

# The Seafarers Log

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

## Lifesavers!

### *Horizon Reliance Rescues Imperiled Sailors*



The SIU-crewed *Horizon Reliance* pulled off a dramatic rescue in early February, saving the lives of three people including a 9-year-old boy. The pre-dawn rescue took place near Hawaii, in very rough weather. Among those sharing in the post-rescue happiness were (kneeling, from left) Chief Cook Abdulla Baabbad, AB Ahmed Baabbad, Electrician David Watkins, (rear, starting with member on sofa) Steward/Baker Joseph Laureta, UA Christopher Johnson, EU Cirico Geonanga, OMU Mervin Cruzat, Third Eng. Keith Johnson, Bosun Anthony Sabatini, SA Hussain Quraish, AB Tar Ahmed, GUDE Idel Irani and UA Robert Sale. Page 3.

## New SIU Jobs Aboard MV Carat

The union recently welcomed new tonnage as the *MV Carat* (pictured in Germany during its first voyage under the American flag) entered the SIU-crewed fleet. Page 3. (Photo by Juergen Braker)



## *MSC Commander Visits School*

The commander of the U.S. Military Sealift Command, Rear Adm. Mark Buzby (front, right), recently toured the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. SIU President Michael Sacco (left) welcomed the admiral and joined him for the tour. Also pictured are Mike Mason of American Service Technology (center) and J.C. Wiegman, the school's director of training (rear, far right). More photos from the tour appear on page 4.



# President's Report

## Seafarers to the Rescue

On behalf of the union's entire executive board, I extend our thanks and congratulations to all mariners who were aboard the SIU-crewed *Horizon Reliance* during last month's remarkable rescue of three recreational sailors near Hawaii. I know you've already received many accolades, and you deserve every one of them. Your performance under life-and-death pressure was nothing short of extraordinary.



Michael Sacco

At the same time, while the details of the rescue certainly were incredible, the effort and sacrifice of the SIU crew and the officers was nothing new. It's all part of our union's motto, Brotherhood of the Sea, and you better believe it was on display when the *Reliance* came to the rescue on February 8.

For instance, *Seafarers LOG* readers may remember that it was only one month ago when I got to commend the SIU-crewed *Ocean Titan* for its dramatic rescue. And, we reported on rescues performed by three other SIU vessels in the prior year.

Reading some of the quotes after the *Horizon Reliance* rescue, I was glad to see crew members mentioning the value of their safety training, both at our affiliated school in Piney Point, Md., and aboard the vessel. Learning those types of specific skills is like having insurance – you hope you never have to use them, but if that moment arrives, being properly prepared is priceless.

Once again, my hat goes off to the entire crew, and I hope everyone will read our coverage of the rescue in this edition.

## New Tonnage

Not all of the good news this month is nearly as dramatic as a nighttime rescue, but Seafarers undoubtedly are also happy to see the arrival of the containership *MV Carat*, one of the latest additions to the SIU-crewed fleet. This isn't replacement tonnage but rather an outright addition, so it's an especially positive development.

We constantly work for exactly this type of acquisition – new tonnage and new jobs for Seafarers. It's never easy, but one of the main things that makes our success possible is the professionalism of SIU crews. In that regard, I'm not really talking about headline-grabbing stories like rescues, but rather the day-to-day dependability of our union brothers and sisters. No one would invest in building or bringing a ship under the American flag unless they were absolutely sure they could secure reliable crews. And that's exactly what we deliver.

Going hand-in-hand with those efforts are contract negotiations, and 2012 promises to be quite busy on that front. I mentioned this at last month's membership meeting in Piney Point and it's worth repeating here: We are going to be aggressive in negotiations, and at the same time we are going to be realistic. We want to secure agreements that properly compensate SIU members while also being fair to the companies.

These negotiations will be taking place against the looming backdrop of a still-lousy economy, so I think the parties on both sides of the table will have their work cut out for them. We're up to the challenge, and we'll be reporting the results throughout the year.



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

## Welcoming AFL-CIO Officials

The SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., hosted top AFL-CIO officials during a two-day retreat in late January. SIU President Michael Sacco (right in photo at right) welcomed the gathering and also chatted with AFL-CIO President Rich Trumka (left), a long-time backer of the U.S. Merchant Marine. In photo immediately below, AFL-CIO Executive VP Arlene Holt Baker (center) speaks to the group as Director of Policy Damon Silvers (left) and Northeast Regional Director Sandra Felder look on. In the remaining photo, AFL-CIO Secretary-Treasurer Liz Shuler (left) takes a turn at the microphone as General Counsel Lynn Rhinehart (right) and Amanda Pacheco, assistant to the secretary-treasurer, listen.



## Report: Piracy Costs Billions

### Severe Economic Toll Mostly Falls on Industry

While the human cost of Somali piracy is paramount, the global financial impact also is enormous – a point driven home in a recently issued report that pegs the financial toll of piracy in the year 2011 somewhere between \$6.6 and \$6.9 billion.

Oceans Beyond Piracy, the name of both a coalition and an initiative, announced the report in early February. The group said that approximately 80 percent of piracy-related costs are borne by the shipping industry, while governments account for 20 percent of the expenditures associated with countering pirate attacks.

"The report assesses nine different direct cost factors specifically focused on the economic impact of Somali piracy," explained Anna Bowden, the report's author. "Over the past year we have had substantial cooperation from maritime stakeholders which has helped to ensure the figures are as reliable as possible."

The breakdown of the most notable costs includes \$2.7 billion in fuel costs associated with increased speeds of vessels transiting through high-risk areas, \$1.3 billion for military operations, and \$1.1 billion for security equipment and armed guards. Additionally, \$635 million is attributed to insurance; \$486 to \$680 million is spent on re-routing vessels along the western coast of India; and \$195 million is the estimated tab for increased labor costs.

According to the report, 99 percent of the billions spent are attached to recurring costs associated with the protection of vessels – costs which must be repeated each year.

"This figure is in sharp contrast to the \$38 million spent for prosecution, imprisonment, and build-

ing regional and Somali capacity to fight piracy," Oceans Beyond Piracy said in a statement issued with the report.

Additionally, average ransoms increased 25 percent from approximately \$4 million in 2010 to \$5 million in 2011. Although the total cost for ransoms was \$160 million for 2011, money collected by pirates represents a mere two percent of the total economic cost. While ransoms provide the incentive for Somali pirates to attack vessels and hold hostages, they represent a disproportionately small cost compared to the nearly \$7 billion spent to thwart these attacks, the report noted.

"The human cost of piracy cannot be defined in economic terms," Bowden added. "We do note with great concern that there were a significant number of piracy-related deaths, hostages taken, and seafarers subject to traumatic armed attacks in 2011. This happened in spite of the success of armed guards and military action in the later part of the year."

Officially launched at a press conference conducted at the Royal United Services Institute for Defence & Security Studies (RUSI) in Whitehall, London, the paper was presented to maritime experts and international press. The report will be used to raise important issues for the Oceans Beyond Piracy Working Group, which is expected to release recommendations for a better-coordinated and longer-looking strategy against piracy in July 2012.

The full report is available at [oceansbeyondpiracy.org](http://oceansbeyondpiracy.org) and also is linked in a Feb. 8 post in the News section of the SIU website, [www.seafarers.org](http://www.seafarers.org).



# Horizon Reliance Saves 3 In Drama-Filled Rescue

The SIU-crewed *Horizon Reliance* overcame exceptionally rough nighttime weather to save three individuals, including a 9-year-old boy, whose sailboat became disabled and ultimately sank in the Pacific during the pre-dawn hours of Feb. 8.

"The crew went way beyond anything I could have asked for," said Bosun **Anthony Sabatini** a day after the rescue, which took place amid 55-mph wind gusts and waves ranging from 20 to 25 feet. "From top to bottom, the teamwork from the officers and crew was more than I thought possible. We saved lives last night. As they say, the SIU has some of the best-trained crews when it counts."

In addition to the bosun, the following SIU members were aboard the *Horizon Reliance* when the rescue took place: AB **Tar Ahmed**, AB **Ahmed Baabbad**, AB **Rene Rafer**, AB **Julius Udan**, AB **Gil Villena**, QEE **David Watkins**, GUDE **Adel Irani**, EU **Cirico Geonanga**, OMU **Jonas Bocaya**, OMU **Mervin Cruzat**, OMU **Ricky Orroyo**, Steward/Baker **Joseph Laureta**, Chief Cook **Abdulla Baabbad**, SA **Hus-**

**sain Quraish**, UA **Christopher Johnson** and UA **Robert Sale**. Also on board were officers from the Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates and Pilots (MM&P).

"We prevailed," said vessel master Capt. James Kelleher, who commended the entire crew for doing an outstanding job.

The extremely grateful beneficiaries of their efforts are brothers Mitchell and Bradley James (ages 29 and 32, respectively) and Bradley's son, Wes, all of Canada. They were sailing approximately 280 miles northeast of Hilo, Hawaii, when their 38-foot boat *Liahona* lost its mast and suffered engine failure. (Their voyage originated weeks earlier in Mexico.) They contacted the U.S. Coast Guard, which relayed the details to the *Reliance* as the vessel was on its regular run between Los Angeles and Hawaii.

