (Walter Winchell and Westbrook Pegler in particular) had been spread nationwide. I would hear, "Is it true that most of the merchant seamen were draft dodgers and that they refused to offload ships in war zones? And that they sold sandwiches to the servicemen for outrageous prices?"

I was devastated, as I thought of the 16-year-old kids who had quit school to go to sea with the merchant marine. It was the first paying job for most of the teenagers and I can now say without reservation, I don't believe that the pay scale had anything to do with their initial enlistment. At 16, you could go to sea with the merchant marine; to enlist in the other services you had to be 17.

I had enlisted at 16 and I was now 18, and I sincerely thought I had done my share in helping to defeat the Axis. I had been in the retaking of Manila. I sailed through storms in the North Atlantic and typhoons off Okinawa. To the best of my knowledge, I narrowly missed being blown down to Davy Jones' Locker by German U-boats and/or Japanese submarines – all the while, working on a tanker carrying a volatile cargo.

It was somewhat gratifying to hear that our late President Roosevelt had commended the seamen for contributions to the winning of the war. There were also a number of other accolades from high-ranking military officers.

I elected to continue to go to sea; I was now 18 and had a lifetime in front of me. "I don't need any government assistance, I can do it alone," I declared.

I visited Okinawa again in December 1948 when I was en route home to the States from Korea on a U.S. Army Transport. I had been working in Korea for eight months as a turbine operator.

When I last saw Okinawa in 1945, it had been devastated by a typhoon. This time when I went ashore, I was pleasantly surprised to see a manicured, pristine landscape – a dramatic change from my previous visit. A huge sign read: *Welcome to Okinawa courtesy of the United States Ryukyu Islands Command.*

Nearby was a plaque honoring Ernie Pyle, the American journalist known for his columns as a roving correspondent. He was loved and honored by the common soldier.

We arrived in San Francisco Christmas Eve 1948. As we passed under the Golden Gate Bridge, the passengers threw pennies over the side, supposedly a good luck tradition.

All government offices were closed for the Christmas holiday weekend and I was short on funds, as I had not been paid in a number of weeks. Transportation back to New York could not be arranged until Monday when the government offices reopened.

One of the men with whom I had worked in Korea had previously lived in the City by the Bay, and he was able to get me a hotel room with the understanding I would pay the hotel bill on the coming Monday. (Credit cards were far in the future.)

He also treated me and two other friends to dinner at the Top of the Mark Restaurant (Mark Hopkins Hotel). I will always remember that night: Christmas Eve, the hotel beautifully decorated for the holidays, a delicious dinner and a view of the moon shining over Alcatraz Island.

When we returned to the hotel, the desk clerk said that I had a long distance call. It was from my girlfriend, Jackie, in New York City. We chatted and attempted to make up for the eight months I had been away. Jackie and I will soon celebrate our sixty-fifth wedding anniversary.

Starting with boot camp training in June 1944, I was vaccinated on a continuous basis. At the laboratory I would be asked if I knew where my ship was going, and when I said, "I don't know," I would be inoculated with another vaccine and/or a booster shot. I didn't like getting inoculations because I never knew how I would react to them.

Following a vaccination, I saw others with swollen arms



Woods (right) and a shipmate visit the Leaning Tower of Pisa in April 1946.

or having a fainting spell. Fortunately, I rarely experienced any after effects. I was, however, inoculated in Korea with a vaccine for Japanese encephalitis. It was administered over a three-day period and I felt that I was being hit with a hammer. My upper arm ached for days. I consoled myself and accepted the pain when I was told the alternative was a possibility of brain inflammation and death. During World War II, inoculations were mandatory.

End Notes

Following the end of hostilities, it was a lot more fun going ashore in foreign countries. I began the year 1946 making coastwise runs to Texas and Louisiana and Massachusetts. In Aransas Pass, Texas, I enjoyed a huge steak for a dollar and a quarter. The steak covered an entire dinner plate. I watched porpoises at play in the bay.

In Louisiana, we went up the Mississippi to Baton Rouge and passed New Orleans without stopping. We could see the nearby French Quarter and one of the old-timers aboard ship commented on how much he missed being on Bourbon Street.

Our pier in Baton Rouge was at the end of bus route and about five of us boarded the bus for a ride into the city. At that time, the early months of 1946, smoking was permitted in the rear seats of buses and streetcars in New York and other cities. We went to the back of the bus and lit up.

Within a few seconds the bus driver walked back and said in a nasty, threatening voice, "Who the hell do you think you are? You get your asses out of here or I'll have the whole lot of you thrown in jail."

We thought he was upset because we were smoking and tried to apologize for our error. He then said, "Get in front of the bus where you belong," and he pointed to a sign reading: Negroes/Whites.

As young and naïve as we were, we had learned to follow the old adage, "When in Rome, do as the Romans do." I am sure that our northern accents added to his displeasure. We knew, for our own safety, not to challenge local customs.

Soon after, I got a berth on an Army Transport and sailed through the Mediterranean Sea to Leghorn, Italy. I had a feeling of awe as we sailed passed the Pillars of Hercules and viewed Spain and the Rock of Gibraltar off the port side and Morocco to the starboard. In Leghorn, I hitch-hiked a ride on an U.S. Army truck to the Leaning Tower of Pisa.

The next month I called at Bremerhaven, Germany, for the first time and witnessed little boys scavenging through our garbage on the pier. It was a sad and unforgettable sight, viewing innocent victims paying the price for a war waged by a maniac. A month later, I was again in Germany, however this time I was to spend six months there following an explosion aboard ship that caused extensive damage to our engine room.

I befriended a former German military cadet whose ambition was to learn and speak fluent English. I gave him a few copies of out-of-date American magazines. He was so pleased that when I next saw him he gave me seven old Chinese coins. Years before, his grandfather had returned from a trip to China and he given them to him.

I have no way of identifying the coins, try as I may. They do seem to be made of silver.

I am fascinated by one coin in particular, a square silver

Continued on Page 20



QMED Frank Sambula (right) receives his full book and a congratulatory handshake from Port Agent Pat Vandegrift.

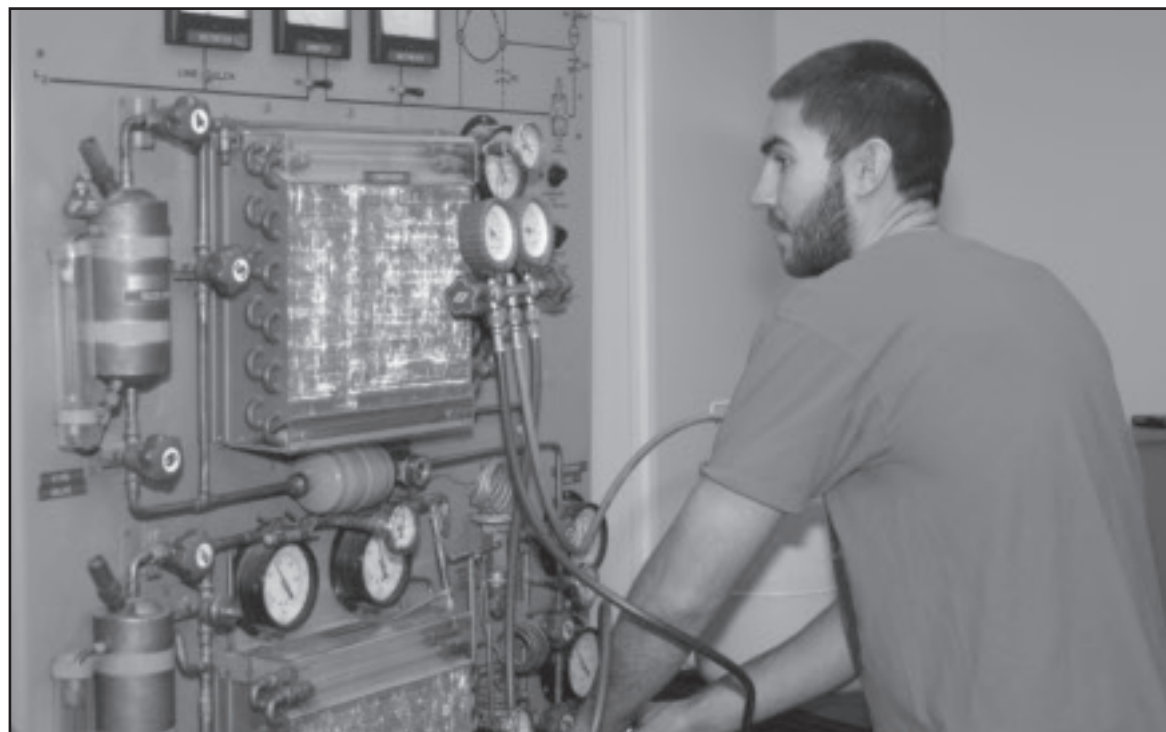


SIU-Affiliated PHC Continues Tradition of Excellence

Since 1967, the SIU-affiliated Paul Hall Center for Maritime Training and Education, which includes the Seafarers Harry Lundberg School of Seamanship, has provided top quality instruction for individuals looking to make a living for themselves and their families on the high seas, Great Lakes and inland waters while sailing aboard American-flagged vessels as U.S. Merchant Mariners.

Located in Piney Point, Maryland, the school blends hands-on training with classroom instruction both for entry-level mariners and for experienced individuals returning for upgrading classes. Since 1999, the school also has featured the Joseph Sacco Fire Fighting and Safety School, a state-of-the-art facility located on a nearby campus. Additionally, the school recently underwent a multi-million dollar upgrade featuring new simulators and other improvements.

A number of recent photos from the school appear on these pages. Additional information about the school, including an application for the apprenticeship program, is available in the Paul Hall Center section of www.seafarers.org



AB/Tankerman Warren Burke (left) recently called it a career after sailing with the union since 1988. He spent most of those years working for Penn Maritime. Presenting Burke's first pension check is Port Agent Pat Vandegrift.



Chief Cook Roxanne Fike is all smiles upon picking up her full book.



FOWT James Cronk displays his newly acquired full book.



For decades, the school has demonstrated its versatility in part by providing off-site training for Seafarers-contracted companies and other groups. PHC Instructor Brad Wheeler (right) recently upheld that tradition when he conducted a vessel security officer class for military personnel at Fort Dix in New Jersey. In addition to his PHC duties, Wheeler serves in the U.S. Navy Reserve, where he recently was promoted to captain.



Port Agent Pat Vandegrift (left) congratulates SA Shelby Curtis on receiving her full book.



Here's one more thing
Union families can share.

Save on education expenses with Union Plus. The rising cost of higher education can be a real barrier to union families who want the best for their kids. Union Plus offers annual scholarship awards, discounts on college test prep courses and college counseling, plus grants to help erase college loan debt. Don't let money complicate your family's college goals. Turn to Union Plus for help.



Save at UnionPlus.org/Education

8/15

August & September 2015 Membership Meetings

Piney Point.....	Monday: August 3, *Tuesday: September 8
Algonac.....	Friday: August 7, September 11
Baltimore.....	Thursday: August 6, September 10
Guam.....	Thursday: August 20, September 24
Honolulu.....	Friday: August 14, September 18
Houston.....	Monday: August 10, September 14
Jacksonville.....	Thursday: August 6, September 10
Joliet.....	Thursday: August 13, September 17
Mobile.....	Wednesday: August 12, September 16
New Orleans.....	Tuesday: August 11, September 15
Jersey City.....	Tuesday: August 4, September 8
Norfolk.....	Thursday: August 6, September 10
Oakland.....	Thursday: August 13, September 17
Philadelphia.....	Wednesday: August 5, September 9
Port Everglades.....	Thursday: August 13, September 17
San Juan.....	Thursday: August 6, September 10
St. Louis.....	Friday: August 14, September 18
Tacoma.....	Friday: August 21, September 25
Wilmington.....	Monday: August 17, September 21

*Piney Point change due to Labor Day holiday

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



Dispatchers' Report for Deep Sea

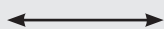
June 16, 2015 - July 15, 2015

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	16	9	1	18	8	1	7	23	20	2
Anchorage	1	1	0	1	2	1	2	1	1	0
Baltimore	2	8	1	3	3	0	1	4	6	1
Fort Lauderdale	20	11	4	9	12	1	9	33	13	4
Guam	6	2	0	4	1	0	0	6	2	0
Harvey	13	2	1	10	0	0	1	24	4	4
Honolulu	9	1	0	8	4	0	4	20	3	2
Houston	71	15	4	43	8	1	21	93	22	2
Jacksonville	40	15	5	28	17	1	16	64	28	5
Jersey City	43	14	3	31	10	1	24	79	26	5
Joliet	8	3	0	3	3	0	1	8	1	1
Mobile	6	4	2	3	3	0	0	11	5	2
Norfolk	21	15	1	23	15	1	14	28	21	3
Oakland	12	5	2	14	9	1	11	29	8	1
Philadelphia	7	4	2	3	1	2	0	14	7	3
Piney Point	4	2	0	2	0	0	1	3	3	1
Puerto Rico	2	3	2	2	5	0	4	9	3	5
Tacoma	35	10	0	26	5	2	12	70	14	4
St. Louis	1	2	0	2	3	0	1	2	2	0
Wilmington	35	10	0	19	9	1	14	59	36	5
TOTALS	352	136	28	252	118	13	143	580	225	50
Engine Department										
Algonac	4	3	1	1	3	1	2	3	3	0
Anchorage	1	0	0	1	0	0	0	0	0	0
Baltimore	4	5	0	2	4	0	1	6	3	2
Fort Lauderdale	5	3	1	8	6	1	6	12	3	1
Guam	0	0	0	0	0	0	0	1	1	0
Harvey	5	0	0	1	2	0	2	9	2	0
Honolulu	10	5	1	4	7	1	4	20	9	3
Houston	12	9	4	15	5	1	5	28	13	3
Jacksonville	16	20	3	17	11	1	10	50	27	4
Jersey City	14	10	3	8	11	0	5	25	9	7
Joliet	5	2	0	3	2	0	1	4	1	0
Mobile	6	5	3	3	2	0	1	9	4	3
Norfolk	8	9	3	7	12	2	7	19	22	5
Oakland	11	5	2	7	5	1	7	21	6	3
Philadelphia	2	2	0	2	0	0	0	4	3	0
Piney Point	1	4	0	2	0	0	1	1	2	1
Puerto Rico	5	6	1	2	1	1	1	4	9	1
Tacoma	12	3	1	12	6	1	3	28	9	5
St. Louis	2	0	0	1	0	0	1	3	1	0
Wilmington	12	6	0	9	8	0	7	28	17	2
TOTALS	135	97	23	105	85	10	64	275	144	40
Steward Department										
Algonac	2	3	1	2	1	0	0	5	3	1
Anchorage	1	1	0	1	0	0	1	0	1	0
Baltimore	2	1	0	4	0	0	0	2	2	0
Fort Lauderdale	7	0	0	10	4	0	4	16	0	0
Guam	0	0	0	0	0	0	0	0	0	0
Harvey	5	1	0	3	2	0	2	6	0	0
Honolulu	13	1	0	9	0	1	6	23	1	1
Houston	29	4	0	12	1	0	6	38	8	3
Jacksonville	21	5	4	18	5	1	5	36	12	6
Jersey City	15	4	1	13	4	0	6	26	8	2
Joliet	0	1	0	1	0	0	0	0	2	1
Mobile	2	1	0	5	1	0	3	6	1	0
Norfolk	15	12	3	13	6	2	6	22	16	3
Oakland	17	5	2	12	3	1	6	28	9	3
Philadelphia	4	1	1	1	0	1	1	5	0	0
Piney Point	4	1	0	5	1	0	3	3	0	0
Puerto Rico	1	0	0	1	5	0	0	2	5	1
Tacoma	11	1	0	13	1	0	8	25	2	0
St. Louis	3	1	0	3	0	0	1	3	2	0
Wilmington	18	3	2	8	3	0	4	40	9	3
TOTALS	170	46	14	134	37	6	62	286	81	24
Entry Department										
Algonac	4	12	3	2	6	0	1	4	9	11
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	0	0	1	0	0	1	0	0	1	0
Fort Lauderdale	2	1	3	1	0	0	0	2	7	3
Guam	0	0	0	0	0	0	0	0	0	0
Harvey	1	3	3	1	1	0	2	1	1	3
Honolulu	0	6	6	2	7	3	0	0	10	7
Houston	1	14	4	4	9	1	3	2	20	6
Jacksonville	4	12	7	1	14	3	5	7	22	16
Jersey City	3	15	4	0	15	2	1	8	23	13
Joliet	0	1	2	0	1	1	0	0	1	0
Mobile	0	2	6	0	0	0	0	0	2	3
Norfolk	1	11	10	1	11	5	2	0	17	26
Oakland	2	9	6	1	11	2	0	2	15	8
Philadelphia	0	0	0	0	0	0	0	0	0	3
Piney Point	0	1	1	0	1	0	1	0	1	1
Puerto Rico	0	0	0	0	0	0	0	1	0	0
Seattle	4	9	6	3	10	7	1	7	13	11
St. Louis	0	0	1	0	0	0	0	0	0	2
Wilmington	4	13	6	3	4	3	1	9	25	20
TOTALS	26	111	69	19	90	28	17	43	169	133
GRAND TOTAL:	683	390	134	510	330	57	286	1,184	619	247