The *Reliance* then headed for the rescue site some 140 miles away. Arriving after midnight a few hours later as the weather continued to worsen, the *Reliance* slowly and cautiously maneuvered close to the disabled craft. But, according to the captain's report, consecutive large waves tossed the sailboat into the 893-foot *Reliance*, and the boat soon sank.

The three people from the boat, all wearing life vests equipped with lights, started drifting apart as lines and life rings were deployed. With Bosun Sabatini safely harnessed on the Jacobs ladder and AB Rafer (among others) keeping an eye on the other two sailors, Mitchell James grabbed a line and eventually climbed the ladder and was assisted to safety on the main deck. At that time, two hours had elapsed since the *Horizon* ship arrived.

Another 90 harrowing minutes would pass before the other two survivors were secured. Despite extremely limited visibility, a line to both of them was put in place and they, too, were safely brought aboard.

Wes, the youngest of the trio, was treated for mild hypothermia, but he quickly recovered. He and his father and uncle were given dry clothes, and the galley gang provided them with a hot meal.

Bradley James said that when he first came aboard the *Reliance*, "It was just a gauntlet of happiness. There were tons of people there, and it was all these grown men and most of us had tears in our eyes.... It's incredible it turned out the



There's plenty of reason to smile for survivors (from left) Bradley, Mitchell and Wes James and Capt. James Kelleher.

way it did."

Engine Utility Geonanga said that a combination of schooling at the SIU-affiliated Paul Hall Center and shipboard safety drills paid off. The rescue "really was a scary experience, but it's a good thing we go through all that training," he said.

GUDE Irani said, "I feared for the sailors, because the weather was really bad – very windy, rainy, very dark. The swells were huge: between 20-30 feet high."

"We all pulled together and got it done," added Chief Steward Laureta.

William Hamlin, *Horizon Lines* senior vice president of operations, stated, "We are thankful the *Horizon Reliance* was in the right place at the right time to come to the aid of these individuals. We commend Captain Kelleher and his crew for their skilled seamanship in accomplishing a successful rescue despite very adverse weather conditions."



Steward/Baker Joseph Laureta (left) and SA Hussain Quraish



The vessel arrives in Hawaii following the rescue.



The SIU crew included (from left) AB Gil Villena, UA Christopher Johnson, Chief Cook Abdulla Baabbad, OMU Ricky Orroyo, Engine Utility Cirico Geonanga and GUDE Adel Irani.

## SIU Members Sail Aboard Newly Contracted MV Carat



The newly reflagged ship, making its first voyage under the Stars and Stripes, transits Germany's Kiel Canal during a snow shower. (Photo by Juergen Braker). In the photo at right, SIU crew members prep for a shipboard safety drill.

Seafarers are sailing aboard a newly contracted ship – the *MV Carat* – that is an outright addition to the union's fleet.

Operated by Crowley and chartered to Hapag-Lloyd, the *Carat* is a 460-foot-long, 889-TEU container vessel. It was built in late 2009, has a service speed of slightly greater than 18 knots, and is transporting cargo between Germany and other nations in the Baltic region.

The ship reflagged under the Stars and Stripes in late January.

"Any time new tonnage is brought under the American flag, it's a positive reflection on the men and women of the U.S. Merchant Marine," stated SIU Vice President Contracts George Tricker. "In this case, it obviously speaks well of the SIU membership, and it means new jobs."

The *Carat* is outfitted with

state-of-the-art navigation and communication equipment. Constructed in China under German design and supervision, the vessel has a beam of approximately 76 feet.

Tricker added that although the new ship is sailing in commercial trades, additions like the *Carat* also boost U.S. national

security by helping maintain a pool of well-trained American mariners. Many if not most or all of those same individuals sailing on commercial ships also are available to serve on U.S. military support vessels like the ones utilized in the Persian Gulf War, Operation Iraqi Freedom and Operation Enduring Freedom.





## MSC Commander Tours SIU-Affiliated School

Rear Adm. Mark Buzby, commander, U.S. Military Sealift Command, toured the SIU-affiliated Paul Hall Center for Maritime Training and Education on Jan. 26. A few photos from the tour are shown here. SIU President Michael Sacco is at far right in the classroom photo. The school is located in Piney Point, Md.



Admiral Buzby (right in photo at top left) visits the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center. SIU Exec. VP Augie Tellez (left) explains some of the school's features. Standing behind them is Robby Springer. In the photo immediately above, upgraders in a certified chief cook class enjoy their photo opportunity with the MSC commander. Pictured from left are Marcus Logan, Bernadette Yancy, Admiral Buzby, Lamond Fulton (front), Esper Jordan (rear) and Gary Cruz. Two members of Unlicensed Apprentice Class 753 (photo at left), Jose Gonzalez Del Valle (left) and Jonaime Encarnacion, help welcome Admiral Buzby.

## ITF Inspectors Meet in Piney Point for Training

### Conference Focuses On Capability of New Information Technology

The International Transport Workers' Federation (ITF) conducted a training symposium Feb. 7-9 at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The conference was attended by 26 ITF inspectors and their staffs from seven countries. Its purpose was to familiarize participants with the capabilities of a new information technology system that is being installed to make the job of inspecting flag of convenience (FOC) ships easier.

Purchased by the ITF's Special Seafarers Department, the new state-of-the-art system boasts an up-to-date database that stores a myriad of information on all FOC vessels. Included are specifics about violations and shortcomings on such issues as lost or unpaid wages, safety, work hours and working conditions. According to SIU Secretary-Treasurer David Heindel, who also serves as the ITF Seafarers' Section Chair, "This equipment is going to be a huge improvement over the existing method because inspectors will now have the ability to track the actions of each vessel as they transit from one location to another.

"Not only will this technology give inspectors a heads up on vessels and



Those who participated in the symposium hailed from seven countries.

their locations," Heindel continued, "it will also allow them to easily identify problem vessels when they enter ports and single out those that have ongoing and/or unresolved issues."

Heindel said that in years past, inspectors had to board ships when they entered ports and in the process of servicing them, look around and talk to

crew members to find out if anything was wrong. "Now they'll already know if a vessel has problems, what those problems are and what is being done to resolve them," he said. "Inspectors can now do a more professional and efficient job."

The ITF is a federation of 779 transport trade unions in 155 countries, repre-

senting more than 4.6 million workers. Founded in 1896 in London, the organization represents transport workers at the world level and promotes their interests through global campaigning and solidarity. It is dedicated to the advancement of independent and democratic trade unionism, and to the defense of fundamental human and trade union rights.



# Union Membership Increases in 2011

The number of men and women who are union members has grown in the past year, according to a report released by the Bureau of Labor Statistics (BLS). The findings have received praise from members of the U.S. Department of Labor, the AFL-CIO, and workers across the country.

Union membership had a net increase of 49,000 in 2011, bringing the total number of union workers to 14.8 million for the year. The largest gains were in the construction, health care, and retail trades. The gains also include 15,000 new union jobs for young workers ages 16-24.

Secretary of Labor Hilda Solis applauded the news, pointing out that being a union member is not only a factor in creating a better life and future, but also provides a level playing field for working people.

"Ensuring that all people have a voice at work and protecting their right to organize and bargain collectively are essential for an

America that's built to last, where everyone gets a fair shot, everyone pays his or her fair share and everyone plays by the same rules," said Solis.

The annual study by the BLS found that union workers (full-time wage or salary), on average, earned \$200 more per week than non-union workers. In addition, union membership correlates strongly with better access to health care, retirement benefits, and a middle-class living. Full-time workers were twice as likely to be members of a union as their part-time counterparts.

AFL-CIO President Richard Trumka also lauded the news, pointing to the significance that the statistics show in the wake of prolonged state-level attacks on unions and their members. Trumka also noted that being a union member not only gives a worker a proven advantage financially, but also helps him or her do a better job.

"The ability to come together for a

voice on the job gives working people the power to solve workplace problems, to innovate on the job, and to improve their working conditions," said Trumka. "Collective bargaining brings democracy inside the workplace door and fosters a fair, strong middle-class economy. That's why the labor movement is working with the next generation of workers, as well as emerging industries, to ensure that each person has a voice in the workplace and an economy that restores balance."

The results of the study show that the majority of unionized workers are in the public sector with less than seven percent of private-sector workers belonging to a union. This presents a set of challenges for the labor movement, but also opportunity for private-sector workers to realize the benefits of collective bargaining rights and union representation.

The report also concluded that the

largest numbers of union members lived in California (2.4 million) and New York (1.9 million).

Kimberly Freeman Brown, executive director of the advocacy group American Rights at Work, said the report demonstrates that "despite the egregious attacks on public sector workers, the continuous assault on collective bargaining from politicians at every level of government, and the obstacles workers still face when they try to join together in a union, Americans are holding their ground. Jobs are finally coming back, and with them, an increased number of workers with access to fair pay, decent benefits, and a voice on the job. Many of these new union jobs are a direct result of unions working together with their employers to weather the economic storm. For instance, as the auto industry rebounded, GM and the UAW collaborated to restore production and good, American jobs."