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

1730 Jefferson St., Houston, TX 77003
 (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

JERSEY CITY

104 Broadway, Jersey City, NJ 07306
 (201) 434-6000

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

This month's question was answered earlier in the year by members of a steward recertification class at the SIU-affiliated Paul Hall Center in Piney Point, Maryland

Question: What was one of your favorite voyages, and what made it so?



James Kelly
Recertified Steward

One of my favorites was when traveling to Japan during the LNG days. It allowed me to see how big technology was there. Then, it was interesting coming back to the States and seeing how quickly that technology gets here.



Don Irvine
Recertified Steward

Going to the South Pole. With 35 years in sailing, that was the best of really living at sea. Being at the bottom of the world and seeing all the sea life was interesting. I live in Cebu in the Philippines so the South Pole was definitely different.



Ali Matari
Recertified Steward

I can't pick a specific voyage. In our line of work you get to travel all over the world for free, which is one reason I love this business. In this job you're always happy to go home and after some time you're happy to go back to work. God bless the SIU.



Janice Gabbert
Recertified Steward

The old *Liberty* (ARC) car carrier. The crew had been sailing together on and off for several years. The officers were real and down to earth – no hassles and a decent budget for food. There were no beefs and everyone got along very well. The wages were lower than some other contracts but the camaraderie was wonderful.



Solomon Darku
Recertified Steward

I was on two OSG ship: *Overseas Cascade* and *Overseas Chinook*, stationed in Brazil for two years. The *Cascade* was for nine months straight. I got to experience the culture and Brazilian life up close and personal – and let's just say, all the things you've heard about Brazilian life, night and day, are true! The food was fantastic and there's not enough space here to talk about the nightlife. Everyone should have a visit to Brazil on their bucket list.



Robin Ballard
Recertified Steward

The most memorable voyage of my career was aboard the *MV Paul Buck*, Operation Deep Freeze. We went up to Thule, Greenland (Peterson Air Force Base). Seeing the icebergs, glaciers and polar bears was fantastic. The camaraderie of the crew and the excitement from the military in Thule.... We all felt pride in the knowledge that we were providing assistance to the men and women who serve our great country.



Dulip Sookhiram
Recertified Steward

My best trips were on APL and Maersk ships, when I was an SA learning to be a sailor. I worked as a GVA and then I came to the school, the Paul Hall Center. I became a cook and then a steward, doing my best to make things go smoothly on the ships.

Pic From The Past



From the May 1976 *Seafarers LOG*: "Seafarer Francis Buttas stamps out flange on a damper that was stripped and needed a new thread. Buttas sails as fireman aboard the *John T. Hutchinson*."

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

THOMAS BARRETT

Brother Thomas Barrett, 55, started sailing with the SIU in 1980. He was initially employed on the *Overseas Aleutian*. Brother Barrett shipped in the steward department. He upgraded on numerous occasions at the maritime training center in Piney Point, Maryland. His most recent trip was aboard the *Comet*. Brother Barrett is a resident of Rogers City, Michigan.



WENDELL BROWN

Brother Wendell Brown, 68, joined the SIU in 1989 in Norfolk, Virginia. His first ship was the *USNS Denebola*. The engine department member attended classes frequently at the Paul Hall Center in Piney Point, Maryland. Brother Brown's last ship was the *Maersk Ohio*. He continues to reside in his native state, Virginia.



KENNETH CLARK

Brother Kenneth Clark, 65, donned the SIU colors in 1991. He originally shipped on the *USNS Harkness*. Brother Clark enhanced his skills in 1993 at the union-affiliated maritime training center. He sailed in the steward department. Brother Clark's most recent trip was aboard the *Korea*. He calls Modesto, California, home.



KAREN FENSEL

Sister Karen Fensel, 66, began shipping with the union in 1989. She originally sailed on the *Independence*. A member of the steward department, Sister Fensel enhanced her skills often at the Piney Point school. Her most recent vessel was the *Manukai*. Sister Fensel resides in Honolulu.



JOHN FORESTER

Brother John Forester, 66, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He worked in the deck department, most recently aboard the *Alliance Norfolk*. Brother Forester lives in Spofford, New Hampshire.



RALPH KIRBY

Brother Ralph Kirby, 65, joined the union in 1989. The deck department member's first trip was aboard the *2nd Lt. John Paul Bobo*. Brother Kirby upgraded on numerous occasions at the Paul Hall Center. His last trip was on the *Freedom*. Brother Kirby makes his home Port Charlotte, Florida.



JAMES MCGINTY

Brother James McGinty, 65, became a Seafarer in 1971. His first ship was the *Walter Rice*; his most recent, the *Ranger*. Brother McGinty enhanced his skills on three occasions at the Piney Point school. He worked in the engine department. Brother McGinty is a resident of Coatesville, Pennsylvania.



JESSIE MIXON

Brother Jessie Mixon, 59, signed on with the SIU in 1974. He initially sailed aboard the *Penmar*. Brother Mixon upgraded twice at the maritime training center in Piney Point, Maryland. He shipped in both the steward and deck departments. Brother Mixon's last ship was the *Sulphur Enterprise*. He resides in Magnolia, Mississippi.



NELS NELSON

Brother Nels Nelson, 71, started shipping with the union in 2004. The steward department member first sailed on the *USNS Mary Sears*. Brother Nelson concluded his career aboard the *USNS LCPL Roy M. Wheat*. He was born in South Carolina and attended classes in 2010 at the Piney Point school. Brother Nelson settled in Brownsville, Texas.



FRANCIS OSTENDARP

Brother Francis Ostendarp, 55, donned the SIU colors in 1984. He originally sailed aboard the *LNG Virgo*. Brother Ostendarp shipped in the steward department and often enhanced his skills at the maritime training center in Piney Point, Maryland. His most recent trip was on the *El Yunque*. Brother Ostendarp is a resident of Hilo, Hawaii.



RONALD RIZZUTO

Brother Ronald Rizzuto, 67, began sailing with the Seafarers in 1991. He first shipped aboard the *Independence*. In 1996 and 1997, Brother Rizzuto upgraded at the SIU-affiliated school in southern Maryland. The deck department member's most recent voyage was on the *Horizon Enterprise*. Brother Rizzuto lives in Pittsburg, California.



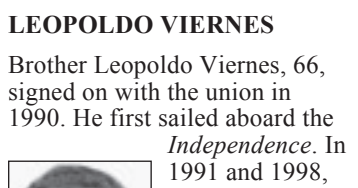
OSWALD STOIBER

Brother Oswald Stoiber, 73, became an SIU member in 1991. His first voyage was aboard the *Independence*. Brother Stoiber sailed in the steward department. He attended classes on numerous occasions at the Piney Point school. Brother Stoiber's most recent trip was on the *Overseas Los Angeles*. He calls Sonoma, California, home.



CECILIO SUAREZ

Brother Cecilio Suarez, 63, first donned the SIU colors in 1976. He was initially employed aboard a Monticello Tanker Company vessel. Brother Suarez upgraded twice at the Seafarers-affiliated school in Piney Point, Maryland. He last sailed on the *Elizabeth*. Brother Suarez, who sailed in the steward department, is a resident of Brooklyn, New York.



LEOPOLDO VIERNES

Brother Leopoldo Viernes, 66, signed on with the union in 1990. He first sailed aboard the *Independence*. In 1991 and 1998, Brother Viernes took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last shipped on the *Pride of America*, as a deck department member. Brother Viernes calls Kapolei, Hawaii, home.



INLAND

PAUL BAXTER

Brother Paul Baxter, 62, started sailing with the Seafarers in 1974 in Norfolk, Virginia. He primarily worked aboard Allied Towing vessels. Brother Baxter was born in Kentucky and shipped in the deck department. He resides in Frankfort, Kentucky.



STEPHEN BERSCHGER

Brother Stephen Berschger, 58, began his seafaring career in 1990. He initially sailed in the deep sea division on the *1st Lt. Baldomero Lopez*. Brother Berschger upgraded frequently at the Paul Hall Center and was a member of the deck department. He last sailed with Crowley Towing & Transportation of Jacksonville. Brother Berschger is a resident of Navarre, Florida.



WILLIAM BURGESS

Brother William Burgess, 71, became an SIU member in 1999. He upgraded in 2001 at the Piney Point school. Brother Burgess was first employed aboard the *USNS Regulus*. His most recent trip was on the *Padre Island*. Brother Burgess sailed in the deck department and makes his home in Altoona, Pennsylvania.



EMMETT DE RUSHA

Brother Emmett De Rusha, 67, donned the SIU colors in 1987. He sailed with McAllister Towing of Virginia. Brother De Rusha was a deck department member. In 2003, he took advantage of educational opportunities at the maritime training center in Piney Point, Maryland. Brother De Rusha lives in Chesapeake, Virginia.



DAVID KEEFE

Brother David Keefe, 55, began shipping with the union in 1990. His first trip was on the *Gulf Trader*. Brother Keefe was born in Florida and sailed in the deck department. He attended classes at the Paul Hall Center on three occasions. Prior to his retirement, Brother Keefe worked with Crowley Towing & Transportation of Jacksonville. He lives in Jacksonville, Florida.

RALPH PORTER

Brother Ralph Porter, 66, joined the union in 1993, originally sailing aboard Dixie Carriers vessels. He worked in both the deck and steward departments. Brother Porter last sailed with Crowley Towing & Transportation of Jacksonville. He settled in Tomball, Texas.

JAMES RANNA

Brother James Ranna, 63, started sailing with the SIU in 1975. He was primarily employed with

Crescent Towing & Salvage of New Orleans as a member of the deck department. In 1984, Brother Ranna attended the Piney Point school. He resides in Diamondhead, Mississippi.

HOMER ROBERSON

Brother Homer Roberson, 55, donned the SIU colors in 1991 in Houston. He sailed primarily with Crowley Towing & Transportation. Brother Roberson worked in the deck department. He upgraded often at the union-affiliated school in Piney Point, Maryland. Brother Roberson lives in Portland, Texas.



ROBERT VENABLE

Brother Robert Venable, 56, began shipping with the union in 1990. He originally sailed in the deep sea division aboard the *Sealift Mediterranean*. On two occasions, Brother Venable took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. His most recent trip was with Crowley Towing & Transportation of Jacksonville. Brother Venable makes his home in Palm Coast, Florida.



GREAT LAKES

TIMOTHY ORBAN

Brother Timothy Orban, 58, joined the union in 1974. He first shipped on the *J.A.W. Iglehart*. Brother Orban sailed in the engine department. His final trip was on the *Sam Laud*. Brother Orban upgraded frequently at the Paul Hall Center. He makes his home in Alpena, Michigan.

ROBERT WAGONER

Brother Robert Wagoner, 60, signed on with the SIU in 1973. He initially sailed on the *Richard J. Reiss* as a deck department member. Brother Wagoner attended classes at the union-affiliated school in 1995. He most recently sailed aboard the *American Spirit*. Brother Wagoner resides in Manistee, Michigan.



NATIONAL MARITIME UNION

CLIFTON FLEMMINGS

Brother Clifton Flemmings, 65, was an NMU member prior to the 2001 merger with the Seafarers International Union. He sailed in the engine department, most recently on the *USNS Regulus*. He calls Prichard, Alabama, home.

Final Departures



DEEP SEA

ROBERT ALLEN

Pensioner Robert Allen, 78, passed away December 20. He became an SIU member in 1963. Brother Allen initially worked aboard the *Hurricane*. He was born in Louisiana and sailed in the steward department. Brother Allen's final trip to sea was on the *Green Island*. He retired in 2008 and made his home in Norfolk, Virginia.

ANDREW BONEY

Pensioner Andrew Boney, 86, died April 7. He joined the union in 1951. Brother Boney was a member of the deck department. He first sailed with AH Bull Steamship Company. Brother Boney concluded his career on the *Cape Flattery*. He began receiving his pension in 1991 and lived in South Hill, Virginia.



HAROLD BOONE

Pensioner Harold Boone, 80, passed away December 29. Brother Boone began his seafaring career in 1980. He originally worked in the inland division with Dixie Carriers. Brother Boone was born in Oklahoma and shipped in the deck department. His last vessel was operated by Marine Personnel Provisioning. Brother Boone went on pension in 2004 and was a resident of Slidell, Louisiana.

ROGER CASH

Pensioner Roger Cash, 57, died December 23. He joined the union in 1987 in the port of Wilmington, California. Born in Kentucky, Brother Cash was a member of both the engine and deck departments. His final trip to sea was on the *Long Beach*. Brother Cash started collecting his retirement compensation in 2003. He resided in San Pedro, California.



LUIS CUEVAS

Pensioner Luis Cuevas, 79, passed away December 29. Brother Cuevas signed on with the SIU in 1980. He initially sailed with Manhattan Tankers Corporation. Brother Cuevas worked in all three departments and concluded his career aboard the *Crusader*. He became a pensioner in 2004 and lived in Connecticut.



KENNETH DUDLEY

Pensioner Kenneth Dudley, 87, died January 6. He began sailing with the union in 1967. Brother Dudley's first ship was operated by Bulk Transport Inc. The steward department member last shipped on the *President Cleveland*. Brother Dudley retired in 1992 and called Seal Cove, Maine, home.

CHAVALIER MAYCOCK

Brother Chavalier Maycock, 63, passed away October 27. Brother Maycock donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was born in Barbados and shipped in the engine department. Brother Maycock's final vessel was the *Charleston Express*. He made his home in Philadelphia.

JAMES NIETO

Pensioner James Nieto, 90, died January 25. He joined the union in 1989. The steward department member's first trip was on a Hudson Waterways boat. Brother Nieto's most recent ship was the *Anchorage*. He began receiving his retirement pay in 1989. Brother Nieto was born in New Mexico and settled in Chula Vista, California.

CLAUDIE PICKLE

Pensioner Claudie Pickle, 88, passed away January 23. He began sailing with the union in 1952. Brother Pickle originally sailed with Pennsylvania Hide Company. He was born in Mississippi and work as a member of the deck department. Brother Pickle was last employed on the *Equality State*. He started collecting his retirement compensation in 1988 and was a resident of Amory, Mississippi.



VEIKKO POLLANEN

Pensioner Veikko Pollanen, 93, died December 27. Born in Finland, Brother Pollanen joined the SIU in 1952. He first worked with Waterman Steamship Company. Brother Pollanen sailed in the deck department and most recently shipped aboard the *Economy*. He retired in 1986 and resided in Metairie, Louisiana.



VICTOR PRADO

Pensioner Victor Prado, 86, passed away January 14. Brother Prado became a Seafarer in 1957. His earliest trip to sea was on the *Charles Dunaif*. Brother Prado was a deck department member. Prior to his retirement in 1994, he sailed aboard the *Carolina*. Brother Prado called San Jose, Costa Rica, home.



MICHAEL RUTA

Pensioner Michael Ruta, 93, died January 23. Brother Ruta signed on with the SIU in 1953. At the start of his career, he shipped on the *Steel Record*. Brother Ruta was a native of Italy. A member of the deck department, he last sailed aboard the *Puerto Rico*. Brother Ruta retired in 1988 and settled in Dundalk, Maryland.