## ITF Official Earns Lloyd's List Laurels

Working to protect the rights of mariners around the world has earned recognition for the International Transport Workers' Federation (ITF) and the chair of its Seafarers' Section, SIU Secretary-Treasurer David Heindel.

Publishing giant Lloyd's List recently circulated a 106-page magazine describing individuals whom they tabbed as the 100 most influential people in the shipping industry. Heindel's work for the federation earned him a place on that list, which Lloyd's unapologetically promotes as subjective.

Lloyd's in part asserts that as the Seafarers' Section chair, "David Heindel has his work cut out in the current climate. Economic turmoil unfortunately tends to hit seafarers hardest, even without the continuing threat from piracy."

Other U.S.-based people on the list include Federal Maritime Commissioner Richard Lidinsky and Overseas Shipholding Group President and CEO Morten Arntzen.

Heindel pointed out that the list's introductory text indicates the publisher's hope that the rankings will help "spark debate" about the shipping industry.

"For that reason alone, I think it's important that the ITF was included," Heindel said. "The rights and working conditions of merchant mariners should and must be part of any discussion about our industry. And on a global level, it's certainly no exaggeration to say that the ITF is front and center when it comes to standing up for seafarers."

More information about the federation, to which the SIU is affiliated, may be found at [www.itfglobal.org](http://www.itfglobal.org).

## SIU, MSC Continue CMPI 610 Negotiations

*Editor's note: This article is part of a series to advise MSC CIVMARS in the SIU Government Services Division about the ongoing efforts to complete Civilian Marine Personnel Instruction 610 (CMPI 610) negotiations. As noted in previous LOG pieces, CMPI 610 covers Hours of Work and Premium Pay for all CIVMARS employed aboard MSC vessels.*

The SIU and MSC continued their ongoing CMPI 610 negotiations followed by a break in the negotiations during fall 2011. The last negotiation session took place at the Federal Mediation and Conciliation Service between Jan. 30 and Feb. 3, 2012. The parties have now completed nearly all of the new language for the Instruction, with a few outstanding items remaining to be negotiated.

The parties have turned much of their attention to the financial modeling stage of the negotiations. Over the last several months, the parties have been engaged in an extensive financial modeling process to ensure that whatever changes are made have a minimal effect on the overall economic impact for CIVMARS as well as for MSC. This process involves analyses of ships' logs, payroll records and other data that documents the various work evolutions which may result in overtime and premium pay. Much of the recent financial modeling was done at MSC Norfolk (MSFSC) during January 2012.

In addition to the financial modeling, the parties are continuing to refine, clarify and organize the language of the revised CMPI 610 to ensure that the finished product is written as clearly as possible. Much of the criticism of the current Instruction has to do with its confusing and repetitive provisions.

Negotiators made every effort to address these well-founded concerns. At each bargaining session, the negotiators worked carefully to eliminate the confusion, misapplication and inconsistent language currently found in the Instruction. The new document is being thoroughly examined to make certain that the language that was reached through these negotiations accurately reflects the intent of the parties in the final



SIU Government Services Division members aboard ships including the *USNS Charles Drew* (left, pictured in the Arabian Gulf in early February delivering supplies to the guided-missile cruiser *USS Cape St. George*) are affected by the Civilian Marine Personnel Instruction. (U.S. Navy photo by Mass Communication Specialist 3rd Class Christopher S. Johnson)

product.

As the parties complete the negotiations, work begins on the process of preparing to "roll out" the revised CMPI 610 in order to get the many users of this Instruction familiar with the changes and train all licensed

and unlicensed CIVMARS about the new provisions to ensure the consistent application of the work rules.

The SIU will continue to update MSC CIVMARS about this important initiative in future issues of the *LOG*.

## Defense Dept. Modifies Imminent Danger Pay

The U.S. Department of Defense recently announced a federally mandated change to the way imminent danger pay (IDP) is determined. This change affects merchant mariners as well as members of the armed forces.

As noted by the DOD, mariners and service members previously would receive a specific amount of IDP per month (\$225)

if they spent any part of that month in an area where such pay was authorized. However, that formula changed when this year's National Defense Authorization Act was signed into law.

The upshot is that mariners and service members now are paid a prorated daily amount of IDP (\$7.50, or one-thirtieth of \$225) only for the days actually spent in

areas that qualify for such pay. Among the currently eligible countries are Afghanistan, Iraq, Kuwait, Kenya and the Philippines.

At the discretion of the Defense secretary, exceptions may be made for mariners or troops who are "exposed to a hostile-fire incident," regardless of location. They may receive the full monthly amount of \$225.



# Heavy-Lift Ship *Ocean Atlas* Circles the Globe

*Editor's note: The following story was written by the captain of the Ocean Atlas.*

On Sept. 24, 2011 the *M/V Ocean Atlas*, a heavy-lift ship operated by Pacific-Gulf Marine, headed by former SIU member Captain Scott Arthur Lund left Houston with a cargo of oil-rig components bound for Papua New Guinea. Little did the crew know at the time but the voyage would turn into an around-the-world odyssey.

After transiting the Panama Canal, the vessel encountered the first major storm of the voyage. As the weather intensified, a call for assistance to the site of a downed aircraft was received. The Intermarine-owned *Ocean Atlas* diverted into the storm to assist in rescue operations. After a few hours the rescue effort was called off as word was received of a false alarm. The *Ocean Atlas* sailed on to Hawaii for bunkers and then proceeded to Papua New Guinea to deliver its cargo.

While we were in the port of Lae, the city broke out in severe riots, making life interesting and just a little tense for the crew. Word then came from the home office that there was cargo waiting in Israel. That took the ship to Singapore for bunkers and Sri Lanka for personnel transfer.

Sailing across the Indian Ocean, the vessel's security team ensured safe passage through high-piracy areas: Gulf of Aden (Pirate Alley), Red Sea, etc. The vessel then transited through

the Suez Canal and across the Mediterranean Sea to the port of Haifa, Israel. After a short stay in Israel for cargo and much-needed shore time, the *Atlas* proceeded to Cartagena, Spain, for a very brief cargo stop. Then it received more bunkers, this time in Gibraltar, before heading across the Atlantic.

Crossing the Atlantic Ocean, the vessel encountered another major storm, bringing the total number to four for the voyage.

The *Ocean Atlas* finally made it back to the United States on Dec. 30 in Wilmington, N.C., to discharge cargo and go through its five-year Coast Guard inspection. The trip was almost complete but there was just one more port to make it an around-the-world trip. The ship left North Carolina on New Year's Day and set sail for Houston, returning Jan. 6, 2012 to its original starting point. Captain Lund, in addition to receiving his own certificate, presented certificates welcoming the following SIU members to the Order of Magellan for completing an around the world cruise: Bosun **Maurice Hetrick**, AB **Barney George**, AB **Kevin Montiero**, AB **Russell Y. MacOmber**, QMED-Electrician **Dan Gaffney**, GUDE **Randy Pacheco** and ACU **Henry Commanger**.

During the voyage the ship steamed 26,337 nautical miles, crossed 24 time zones while continuously sailing westward, encountered four major win-



Standing left to right are ACU Henry Commanger, AB Kevin Montiero, Captain Scott A. Lund, AB Russell MacOmber, QMED-Electrician Dan Gaffney and AB Barney George. Bosun Maurice Hetrick is in front.

ter storms, traveled through all four hemispheres, crossed the equator four times, encountered major civil unrest, sailed through high-piracy waters on numerous occasions, transited

two of the world's major canals (Panama and Suez) and steamed through the busiest shipping lanes in the world including the Singapore Straits, Malacca Straits, and Straits of Gibraltar.

## 'Best of What America Offers'

### Relief Mission to Haiti Inspires Seafarer Curry

*Editor's note: This story was submitted by SIU member Todd Curry, who recently upgraded to chief cook. He sailed as an SA aboard the Lummus and is a 2000 graduate of the unlicensed apprentice program at the SIU-affiliated Paul Hall Center for Maritime Training and Education.*

When I came home from my last deployment on the *MV Green Cove*, I found a package from General Dynamics-American Overseas Marine (AMSEA). When I open it, I was surprised to find a letter from the company regarding my service aboard the *USNS 1st Lt. Jack Lummus*

during a relief mission to Haiti following the tragic earthquake there.

Included in the package was a certificate from the U.S. Department of Transportation's Maritime Administration certifying that I along with the other crew members of the *Lummus* was being issued the Merchant Marine Medal for Outstanding Achievement for service provided in Operation Unified Response.

While receiving this recognition is an honor, I know in my heart that what we did by answering the call for Operation Unified Response – after such a tragic, life-changing event for the people of Haiti – was the humane thing to do, and that's what's really important. I am sure that the actions and kindness of all the individuals involved in this special mission will have a lasting effect on the people of Haiti, and I'm proud and honored to have had the chance to be part of it.

I also would like to thank my SIU brothers and sisters from the *Lummus* along with the military personnel whom we carried during this mission. It is such a special thing to see firsthand the best of what America offers not only to fellow Americans, but to the whole world in the aftermath of disasters like the Haiti earthquake. It is because of each individual, both in the U.S. Merchant Marine and in the military, carrying out their duties and going above and beyond countless times, that the mission proved successful.



SIU member Todd Curry says he appreciates being recognized for sailing in Operation Unified Response, but the truly important thing is America's humanitarian outreach.

## Electrician Lands Kudos From Keystone

Even after nearly 40 years as a mariner, the job still brings occasional surprises for Electrician **Chuck Wharton**.

He got an unwelcome jolt during a stint aboard the *NS Savannah* but handled it deftly, and for his efforts, Wharton recently was recognized in vessel operator Keystone Shipping's newsletter.

The event happened last summer, with the ship docked in Baltimore. A freak storm displaced the gangway and caused the vessel to roll while moored to the dock.

Wharton immediately responded – he rigged and secured the emergency gangway and also helped secure areas on the vessel “which showed evidence of leakage during the intense rainfall,” according to the company.

Keystone thanked Wharton and credited him “for his professional response and excellent seamanship.”

Asked by a reporter for the *Seafarers LOG* whether he was worried during the ordeal, Wharton, who joined the SIU in 1973, replied, “No. It was surprising, though, and interesting. It happened all at once – it got dark out and just hit.”

Once the temporary gangway was in place, Wharton helped ensure the safe departure of a Maritime Administration project manager who'd been aboard the *Savannah*.

Wharton is a graduate of the trainee program



Chuck Wharton has been an SIU member since 1973.

at the SIU-affiliated Paul Hall Center for Maritime Training and Education, where he also has upgraded several times.

## Seafarers Assist in Military Exercise



The SIU-crewed prepositioning ship *USNS PFC Eugene A. Obregon* recently played an important role in a two-week exercise conducted by the U.S. Navy and Marine Corps. Exercise Bold Alligator took place Jan. 30 through Feb. 12 and was described by the armed forces as “the largest amphibious exercise in the past 10 years.” In this U.S. Navy photo, Marines conduct an “amphibious assault vehicle debark splash” from the Keystone-operated ship off the coast of Virginia.



# Feb. 1 Marks 'A Sad Day for Working Hoosiers'

## Right-to-Work (for Less) Passes Despite its Documented Pitfalls

It took more than a year and the blatant disregard of clear opposition from citizens, but anti-worker Indiana politicians finally passed a controversial, so-called right-to-work (RTW) bill that ultimately threatens to reduce wages and weaken employee protections throughout the Hoosier State.

Indiana on Feb. 1 became the 23rd state in the union to pass anti-union RTW legislation. It also became the first state in the country's manufacturing heartland to enact RTW legislation, which allows workers covered by collective bargaining agreements to shirk their responsibility and opt out of paying union dues. Indiana Republican Governor Mitch Daniels (R) signed the legislation into law immediately after it was given final approval in the state Senate by a vote of 28-22, making Indiana the first state to adopt such a measure since Oklahoma did so a decade ago.

Thousands of union members—opponents of the measure—gathered inside the Statehouse and chanted "Shame on you!" and "See you at the Super Bowl!" as the vote was announced. Thousands more amassed outside for a rally that spilled into the Indianapolis streets which were already bustling with Super Bowl festivities, hoping to point a national spotlight on the state.

AFL-CIO President Richard Trumka issued the following statement from his Washington, D.C.-based office shortly after the RTW legislation was signed into law:

"Today's passage of the so-called 'Right to Work' bill in Indiana marks a sad day for working Hoosiers. It reflects an extreme partisan agenda that is all about

payback to corporate donors, instead of creating good jobs for working families and fostering a middle-class economy.

"We all know that 'Right to Work' policies don't create jobs. Study after study has shown that they reduce wages, benefits, and safety for all working people—the last thing anyone needs in this economy.

"It's a shame that flip-flopping politicians like Gov. Daniels are focusing on a divisive partisan agenda—rather than creating jobs as they were elected to do. Working people are energized and will remember who stood with them and who stood with the 1 percent on Election Day."

Also strongly condemning the measure's passage, Indiana State AFL-CIO President Nancy Guyott echoed Trumka's stance by issuing her own statement. In part, Guyott's announcement said: "On behalf of all working men and women across Indiana, we are extremely disappointed that the Indiana General Assembly has passed the 'right to work for less' bill today. They have set our state upon a path that will lead to lower wages for all working Hoosiers, less safety at work, and less dignity and security in old age or ill health. Indiana's elected officials have given the wrong answer to the most important question of this generation.

"I am reminded of the saying 'those who cannot remember the past are condemned to repeat it,' and it seems especially fitting today. Hoosiers have been here before. From 1957 to 1965, Indiana experimented with this exact same law and after its utter failure to produce on any of its promises of economic salvation Hoosiers rose up, changed elected officials and repealed it. It appears we are headed there

again.

"Sadly, the passage of this bill not only means that workers' rights and ability to collectively bargain will be significantly weakened, it means that strong-arm tactics, misinformation and big money have won at the Indiana Statehouse. Citizens who stood against this legislation were barred from entering the Statehouse, were denied the chance to testify before the committees considering it and were refused meetings with their own legislators. Independent, fact-based assessments of the economic impact on this legislation were dismissed in favor of stories, promises and unsubstantiated claims by out-of-state special interest groups. And Indiana's legislative traditions were dishonored as those in power rammed through this bill at reckless speed to avoid further public scrutiny and to please their corporate paymasters."

While backers of RTW laws maintain that these measures, the facts say otherwise. According to the AFL-CIO, RTW doesn't guarantee any rights. In fact, by weakening unions and collective bargaining, it destroys the best job security protection that exists: the union contract.

Meanwhile, it also allows workers to pay nothing and get all the benefits of union membership. Right to work laws say unions must represent all eligible employees, whether they pay dues or not. This forces unions to use their time and members' dues money to provide union benefits to free riders who are not willing to pay their fair share. Further:

■ **Right to work laws lower wages for everyone.** The average worker in a right to work state makes anywhere from around \$1,500 to \$5,300 a year less than

workers in other states. Weekly wages are as much as \$72 greater in free-bargaining states than in right to work states. Working families in states without right to work laws have higher wages and benefit from healthier tax bases that improve their quality of life.

■ **Federal law already protects workers who don't want to join a union to get or keep their jobs.** Supporters claim right to work laws protect employees from being forced to join unions. Don't be fooled—federal law already does this, as well as protecting nonmembers from paying for union activities that violate their religious or political beliefs. This individual freedom argument is a sham.

■ **Right to work endangers safety and health standards that protect workers on the job by weakening unions that help to ensure worker safety by fighting for tougher safety rules.** According to the federal Bureau of Labor Statistics, the rate of workplace deaths is 51 percent higher in states with right to work, where unions can't speak up on behalf of workers.

■ **Right to work laws just aren't fair to dues-paying members.** If a nonunion worker is fired illegally, the union must use its time and money to defend him or her, even if that requires going through a costly legal process. Everyone benefits, so all should share in the process. Nonmembers can even sue the union if they think it has not represented them well enough.

The bottom line, according to researchers at the Economic Policy Institute and the American Worker Project is that right-to-work laws work against the critical needs of our economy, our society, and our democracy.

### Still Going Strong at 102!



Norfolk, Va.-area retiree Terrence Chase (above) in early February turned 102, and SIU Port Agent Georg Kenny helped him and his family celebrate the occasion. Chase sailed for 40-plus years, most recently as a bosun. A native of Brooklyn, N.Y., he joined the National Maritime Union before the NMU merged into the SIU. He retired in 1985. Kenny brought him an SIU hat and T-shirt, a copy of the current *Seafarers LOG* and some cupcakes. "He's still plenty sharp," Kenny said. "It was a pleasure meeting him."

## Fast, Efficient Action by Seafarers Prevents Environmental Damage

SIU members played a vital role in preventing what could have been a major oil spill in an important waterway at the end of last year. A diesel leak aboard the *Horizon Discovery* had the potential to spill into Newark Bay if not for the actions of an SIU shore gang.

On Dec. 30, the *Discovery* was docked in Port Elizabeth, N.J. That morning, the crew of the ship was off conducting drills for the U.S. Coast Guard, leaving the vessel temporarily unattended. At around 9:30 a.m. the diesel leak was discovered. A gangway man checking on the ship lifted a power pack and noticed that the fuel tank ruptured (with a foot-long crack) and diesel was spilling all over the deck. Upon hearing the news, the SIU shore gang, led by Bosun **Jimmy Niotis**, sprung immediately into action.

"We ran as fast as we could all over the ship, trying to find supplies to stop the flow," said Niotis.

The Seafarers were able to contain and eventually stop the spill with limited outside help, preventing what could have been an environmental mishap in the heavily populated Newark Bay area.

"I truly believe we prevented a major catastrophe from happening," said Niotis.

Others at the port that day credited the SIU team for their professionalism, speed, and poise when handling the crisis.