GEORGE TIDWELL

Pensioner George Tidwell, 75, passed away January 10. He started shipping with the union in 1968. Brother Tidwell's first vessel was the *Steel Executive*; his last was the *Horizon Pacific*. The Mississippi native sailed in the engine department. Brother Tidwell began collecting his pension in 2010 and lived in Honolulu.



GENE WHEELIS

Pensioner Gene Wheelis, 46, died February 11. Brother Wheelis donned the SIU colors in 1991. He was born in San Antonio, Texas. Brother Wheelis initially shipped on the *Charleston*. He worked in both the deck and engine departments. Brother Wheelis most recently sailed aboard the *Cape Taylor*. He went on pension in 2014 and made his home in Katy, Texas.



INLAND

BILLY ACUP

Pensioner Billy Acup, 77, passed away December 22. He joined the SIU in 1965. Brother Acup shipped with Z Inland Tugs and Gateway Harbor Service, among other companies. He began receiving his pension in 2002 and called Cahokia, Illinois, home.



ROBERT AUGUST

Pensioner Robert August, 75, died December 29. He signed on with the union in 1978. Brother August worked in the deck department aboard Crowley Towing & Transportation of Jacksonville vessels. He retired in 2005 and resided in Titusville, Florida.

MEREDITH BISHOP

Pensioner Meredith Bishop, 96, passed away January 3. He started sailing with the SIU in 1963. The Iowa-born mariner originally worked with Galveston Wharves. Before his retirement in 1983, Brother Bishop was employed with Michigan Tankers Inc. He made his home in Dickinson, Texas.



JOHN BROWN

Pensioner John Brown, 75, died January 5. Brother Brown became an SIU member in 1962. He was initially employed with OSG Ship Management. The engine department member was born in Baltimore. Brother Brown last sailed on a McAl-



lister Towing of Baltimore vessel. He started receiving his pension in 2002 and settled in Pasadena, Maryland.

GERALD CLOSE

Pensioner Gerald Close, 74, passed away January 6. He joined the union in 1968. Brother Close first worked with Pennsylvania Railroad's Port of Norfolk division. He most recently shipped aboard a Penn Central Transportation Company vessel. Brother Close retired in 2002 and called Gwynn, Virginia, home.



WALTER GRABOWSKI

Pensioner Walter Grabowski, 88, died January 27. Born in Jersey City, New Jersey, Brother Grabowski began sailing with the SIU in 1960. He was initially employed with Penn Central Transportation Company. Brother Grabowski also sailed with Michigan Tankers, and National Marine Service, among others. He became a pensioner in 1985 and continued to reside in New Jersey.

MILTON HARRIS

Pensioner Milton Harris, 86, passed away December 24. He signed on with the union in 1963. Brother Harris primarily shipped with HVIDE Marine as a member of the deck department. He began receiving his retirement compensation in 1983. Brother Harris was a resident of his native state, Texas.



JOE WORRELL

Pensioner Joe Worrell, 93, died December 25. He began his union career in 1968. Brother Worrell worked with Taylor Marine Towing Company for the duration of his career. He was born in Leon, Kansas. Brother Worrell went on pension in 1988 and settled in New Jersey.

THOMAS ZEHNER

Pensioner Thomas Zehner, 74, passed away January 20. Brother Zehner joined the union in 2001 in the port of Mobile, Alabama. He primarily worked with Crowley Towing & Transportation of Jacksonville. Brother Zehner was born in New Orleans and sailed in the deck department. He started collecting his pension in 2007. Brother Zehner made his home in Chesterfield Township, Michigan.



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

JOHN DEVANEY

Pensioner John Devaney, 82, passed away January 6. Brother Devaney was born in Kansas City, Missouri. He became a pensioner in 1987 and lived in

Olathe, Kansas.

LUIS DAZA

Pensioner Luis Daza, 95, died December 21. Brother Daza, a native of Colombia, began collecting his pension in 1985. He resided in Hialeah, Florida.

ANTONIO DE JESUS

Pensioner Antonio De Jesus, 95, passed away December 6. Born in Catano, Puerto Rico, Brother De Jesus went on pension in 1971. He lived in Miami.

EDWARD DRAGON

Pensioner Edward Dragon, 87, died January 6. Brother Dragon was born in New Orleans. He retired in 1966 and was a resident of Avondale, Louisiana.

DONALD FLYNN

Pensioner Donald Flynn, 90, passed away January 13. Born in New Orleans, Brother Flynn became a pensioner in 1973. He called Pearland, Texas, home.

NORBERTO GALBUSERA

Pensioner Norberto Galbusera, 84, died November 21. Brother Galbusera was born in Buenos Aires, Argentina. He retired in 1992 and resided in Spain.

JERRY GALPERIN

Pensioner Jerry Galperin, 90, passed away January 7. Brother Galperin was a native of Brooklyn, New York. He started receiving his retirement pay in 1973. Brother Galperin made his home in Hempstead, New York.

CHARLES GASTON

Pensioner Charles Gaston, 95, died January 4. Brother Gaston was born in Houston. He began receiving his pension in 1971. Brother Gaston continued to live in Houston.

SAMUEL HENNING

Pensioner Samuel Henning, 89, passed away January 2. Born in Grand Cayman, he became a pensioner in 1984 and called Palm City, Florida, home.

DOUGLAS PATTON

Pensioner Douglas Patton, 91, died December 23. Brother Patton, a native of Kentucky, began collecting his pension in 1966. He made his home in Rochester, Kentucky.

JULIO ROSARIO

Pensioner Julio Rosario, 91, passed away December 21. Brother Rosario was born in San Juan. He went on pension in 1986. Brother Rosario continued to reside in Puerto Rico.

JOSEPH SABOL

Pensioner Joseph Sabol, 82, died December 24. Born in Allentown, Pennsylvania, Brother Sabol retired in 1995. He was a resident of Gold City, Oregon.

Name	Age	DOD
Appleby, Charles	84	Nov. 11
Kulesa, Ronald	73	Dec. 28
Ryan, James	89	Dec. 16
Stone, Stanley	89	Jan. 4
Woodard, Wardell	89	Nov. 27

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.

OVERSEAS LOS ANGELES (OSG), May 28 – Chairman **Teddy Alanano**, Secretary **Antoinette Amato**, Educational Director **Clarence Verdun**, Steward Delegate **Roberto Martinez**. Chairman reported vessel arrived at anchor in Port Angeles, Washington, the previous Friday. He discussed proper channels for handling beefs. Educational director emphasized importance of keeping shipping documents current. No beefs or disputed OT reported. Crew made recommendations for raising wages aboard tankers. They thanked steward department for job well done. They also asked for changes in vacation benefit.

CHARLESTON EXPRESS (Crowley), June 14 – Chairman **George Price**, Secretary **Ronald Tarantino**, Educational Director **Troy Ancar**, Deck Delegate **Edmond Francois**, Steward Delegate **Melany Gonzalez**. Chairman reminded crew to keep documents current and also encouraged participation in Seafarers 401(K) Plan. Secretary also emphasized checking all dates on MMC, medical forms, passport, TWIC, etc. Educational director encouraged fellow members to upgrade at union-affiliated school in Piney Point, Maryland, as soon as possible. No beefs or disputed OT reported. Deck and engine delegates commended steward department for excellent food. Crew asked for increase in vacation pay and said vessel needs internet service, satellite TV control box in lounge, and new mattresses. Next port: Charleston, South Carolina.

GLOBAL SENTINEL (Transoceanic Cable Ship Co.), June 8 – Chairman **Lee Hardman**, Secretary **Vicki Haggerty**, Deck Delegate **David Weeks**, Steward Delegate **Christopher Hopkins**. Chairman reminded crew that conducting shipboard union meetings gives everyone a voice and helps keep everyone updated. He reported ongoing concern about unresolved manning issue. A couple of the washing machines and dryers will be replaced. He let everyone know the ship has an upcoming survey job in Oregon and California. Crew fund has \$1,376. No beefs or disputed OT reported. Galley gang thanked other departments for help given for recent function. Member asked question about Manila Amendments to STCW Convention; bosun will check for answer and report back.

LIBERTY GRACE (Liberty Maritime), June 21 – Chairman **Daniel Latinen**, Secretary **John Greubel**. Chairman thanked crew for good work. No beefs or disputed OT reported. Crew discussed importance of supporting SPAD, the union's voluntary political action fund. Mariners recommended increasing pension benefits and reducing sea-time requirements for pension. Crew thanked steward department for job well done. They reported a shortage of some equipment and also listed some repairs that are needed.

LIBERTY PROMISE (Liberty Maritime), June 20 – Chairman **Marco Galliano**, Secretary **Denis Burke**, Educational Director **Anthony Henry**, Deck Delegate **James Davis**, Engine Delegate **Faisal Kassem**, Steward Delegate **Perry Asuncion**. Chairman reminded everyone about proper channels for handling beefs. He reported smooth sailing and particularly thanked steward department for outstanding barbecue. He

With Seafarers Aboard USNS Obregon

These snapshots from the Keystone-operated *USNS Obregon* were taken in June at the Concord (California) Naval Weapons Station.



QMED Jared Latta, OS Assaf Ghalib, GUDE Miguel Castro



AB Lloyd La Beach



SA Ahmed Moosa, SA Marsheta Brooks



Steward/Baker Marvin James, Patrolman Nick Marrone II

also reminded everyone to keep documents in order. Secretary said stores will arrive Monday morning. He thanked fellow mariners for helping keep house clean and reminded everyone to separate trash. He encouraged everyone to support SPAD, the union's voluntary political action fund. Educational director urged fellow members to upgrade as often as possible and keep an eye on shipping documents. Ship's fund has \$1,600. No beefs or disputed OT reported. Crew asked for increased dental benefits and decreased sea-time requirements for pension. They discussed buying refrigerators for crew. They discussed safety precautions to be taken in high-risk waters. Next ports: Houston; Jacksonville, Florida; Charleston, South Carolina; Philadelphia; Los Angeles.

MAERSK COLUMBUS (Maersk Line, Limited), June 14 – Chairman **Hanapih Ismail**, Educational Director **Ernest D. Bullock**, Deck Delegate **Paulo Leite**, Steward Delegate **Mark Keller**. Chairman thanked crew members for a smooth voyage. He asked those departing vessel to leave rooms clean for reliefs. Educational director ad-

vised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. Treasurer reported \$3,000 in ship's fund. No beefs or disputed OT reported.

MAERSK MEMPHIS (Maersk Line, Limited), June 6 – Chairman **Keller Gilyard**, Secretary **James E. Cameron**, Deck Delegate **Joseph Gibbens**, Engine Delegate **Charles Toliver**, Steward Delegate **Richard Oliva**. Seafarers were reminded of proper procedures to complete tour of duty forms. Secretary encouraged everyone to keep all necessary seafaring documents current. He also suggested members upgrade at the Piney Point school. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and discussed. Suggestion was made regarding vacation benefits.

MAERSK MONTANA (Maersk Line, Limited), June 11 – Chairman **Abdul A. Hassan**, Secretary **Lauren J. Oram**, Educational Director **Kenneth C. Sumner**, Deck Delegate **Victor Soares**, Engine Delegate **Gregorio Clotter**, Steward Delegate **Kevin Youman**. Bosun reported good trip, with

no injuries. Secretary reminded departing mariners to leave cabins clean for reliefs and supplied with fresh linen. Educational director advised crew members to enhance skills at maritime training center in Piney Point, Maryland, and pay attention to requirements for medical benefits. Treasurer stated \$9,100 in ship's fund. No beefs or disputed OT reported. Members reported they are having problems with internet access. Steward department was thanked for a job well done. Recommendations were made pertaining to pension benefits and physical exam requirements. Next port: Charleston, South Carolina.

OVERSEAS NEW YORK (OSG), June 6 – Chairman **Wayne W. Ricard**, Secretary **Judi L. Chester**, Educational Director **Kenneth D. Spivey**, Deck Delegate **Damon M. Johnson**, Steward Delegate **Lemuel E. Robinson**. Bosun reminded members to watch expiration dates on all documents. Educational director recommended training at the Piney Point school. Treasurer reported \$1,900 in ship's fund. No beefs or disputed OT reported. Members would like new mattresses. Crew

thanked steward department for job well done and complimented work of apprentice.

ST LOUIS EXPRESS (Crowley), June 14 – Chairman **Mario R. Romero**, Secretary **Joseph J. Gallo**, Educational Director **Francis S. Brown**, Deck Delegate **Eric J. Moreira**, Engine Delegate **Lonnie I. Carter**, Steward Delegate **Jorge L. Ellis**. Chairman announced payoff June 16 in Houston. He thanked crew for working well together and keeping a good attitude during rough times. They were reminded to be safe and stay alert. Secretary expressed gratitude for his great reception aboard ship. He stated he's looking forward to great meals, a clean house and better clarity of agreement and MOUs. Educational director recommended contributing to Seafarers Political Activity Donation (SPAD) and Maritime Defense League (MDL) when you can. Mariners were encouraged to attend Piney Point school whenever possible. No beefs or disputed OT reported. Suggestion was made to buy larger seats for stationary bikes to accommodate larger members. Next port: Houston.



Garcia (left) and Lopez are pictured in a 1984 baker's class at the SIU-affiliated school in Piney Point, Maryland.

Retired Seafarer Lopez Fondly Remembers Recertified Steward

Editor's note: Retired Seafarer Mary Lou Lopez submitted this memorial tribute to her former shipmate and friend, retired Recertified Steward Ray Garcia, who passed away in August 2014 at age 69.

I learned of Ray's passing in April. He had moved to Fullerton, California, and although we continued to make phone calls and send letters for a while, we eventually lost contact. I tried to reach him when Jesse Solis, retired SIU official, passed away but didn't have any luck.

Ray and I were friends and shipmates since 1975. He started his career in the early 1970s, joining the Marine Cooks and Stewards (which merged into the SIU in 1978). He proudly served in the U.S. Marine Corps and was in Vietnam. While overseas as a Marine, he met some merchant mariners and was impressed that they made good

money while doing their duty. He decided that when he returned to the United States, that would be his career.

Ray was quite the character – funny and generous. At the hall after a good payoff, he was always willing to help out anyone who needed it, and he did so frequently.

After a short time with the SIU, he wanted to take advantage of Piney Point, advance and make better money. He always told me he wanted to make it to the top and he did get his recertification as a steward. How proud he was of that! Ray retired in 2002. He helped me a lot over the years, whether it involved moving or advice.

He would write me funny letters from overseas and from Piney Point and always signed off, "Respectfully submitted, Ray Garcia, USMM." He was truly an unforgettable character.

RIP, Ray.

Woods Reflects on Career as Mariner

Continued from Page 10

coin with a three-dimensional figure of a rat passing through it. The rat's head is one side of the coin and his lower body on the reverse.

I had been sailing as a fireman/watertender oiler without official U.S. Coast Guard endorsements. I decided it would be best to go to upgrade school at Sheepshead Bay for a course in marine engineering and sit for the exam. I had no trouble passing the written and oral examinations.

I made a coastwise run to Aruba and could see that it was becoming a tourist destination. Back in New York, I was asked to make what was known as a pier head jump by the NMU hall and was directed to the Black Diamond Line in Hoboken. My job was a fireman/watertender on a Victory ship that featured a most unusual boiler room located next to the boat deck. I was told the ship had originally been scheduled to be equipped with diesel engines and then for an unexplained reason changed to steam.

There was no room in lower engine room for boilers and it was necessary to install them topside. On my first watch, I took note that there was a hatch opening onto the boat deck. As we all know, boiler rooms can get hot and uncomfortable. I thought, "This is great: cool fresh air blowing in on me." While still standing my watch, a man appeared in the hatchway (I later learned he was the chief engineer). He commenced berating me no end: "What kind of a fool are you allowing cold air to blow on my boilers? Don't ever do this again."

I did enjoy visiting Antwerp, Belgium, and Rotterdam, Netherlands. In prewar Europe, the two cities were known for their well-managed and well-stocked zoos. The zoos had been destroyed by German bombing and, where feasible, the carcasses were preserved and eaten. Nothing was wasted in wartime. During my visits to postwar Europe, it was rare to see any pigeons. Food had been scarce and the folks had made the best of it.