"The immediate, fast, effective, and professional response by the members of the shore gang was critical to our ability to control this substantial spill and to contain the oil on board," said Robert N. Anderson, port relief officer with the International Organization of Masters, Mates, & Pilots (MM&P), who was on the scene. "There is

no way I would've been able to keep this oil from entering Newark Bay by myself."

Niotis chocks up the effective response to his fellow Seafarers, who he said were the epitome of good seamen in times of crisis.

"They did exceptionally well," said Niotis. "I'm so proud of my guys and the SIU standbys who were there that day. Everybody did more than their fair share; in fact, everyone gave more than 110 percent to stop the diesel from going over the side. They knew we were under pressure and that we needed to stop the oil, and we did."

Company officials took note of the fast action and its benefits. Wally Becker, *Horizon Lines* ship superintendent, was on board and he, too, commended the SIU crew for their actions, pointing out that the Coast Guard was so impressed that they didn't even get involved themselves.

"I'm damn glad they were there," said Becker.

Training plays a big role in having the preparedness necessary to respond to an oil spill, according to Niotis, and the opportunities for Seafarers to train for safety is a leading factor in the success of the Port Elizabeth shore gang's efforts.

"It helped that knowledgeable, trained people were around," said Niotis. "Without that, we might not have been able to stop something as major as this."

Members of the shore gang who participated in the rescue included **George DiCanio**, Chief Cook **Cecilio Suarez**, FOWT **Orlando Reveron**, GUDE **Edwin Ruiz**, and **Justin Loddico**.

The standbys included OMU **Gregory Clotter** and FOWT **Andre MacCray**.



# Labor and Maritime Briefs

## Alliance St. Louis Brings

### Last Cargo from Iraq

SIU members earlier this year helped transport what is believed to have been the last shipment of war materiel from an Iraqi port.

The *Alliance St. Louis*, operated by Maersk Line, Limited, arrived in Beaumont, Texas, the last week of January. Cargo from the 650-foot-long ship then was moved onto rail cars.

The vessel is part of the U.S. Maritime Security Program (MSP) fleet, which supports Defense Department operations as needed, all over the world.

A military officer told a local reporter in Beaumont that the *Alliance St. Louis*' shipment "is a significant milestone. It's our completion of what we were assigned to do in Iraq," said Lt. Col. Mike Arnold, commander of the 842nd Transportation Battalion.

He added that the ship's work wasn't done: The vessel was slated to take on additional cargo bound for U.S. troops in Afghanistan.

## Super Bowl Ad Goes

### Far Out of Bounds

Football fans and other viewers who mainly tuned in to watch the ads may have noticed a half-minute, anti-labor commercial during this year's Super Bowl. The controversial piece, pushed by an anti-union front group, tries to suggest that workers don't have a say in whether or not they choose union representation.

Based on media coverage after Super Bowl Sunday (ads routinely are talked about in the press following the big game), people easily saw through the phony attempt by the grossly inaccurately named Center for Union Facts. For example, *The Washington Post*'s "fact check" column called the ad "nonsense." The paper quoted a Harvard professor who stated, "I don't see what the point (of the commercial) is. Most people who are union today JOIN a company that is union."

A former Labor Department economist said of the commercial, "It is a bit like saying Virginia isn't a state because none of its current residents voted for statehood."

Additionally, U.S. Rep. Dennis Kucinich (D-Ohio) wrote, "The goal of this misleading advertising is to spread misperceptions about unions so that workers will not join them, and the implication is that workers will be better off. But eliminating unions would not save workers money or in any way improve their position. In fact, in so-called 'right to work' states, the workers are actually worse off. 'Right to work' laws cost workers an average of \$1,500" per year.

For more information on the corporate lobbyists behind the anti-union effort, visit <http://bermanexposed.org/>

## Largest Jones Act Fine

### Upheld by U.S. Government

U.S. Customs and Border Protection recently upheld a \$15 million fine against Escopeta Oil Company (now named Furie Operating Alaska) for violating the Jones Act – by far the largest fine ever for breaking the nation's freight cabotage law.

A year ago, the company ignored the Department of Homeland Security's denial of a waiver and used foreign-flag tonnage to move a jack-up oil-drilling rig from Texas to Alaska. In a letter dated Jan. 25 from the chief of the Penalties Branch of Customs and Border Protection, Escopeta's actions in violating the law are described as "deliberate, and thus aggravated."

John Connors also pointed out that the Maritime Administration specifically told Escopeta that qualified American-flag vessels were available to carry the rig.

Responding to the upholding of the fine, industry coalition American Maritime Partnership (AMP) said, "Given the circumstances, U.S. Customs and Border Protection had little latitude and did exactly what the law requires. A \$15 million fine – the largest in history for a violation like this – is the appropriate penalty for such a blatant violation."

## January Lakes Cargoes Increase

The Lake Carriers' Association reported that U.S.-flag Great Lakes freighters (many of them SIU-crewed) carried 3.9 million tons of dry-bulk cargo in January, an increase of 14 percent compared to a year ago, and 41 percent better than the month's five-year average. Iron ore cargoes for the steel industry increased 21 percent compared to a year ago and outperformed their five-year average by 58 percent. Coal loadings slumped by 53 percent compared to 2011, but fell slightly less – 45 percent – compared to the trade's five-year average.

Only one limestone cargo moved in January, which is generally typical. Since much of the limestone shipped on the Lakes is rinsed before loading, shipments largely cease when temperatures slip below freezing.

The Lake Carriers' Association represents 17 companies that operate 56 U.S.-flag vessels.

## Keel Laid at NASSCO for First

### Mobile Landing Platform Ship

General Dynamics NASSCO, a union-contracted shipyard in San Diego, hosted a keel-laying ceremony Jan. 19 for the first in a series of mobile landing platform (MLP) ships. According to NASSCO, delivery of the first MLP vessel is scheduled for May 2013. The 765-foot ship will be used as a staging area for the Navy and Marines.

Secretary of the Navy Ray Mabus recently announced that this first MLP ship will be named *Montford Point*, for the North Carolina facility where 20,000 African American Marines were trained throughout seven years starting in 1942.

Once delivered to the fleet, MLP ships reportedly will join the U.S. Military Sealift Command's three Maritime Prepositioning Force squadrons (which include a number of SIU-manned vessels) that are strategically located around the world to enable rapid response in a crisis.

## Federation Leader Responds to

### Report of President's Jobs Council

In mid-January, AFL-CIO President Richard Trumka objected to some of the recommendations contained in a report by the President's Council on Jobs and Competitiveness. In a respectfully worded dissent that made it clear he is honored to serve on the council and wants to continue working with President Obama to help create good jobs in the U.S., Trumka in part said, "Our country has become dominated by the interests of the wealthiest one percent at the expense of the remaining 99 percent. It turns out that a country run in the interests of the wealthiest one percent systematically underinvests in public goods; systematically silences, disempowers and underinvests in its workers; and in the end is less competitive and creates fewer jobs than a country that focuses on the interests of the 99 percent."

He said the report "downplays the need for a proactive role for the U.S. government" in many areas, fails to address "the significant additional revenues" needed to address the very problems identified in the report, and "in many cases erroneously identifies the root causes of the underlying structural problems."

Trumka's complete statement is available at [www.aflcio.org](http://www.aflcio.org).

in a January 17 post in the Media Center section.

## Seafarer Publishes E-Book

Recertified Steward **Richard Paulson** has put together a basic instructional book for those who want to take up golf or improve their games. Titled "Golf as Easy As 1, 2, 3," it's an electronic book available at [kindle.com](http://kindle.com). The book contains illustrations among its 64 pages. One reviewer online called it "a great book."

## SS American Victory

### Relives History During Cruise

An unforgettable voyage of discovery will be there for the taking March 24 in Tampa, Fla., when the *SS American Victory*—one of only four fully operational 1945 WWII ships remaining in the country—takes to the waters of Tampa Bay for her "Relive History Cruise." Embarkation will commence at 10 a.m., with departure following at 11 a.m. The vessel will return to port at 4 p.m.

Open to the public, the cruise will feature live entertainment by a DJ from Rhino Cubes, reenactments by the Florida Historical Preservation Group, a silent auction by Memorabilia Magic, Vintage WWII airplane flyovers, maritime ceremonies and ship tours. Hot and cold foods from vendor Mickey's Game Time will be available for purchase as will assorted beverages.

Cruise tickets are priced at \$110 per person and are available at [www.ticketweb.com](http://www.ticketweb.com), or by calling 1-(866) 468-7630. Tickets also may be purchased in person aboard the American Victory Ship located directly behind the Florida Aquarium at 705 Channelside Drive, Tampa, FL 33602. More information is available by calling (813) 228-8766, or by visiting [www.americanvictory.org](http://www.americanvictory.org)



Recertified Bosun Stephen Argay



AB Zdravko Kerestes



AB Franklin Akins

## Snapshots From Aboard The OSG Maremar

Chief Cook Evelina Barnes-Nobles, a crew member aboard the *Overseas Maremar*, took these photos of her shipmates recently while the vessel was at sea. She sent them to the *Seafarers Log* to share with our readers.



GSU Michael Fernandez (left), Chief Cook Everlina Barnes-Nobles and Recertified Steward Steward Sergio Castellanos (right).



Pumpman Lebaron West



GUDE Humberto Lopez



AB Paul Altenor



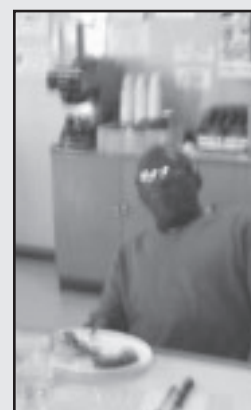
AB Reynaldo Bernardez



AB David Martinez



OMU Antonio Tindugan



Oiler Roy Green



# Seafaring Snapshots from the West Coast

Port Agent Jeff Turkus (based in Wilmington, Calif.) submitted these photos from three SIU crewed ships that recently were serviced on the West Coast. The *Jean*

*Anne* and the *USNS Curtiss* docked in San Diego, while the *Green Wave* called on Port Hueneme, Calif. The *Curtiss* is operated by Crowley Liner Services,

the *Green Wave* by Waterman, and the *Jean Anne* by Interocean American Shipping for Pasha Hawaii Transport.

## USNS Curtiss



Bosun Dan Carman



GVA Richard Pepper, Port Agent Jeff Turkus, AB Milton Seril, Bosun Dan Carman



Chief Electrician Mark Campbell



Steward/Baker Rodolfo Pardilla



AB Milton Seril

## Green Wave



Some of the crew along with Safety Director Abdul Al Omari (third from left)



Chief Steward John Palughi



Chief Cook Peter Schuetz

## Jean Anne



GVA Mohamed Mohamed

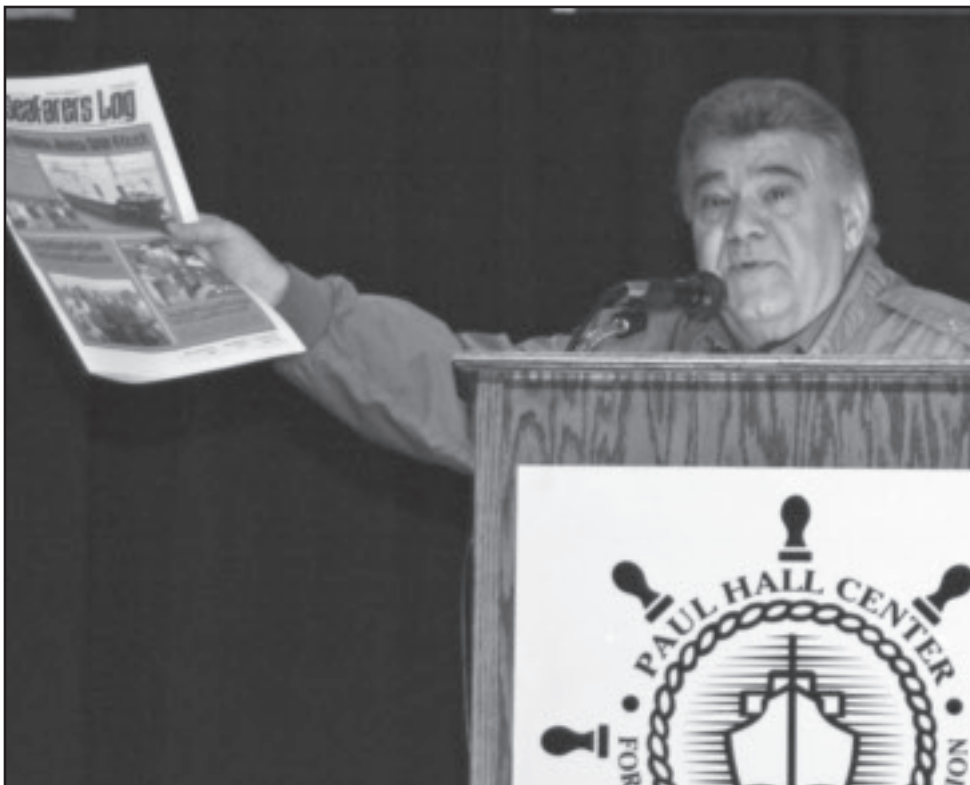


Electrician Martin Hamilton, Steward/Baker Ronnie Newman



AB Dennis Bracamonte, an unidentified cadet, Bosun Thomas Johnson, AB Roger Tupas





**UNION PRESIDENT ENCOURAGES SEAFARERS** – SIU President Michael Sacco addressed Seafarers and apprentices during the February membership meeting in Piney Point, Md. He discussed the ongoing effects of the rocky economy on workers in general and mariners in particular, and stated that the union will remain aggressive and realistic in pursuing good contracts throughout the fleet. He also reminded them that this is a White House election year, and grassroots political action by the SIU has never been more important.

## At Sea & Ashore with the SIU



**ELECTRICIAN GETS BOOK IN OAKLAND** – Seafarer Maximo Lambert (center) picked up his A-book at the January membership meeting in Oakland, Calif. Congratulating him on the milestone are Asst. VP Nick Celona (left) and Patrolman Nick Marrone II. Lambert recently sailed as electrician aboard the *Grand Canyon State*.



**CONGRATS ON RETIREMENT** – Late last year, longtime member Tony Mercado (center) received his first pension check at a membership meeting in Puerto Rico. He started sailing in 1970 and most recently shipped out as the bosun aboard the *Horizon Trader*. “Tony is a solid old-school sailor, loyal SIU member and all-around stand-up guy,” noted Port Agent Amancio Crespo (right), who joined VP Gulf Coast Dean Corgey (left) in welcoming the bosun ashore.



**ABOARD THE HORIZON NAVIGATOR** – Taking on stores aboard the *Horizon Navigator* are AB Joel Gonzalez, Chief Cook Mayra Gines and Steward/Baker Carlos Sanchez. The photo was taken while the *Navigator* was docked in Jacksonville, Fla., earlier this year.



**WELCOME ASHORE** – Asst. VP Archie Ware said it was a bittersweet moment when member Paul Stanford, a captain with Crowley, retired earlier this year. The SIU official congratulated him but said he will be missed. Celebrating the occasion at the union hall in Jacksonville, Fla., are (from left) secretary Karen Shuford, Paul and Jan Stanford and Patrolman Brian Guiry.



**CELEBRATING IN VIRGINIA** – Retiree John Cooper submitted these photos of Seafarers, family members and other guests at the holiday party that took place Dec. 16 at the union hall in Norfolk, Va. He also thanked the union for the gathering and said a good time was had by all.







**SEAFARERS GIVE BACK** - The SIU worked with local representatives from the U.S. Army and the American Merchant Marine Veterans (AMMV) during a successful holiday toy drive. Port Agent Kris Hopkins (right in group photo above) is pictured with other individuals who were involved in the drive, while a small sampling of the donations is shown in the other photo. The beneficiaries are from the Army.



**TAKING THE OATH** - SIU VP Gulf Coast Dean Corgey (standing at left) swears in Seafarers Paul Ebanks and Isoline Major-Morris at the January membership meeting. AB Ebanks received his full B-book, while Chief Steward Major-Morris received her A-book.



**DONATING TO A GOOD CAUSE** - Shortly before Christmas, the Greater South Florida Maritime Trades Council, which includes the SIU, donated to LifeNet 4 Families, a local food bank. Throughout the year, combined donations through the council to LifeNet totaled several thousand dollars. Pictured from left are SIU Port Agent Kris Hopkins, LifeNet Director Russ Martin, Al Lichtman from Painters District Council 78, and retired Teamster Gino Cortellesse (who serves on the council).



**SEAFARERS GIVE BACK SOME MORE** - Members recently continued participating in a program that offers home improvements for citizens who need assistance. Shown in the group photo at right are (from left) AB Bruce Raquet, an unidentified volunteer, Dania Beach Vice Mayor Bobbie Grace, GUDE Alex Capellan and Recertified Steward Danny Brown. Capellan (above) and Raquet (left) show off their respective painting skills in the other photos.



## Around the Port Of Ft. Lauderdale

As the calendar turned from 2011 to 2012, SIU members in the Ft. Lauderdale, Fla., area were busy not only at work but also in giving back to the community. Port Agent Kris Hopkins submitted the photos on this page, which show Seafarers on the job and at the union hall as well as volunteering in nearby Dania Beach. Also included are photos reflecting a donation by the Maritime Trades Department's Greater South Florida Maritime Trades Council and SIU participation in a holiday toy drive benefitting the U.S. Army.



**ABOARD CROWLEY ATB** - Recertified Steward Judi Chester (above left) and Cook William Sanchez (above right) are pictured aboard Crowley's new articulated tug-barge *Legacy/750-1*. The ATB was christened in early November in New Orleans.





More than 100 Seafarers work at Allied.