At the end of the war in 1945, it was declared that merchant seamen would only re-

ceive credit for their wartime service from the U.S. Coast Guard through August 15, 1945. This unfair decision was challenged and the Coast Guard was ordered to give credit to seamen through December 31, 1946, the official end of the war, as established by President Truman. For this reason, merchant seamen have two World War II Coast Guard discharges. On mine, I have no idea how the date May 1946 came about. I was still sailing and working on a U.S. Army Transport for which I received the U.S. Army discharge.

Other Notes

I applied for and received a document exempting me from the Selective Service System when I returned to the States from Germany in 1946. It proved to be useless when the new Draft Law of 1948 was enacted.

I was in Korea in 1948 when President Truman instituted a new draft law. He felt conscription was necessary due to Russia's unfriendly activities during the Cold War. At the time, I never thought I would find it necessary ever again to register at a draft board. However, when I arrived back in New York in January 1949, I was disappointed to learn my original exemption from the World War II draft no longer applied. It was a new war and a new draft law. It appeared that most of the draftees were former merchant seamen; the kids who had enlisted in the Maritime Service in 1944 and sailed in harm's way were among the first to be inducted into the military. My two neighborhood friends with whom I had first sailed with in 1944 had been drafted: Eddie O'Brien into the Army and Vinnie McCarvill into the Navy.

And all these memories bring us up to date. My wife, Jackie, and I will shortly celebrate our 65th wedding anniversary. We raised six wonderful children and have seven grandchildren and two great grandchildren.

If I were to be asked if I would do it all again, I would immediately answer yes, though admittedly with a few changes. But going to sea in World War II at age 16 helped make a man of me, out of the inner city.

Know Your Rights

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

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

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

The proper address for this is:

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

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

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

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

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

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

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

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

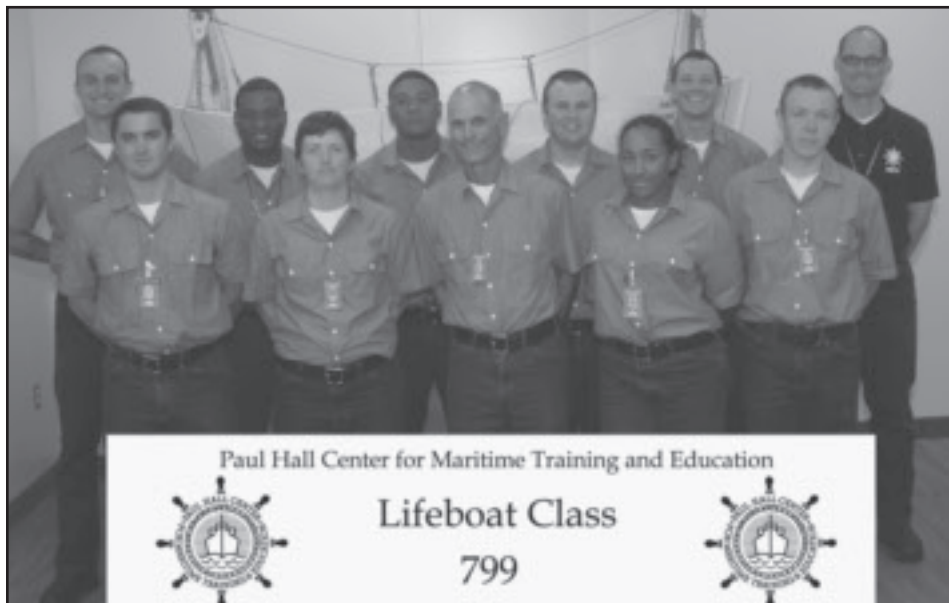
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

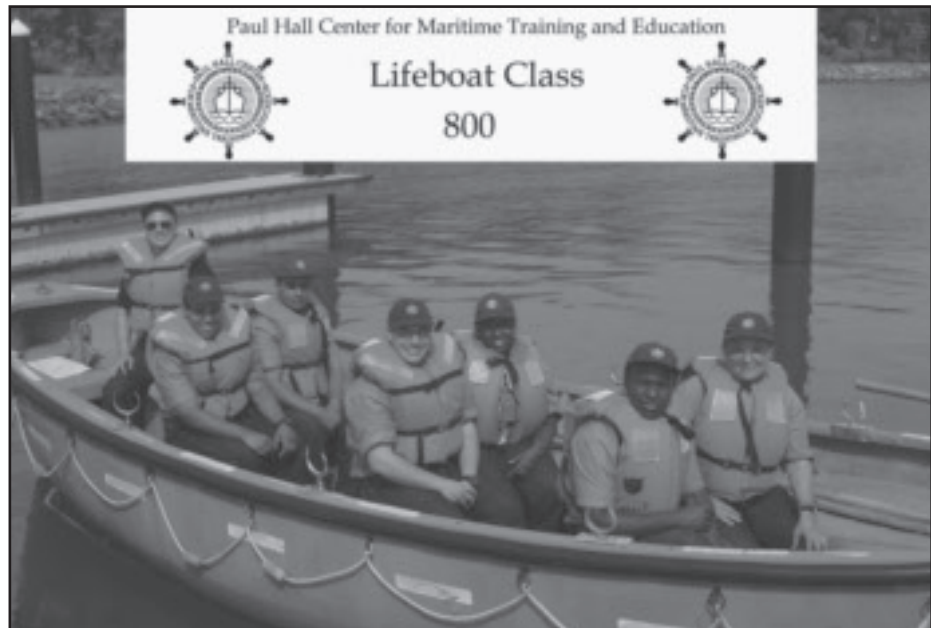
NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail,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

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

Paul Hall Center Classes



Apprentice Water Survival Class #799 – Eleven Phase I apprentices completed this class June 5. Graduating (above, in alphabetical order) were: Zachary Ballard, Mark Bolin, Jarvis Carter, Mark Feldhaus, Korrey Green, Bryan Hardison, Porcia Johnson, Adam Laliberte, Jasen Lapointe, Christile Lejunie and Anthony Martone.



Apprentice Water Survival Class #800 – The following Phase 1 apprentices (above, in alphabetical order) graduated from this course July 3: Darla Ferranti, Kenneth Kincaid, Isaac Nugen, Ian Schluder, Ammr Ahmed Shariff, Natasha Staton and Tad Van.



Welding – Four upgraders completed this course June 26. Those graduating (above, in alphabetical order) were: Melgar Daguio, Joseph Loguidice, Jeffrey Nicholson and Cesar Rivera-Polanco. Their instructor, Chris Raley, is at the far left.



Cargo Handling – The following individuals (above, in alphabetical order) finished this course July 3: Oleg Derun, Arthur Doherty, Johnny Dozier III, Benigno Gonzales Jr., James Knute, Brendan O'Brien, Jon Silveira, Emmanuel Wilson and Slavi Zahariev. Class instructor Dan Landgrebe is at the far left.



ARPA – Eight upgraders completed this course June 19. Graduating (above, in alphabetical order) were: Hector Fernandez Curbelo, Charles Ford, Benigno Gonzales Jr., James Knute, Ryan Landers, Kreg Stieben, Emmanuel Wilson and Slavi Zahariev.



Fast Rescue Boat – Graduating from this course June 6 (above, in alphabetical order) were: James Dixon Sr., Brandon Purcell and Robert Surette. Class instructor Stan Beck is standing in the extreme back.



BAPO – Four individuals completed this course June 19. Those graduating (above, in alphabetical order) were: George Johnson, Musa Ahmed Munassar, Rodney Passapera and David Sanchez-Flores. John Wiegman III, their instructor, is at the far left.



ECDIS – The following individuals (above, in alphabetical order) graduated from this course June 19: Seth Davis, Cory Gardner, Kenneth Graybill IV, Jesse James, Kenneth Kuehne, Stephen Morris III, Raymond Oglesby, Morgan Piper and Joseph Tucker. Class instructor Patrick Schoenberger is at the far right.