AB Gershom Bempah



Chief Engineer Jamie Watson, AB Mark Pruitt



Capt. Steve Lewis



Engineer Travis Hudgins



Engineer James Kokosinki, Cargo Mate Steven Shelton



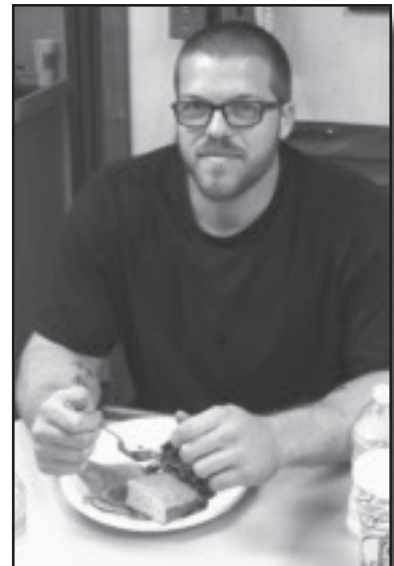
Chief Engineer Jeffrey Potter, AB Buddy Holden



OS Jacob Hodgon, Chief Engineer William Racette



AB/Cook Elwin Lebouef



AB Zach Block



Capt. Mike Woolard

## With Allied Crew The East and

The photos on these two pages show SIU boatmen who sail aboard Allied Transportation Co. vessels. The images were taken late last year by SIU Norfolk, Va., Port Agent Georg Kenny.

As reported last month, Seafarers at Allied recently ratified a new three-year contract. That agreement maintains

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SIU boatmen at Allied recently ratified a new three-year contract.





AB James Shuttleworth



AB Phillip Beardin, AB Douglas Reynolds



AB Larry Blount

# *ews Along Gulf Coasts*

ical benefits and increases wages. It also includes an  
ease in the food allowance aboard Allied vessels.  
More than 100 SIU members work at Allied, sailing on  
s along the East and Gulf coasts. They transport chemi-  
products aboard articulated tug-barge units and other  
els. The company is based in Norfolk.



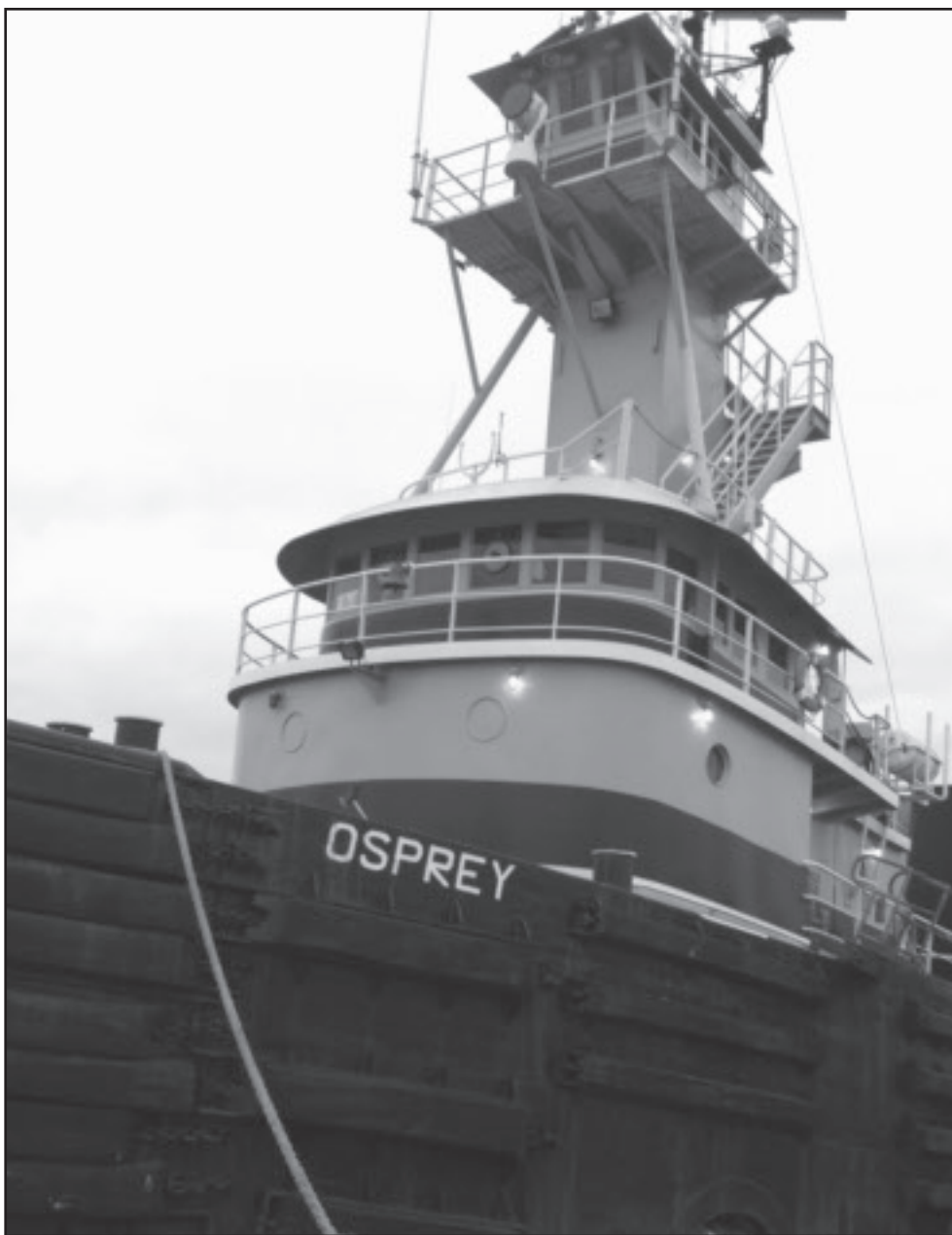
Utility Andrew Volden, Chief Engineer Jake Delcambre



AB Russell Struyk, Mate Jim Pearson



Capt. Andy Higbee



Mate Tyler Percy, Capt. Kendal Deihl



# Recollections from the Murmansk Run

*Editor's note: The October and November 2011 editions of the Seafarers LOG featured the first two installments of an occasional series written by retired mariner Ed Woods, who first shipped out at age 16, during World War II. LOG readers were introduced to Woods' writing when he shared a separate story that was published off and on from September 2010 to July 2011.*

*"Recollections from the Murmansk Run" is a combination of Woods relaying the accounts of an old shipmate and filling in the blanks "with what I think could have taken place, based on my own war-time experiences at sea. For this reason, I call this narrative a non-fiction novel."*

*The names of the main character (Johnny Johnston) and his vessels are fictional.*

*The World War II convoys to the Russian ports of Murmansk and Archangel were dangerous and often deadly. Dozens of American-flag ships were sunk on the Murmansk Run, including many SIU-crewed vessels.*

*The most recent installment ended as the calendar turned from 1943 to 1944, with the Liberty ship S/S John Henry carrying explosives in a convoy eventually destined for Murmansk, escorted by British destroyers.*

Loud explosions filled the air and the ship vibrated, as the two of us grabbed our lifejackets and raced topside. The air was filled with black smoke and, yet, in the darkness, I could see ships on fire.

Liberty ships are not noted for their speed and it was obvious the engine crew had the *John Henry* going as fast as she could. Larry and I went to our battle stations where we were told that the convoy was breaking up. We were in the middle of a German wolf pack and the commodore had ordered every ship to separate from the group and to sail alone. "Every ship for itself!"

Fortunately, it began to snow and a dense fog developed, as we made our way north. In the morning when the fog had lifted, it was reported that a U-boat was following us. There was no sleep for anyone. We were taking turns at battle stations, standing lookout and drinking coffee in the mess hall. No one could understand why the U-boat couldn't or wouldn't catch up with us. Our top speed was less than 10 knots and surely, a U-boat could do that when surfaced.

Ensign Kelly came to the mess hall and told us that it was his belief that the sub was out of torpedoes and had only its deck gun to use against us. This meant that we had the advantage. We had more firepower. The question then was why was he bothering to follow us? Powell had an answer to that too: "That sub is radioing our position to other German ships and subs. It's possible that German aircraft will come after us as they have air and sea bases in northern Norway."

That night, after darkness, we slowed down hoping that the sub wouldn't see us. Kelly said once we got close enough to the sub, he was going to have the *John Henry* open up with all its firepower and blow that dam sub to kingdom come. "We have the advantage, let's use it."

However, after a discussion with our Captain Behlmer, Kelly decided on a different tactic. The *John Henry* would come to a complete halt, the engines stationary and all hands maintaining complete silence. "Let the bastards come to us. We'll give them a nice warm welcome."

Of course, he was expecting and hoping that the sub would keep on a course directly behind us and we would see it before it saw us.

Kelly had every gun manned and ready to be fired. A few hours later, we heard shouting aboard ship and our guns opened up. The *John Henry* had turned 90 degrees so its port side was facing the unsuspecting sub, giving both the forward 3-50 and the aft 5-38 a target. We crossed the T, as the British navy called it. The position allowed four of our 20 mms to take part in the attack. The noise was deafening. In between, I could hear, "We got 'em, we fooled 'em."

Sorry to say, the U-boat was able to get a few shots off from its deck gun. One shell hit the bridge, killed the helmsman and the third mate and damaged the steering wheel. The good news: The sub was blown apart and what was left of it went down below to the bottom of the Arctic Ocean.