Basic Low Flash Point Fuel Operations – Nineteen upgraders graduated from this course June 26. Completing their requirements (above, in alphabetical order) were: Jatniel Aguilera Santiago, Jaime Allen, Juan Colon, Sheilla Daguio, Pedro De Jesus, Curtis Dunlap, Buzz Engelke, Janaro Jackson, Abdou Jobe, Ma Marilynda Nance, Anthony Newbill, Michael Perry, Lamont Robinson, Jorge Soler, Clive Steward, John Walsh, Robert Wilcox Jr., Emmanuel Wilson and Djaun Wright. Their instructor, Charles Noell III, is at the far right.

Paul Hall Center Classes



Junior Engineer – The following individuals (above, in alphabetical order) graduated from this course June 26: Jarvis Atkins, Jared Cabasug, Rustin Calame, Michael Cruz, Jason Fuller, Walden Galacgac, Manolito Garcia, Julio Gomez, John Greggs, John Gryko, Olympia Harley, Antonio Mc-Adams, Andre Mitchell, Ali Mohamed, Tevrin Narcisse, Arturo Reyes, James Rodweller, Raymond Roldan, Melvin Smith Sr., Eddie Solichin, Rahjahn Sorey and Steve Tate. Class instructor John Wiegman III is at the far left. (Note: Not all are pictured)



Combined Basic and Advanced Firefighting – Ten Seafarers completed this course June 19. Graduating (above, in alphabetical order) were: Jack Gainers, Felipe Gonzalez, De Carlo Harris, Daniel Linkletter, Jonathan Luna, Noorudin Muthala, Brandon Purcell, Antoine Rainey, James Ross and Enrique Velez. Class instructor Michael Roberts is at the far right.



Advanced Stability – Upgrader Eric Dukett (seated above) graduated from this course July 3. With Dukett is his instructor, Brad Wheeler



Medical Care Provider – The following Seafarers (above, in alphabetical order) graduated from this course June 26: Daniel Linkletter, Noorudin Muthala, James Parker, Brandon Purcell, Antoine Rainey, Dexter Turija and Enrique Velez. Their instructor, John Thomas, is at the far right.



Marine Refrigeration – Six upgraders completed this course June 26. Those graduating (above, in alphabetical order) were: Jason Billingsley, Russell Bravo, Arman Deblois, Lon Maduro, Frank Sambula and Anatoli Vetsinov. Jay Henderson, their instructor, is at the far left.



Radar Observer – The following individuals (above, in alphabetical order) graduated from this course June 12: Hector Fernandez Curbelo, Charles Ford, Benigno Gonzales Jr., James Knute, Ryan Landers, Kreg Stiebben, Emmanuel Wilson and Slavi Zahariev. Class instructor Brad Wheeler is at the far left.



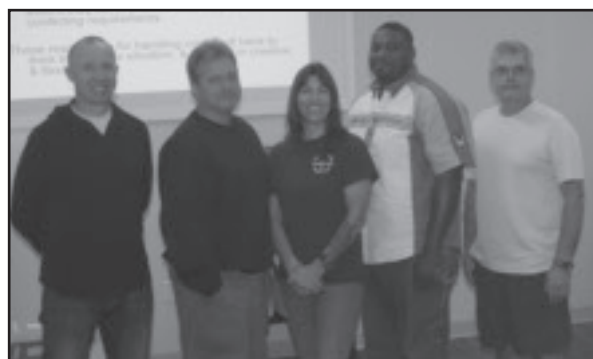
Basic Ship Handling – Ten upgraders finished this course June 26. Graduating (above, in alphabetical order) were: Seth Davis, Cory Gardner, Kenneth Graybill IV, Jesse James, Kenneth Kuehne, Stephen Morris III, Raymond Oglesby, Morgan Piper, Joseph Tucker and Jerry Wilder. Their instructor, Bradley Burkart, is at the far right.



Engine Room Resource Management – The following individuals (above, in alphabetical order) graduated from this course June 5: Edison Lalin, Vincent Mull, Earle Shakes Jr., Eric Vieira and Raphael Wakefield.



Engine Room Resource Management – Five upgraders finished this course June 12. Graduating (above, in alphabetical order) were: Robert Kieffer, Mark Mize, Delmas Price, Kim Tye and Dean Wai waiole.



Engine Room Resource Management – The following individuals (above, in alphabetical order) completed this course June 19: Charles Donley, Patricia Hershock, James Meyers, Kevin Samuels and Jacek Sawicki.



Engine Room Resource Management - Graduating from this course June 26 (above, in alphabetical order) were: William Abrams, Adger Keene, Kate O'Connor, Thomas Paytosh and Miguel Vasquez.



Personal Safety & Social Responsibilities – Fourteen upgraders completed this course June 19. Graduating (above, in alphabetical order) were: Jatniel Aguilera Santiago, Jaime Allen, Juan Colon, Sheilla Daguio, Pedro De Jesus, Curtis Dunlap, Janaro Jackson, Anthony Newbill, Michael Perry, Lamont Robinson, Noel Segovia, John Walsh, Robert Wilcox Jr., and Djaun Wright.

Seafarers Support Our Troops

SIU-Crewed USNS Bobo Assists in Military Exercises

Whether it means participating in a shipboard safety meeting, completing an upgrading course at the SIU-affiliated school in Piney Point, Maryland, or engaging in a cooperative drill with military personnel, Seafarers have long known the importance of preparing for the unforeseen.

Earlier this summer, SIU members aboard the *USNS 2nd Lt. John P. Bobo* put that sentiment into practice when they supported multinational exercises in the Republic of Korea and in Guam. Operation Peninsula Express, part of the Combined Joint Logistics Over-the-Shore (CJLOTS) exercise, took place in June and July in Korea, while Miata Exercise 2015 happened earlier in Guam. At various times, participants included personnel from the U.S. Marine Corps, U.S. Navy, U.S. Coast Guard, U.S. Army, and service members from Korea and Singapore.

The *Bobo* is a prepositioning ship operated by Maersk Line, Limited. Its SIU crew during the exercises included Bosun **Angel Perez**, ABs **Andrei Tretyak**, **Paul McDonnell**, **Sergio**

Centeno, **Edgardo Ines**, **Jason Baker** and **Kenneth McDaniel**, OSs **Charles Catunao**, **Edwin Bunda** and **Matthew Alexander**, Storekeeper **Renee Clayton**, QEP **Carmus Peet**, QE4s **Rance Hadaway** and **Steven Supplee**, QEE **Danilo Martin**, GUDE **Dylan Sapp**, ACU **Ashley Lee**, Chief Steward **Richard Gray**, Chief Cook **Jose David**, and SAs **Chester Catunao**, **Ahmed Omar**, **Aurora Kirkwood**, **Randy Soriano** and **Fernando Abuan**.

Activities included launching and retrieving vehicles, and exchanging tactics and techniques in combat marksmanship, mountain warfare and urban patrolling, and more.

The Marine Corps described the exercise in Korea (the eighth annual version) as “designed to enhance interoperability and strengthen U.S.-Korea relations.” This is the first time Reserve Marines were involved (an active-duty unit also participated).

Editor’s note: Photos supplied by the U.S. military are so noted after the respective captions. Remaining photos were submitted by AB Jason Baker.



A roll-on/roll-off platform is attached to the SIU-crewed *Bobo* at Anmyeon Beach, Republic of Korea, on July 4. (U.S. Army photo by Maricris C. McLane)



A U.S. explosive ordnance technician (left) and a member of the Republic of Singapore Navy inspect a suspicious package aboard ship during Miata Exercise 2015. (U.S. Navy photo by Mass Communication Specialist 1st Class Kori Melvin)



In photo above, U.S. Navy Sailors and Republic of Singapore Navy personnel board the *USNS 2nd Lt. John P. Bobo* in response to a shipboard improvised explosive device threat during Miata Exercise 2015 in late May in Guam. (U.S. Navy photo by Mass Communication Specialist 1st Class Kori Melvin) U.S. Marines (photo below) guide an amphibious assault vehicle from within the hold of the *USNS Bobo* during Peninsula Express. (U.S. Marine Corps photo by Sgt. Justin A. Bopp)



The stern ramp is lowered from the *USNS Bobo*. The ship is operated by SIU-contracted Maersk Line, Limited for the U.S. Military Sealift Command.



Military vehicles are staged behind the vessel.