Captain Behlmer and other mates raced aft to the emergency steering wheel to try to regain control of the ship. They soon had it working. The area had no cover; everything

was right out in the open, exposed to the elements. The man at the wheel would be freezing.

The captain ordered the bosun to rig up some sort of a shelter to protect the helmsman from the freezing weather. It had begun to snow again and the temperature must have been well below the freezing point. No one could stay at the wheel for long under such extreme conditions.

Within a relatively short time, the deck crew had lashed posts to nearby railings and erected a huge tent-like tarpaulin over the entire area. It wasn't much but it did cut down on the wind and snow.

Those of us who were off duty went to the mess hall to warm up and have a bite to eat. Ensign Kelly came and told us how bad he felt about the two crew members that were killed during the fight. He said, "If that German shell that hit the wheelhouse had hit any other part of the ship, we would all have been killed. It wouldn't take much to set off the cargo we are carrying in our holds."

We were now way off course and only had limited control of the ship. Captain Behlmer and the ship's officers decided to make for the nearest friendly landfall to try to have our helm and bridge repaired.

I had never heard of the place: Franz Josef

offer you any supplies," were the last words Ski translated for Captain Behlmer.

The captain summoned the entire *John Henry* crew to the mess hall to explain our situation. For one, we would need to conserve our fuel; this meant there would be days when there would be little or no heat on the ship and at night, with the exception of emergency lights, all lights would be shut off. He said he not only was concerned about having enough fuel to see us through the winter but, more importantly, when the repairs are made and we can break through the ice, we would need fuel to get us to a friendly port where we can refuel and obtain supplies.

He laughed and said, "You all had better like fish because you are going to see a lot of it on the menu. I expect there will be seal meat on our tables too." He went on to say that he had no objection to the crew going ashore when off duty. "You can walk ashore over the ice." However, he warned against leaving the ship unarmed, as there were wild animals on the island, in particular, polar bears. He said we could only go ashore when accompanied by one or two Navy gunners who would carry rifles and side arms.

Finally, he said the Russians are our war allies, but on the other hand, they are not very friendly and have not been as cooperative as he

ficers. However, they couldn't pass the Coast Guard examinations to be licensed deck or engine room officers.

As I began to know them better and we became friends, they asked me to read and answer their mail. I did so willingly and never made any comments about their lack of education. They appreciated my help and were always ready to answer and help me with my own work.

The next morning, three oddly dressed people came to the ship. It took us a few minutes to decide who and what they were: three middle-aged Russian women. They motioned that they wanted to come aboard. We had them wait a few minutes while we checked with Captain Behlmer and obtained his permission. Then we got Ski out of bed and asked him to try to translate for us. He quickly learned that one of the women was a Polish conscript and, of course, could speak both Polish and Russian.

The rest was easy. Their senior officer had told them to entertain the Americans in any manner they thought would be pleasing to these poor unfortunate foreigners. Three of the older deckhands immediately invited them into the mess hall and suggested they take their heavy furs and skins off so we could see what they looked like. Ski was asked to please stay while it was decided what could be done next.

I don't want to go into drawn-out details but the women stayed on board for two whole days.... I stayed away from them and so did Larry. When I looked closely at the women, I could not help but notice that they were close to my mother's age and, being only 16, it turned me off. Also Larry and I had been warned in boot camp about the various diseases one could catch from loose women. No, it was not for Larry or me. That's not to say that I wasn't tempted, but I decided to wait until the right girl came along....

Throughout the rest of our stay, I went with some of older guys and tried a number of times to get past the guard at the Russian compound to see if they could chat with the women. No luck! He wouldn't let us in.

Life went on aboard ship and the boredom continued. At night when the heat was shut off, we went to bed early wearing most of our clothing. In the morning we would have heat for a few hours – enough to take a warm shower. Later during our stay, we had to limit our showers to once a week.

One bright afternoon, an unidentified airplane flew over us. General quarters was sounded and we ran to our battle stations. The lookouts reported that the plane had no identifying markings. It was decided that it was an enemy spotter plane from God knows where. The watches were doubled and all guns kept at the ready.

The next day, two small bombers with big swastikas painted on the fuselages flew over. First they machine gunned us and then dropped bombs. We opened up on them with everything we had; every gun aboard ship kept up a constant fire.

One plane flew off into the distant horizon and the other caught fire and crashed into a mountainside on the island. The German machine guns' bullets made dents in our decks but luckily did not hit any of our explosive cargo.

Captain Behlmer sent the bosun and four crew members ashore to try to locate the downed bomber and see if they could salvage any material or information. He said to look for codebooks and so forth.

When the men returned, they reported that the Russians had gotten to the plane wreckage before they arrived at the scene and would not let them near it. In fact, the Russians were armed and threatened them with their rifles.

Captain Behlmer came to our mess hall and said, "I've had enough of this. We're supposed to be allies and these damn Russians are treating us like the enemy. I am seriously thinking of breaking radio silence and letting the authorities know how we are being dealt with here."

The old-timers expressed surprise at Captain Behlmer coming aft to our mess hall and confiding in us. It was unusual, to say the least. We mentioned this to our first and he said, "Well, you know we are all in this predicament together and will share whatever good or bad comes out of it. I believe Captain Behlmer wants all of us to know that we need each other and that he depends on all of us to cooperate and do the right thing."

The following day, Captain Behlmer and two of his officers, his first and second mates,

*Continued on next page*



In the U.S. Navy photo from September 2010, color guard members stationed aboard the guided-missile frigate *USS Taylor* stand at attention alongside members from the Russian armed forces during a wreath-laying ceremony at the Alyosha WWII Monument in Murmansk.

Land. However, when we arrived, we were treated to a beautiful light display in the sky – the mystifying Aurora Borealis. I had heard about the Northern Lights and I was hoping they were an omen of good things to come.

Franz Josef Land is not one island but a group of islands. They are considered Russian territory and we discovered that weather stations and other observation posts were manned there year-round by the Russian navy. Not wanting to break radio silence, our Navy signalman kept busy displaying various international flag signals. A small boat came alongside of us with three men in it. We dropped a Jacob's ladder down and two of them climbed aboard. It was obvious that they didn't speak English and no one aboard the *John Henry* spoke Russian.

We did have an able-bodied seaman called Ski who spoke Polish. Ski was summoned to the officers' mess hall and asked to see if he could do some translating. The Russian and Polish languages have many similarities and, fortunately, one of the Russians could speak a limited amount of Polish.

We learned that a supply ship visited the station every three months. It was possible that if we could identify the parts we needed for repairs, they could be delivered when the supply ship next called. In the meantime, we would be directed to a safe anchorage inside a shallow lagoon. It was expected that the water level in the lagoon would be too low for U-boats to enter unseen; we would be safe there until repairs were made and we were again seaworthy.

With great difficulty due to our damaged helm, we followed a small boat into the lagoon. The lagoon had begun to freeze over and within a day or so the *John Henry* was completely locked in the frozen waters. We then heard the bad news: We would be here until next spring when the ice broke up.

The Russians told Captain Behlmer that we would need to make use of whatever supplies we had on board.

"We only have a limited amount of food and fuel for our own use. Don't expect us to

would like. "They seem suspicious whenever I ask questions. It's best we have little to do with them, especially the Russian women at the weather station."

The first two months went by without any incidents. The bosun and our first assistant engineer made a number of fishing poles and it seemed that all we had to do was drop the line in the water and we would have a fish on the end of it.

Our chief cook and the second cook surely knew how to prepare food. We had fish at least once a day, at either lunch or supper. Every day, a seal or two would come up from under the ice and eventually Navy gunners shot one and dragged it aboard. The chief cook butchered it and we all enjoyed our first seal steaks.

We saw polar bears in the distance but they kept away from us. One time we saw a polar bear sitting on the ice a few hundred feet away from the ship. He looked like he was waiting for something and surely enough, a seal came up and he made a grab for it. That was the end of that seal.

Boredom began to set in while we were at anchorage in the lagoon. We would take walks over the ice to the shore looking for anything different to see or to give us something to talk about. There were mountains about two to three thousand feet high all around us; they were completely ice-covered and impossible to climb without special equipment. A few of the men claimed to have seen a fox or a wolf or two but it was obvious that except for polar bears, the local animal life kept out of our sight as much as possible.

We tried to visit the Russians at the weather station but they had an armed guard at the gate of their compound and he refused to let us pass. The older crew members expressed their disappointment. They wanted to see what the Russian women looked like.

I discovered that some of the old-time seamen were semiliterate, especially the foreign-born. They had quit school at an early age during the Great Depression and frequently knew their assigned jobs better than their of-



Murmansk Run Memories

Continued from Page 14

went ashore to file a protest with the Russian in charge of the weather station. When they returned, it did not take long for us to learn what had transpired.

The Russian in charge identified himself as Lieutenant Commander Bresky of the Russian navy. He stated and emphasized that he was in complete charge of the island and then asked, “What can I do for you?” in accented but good English.

Captain Behlmer told him that he was disappointed in the manner in which he and the crew of the *John Henry* had been treated since their arrival on Franz Josef Island. “We are supposed to be friends and allies and yet you have treated us more like the enemy. I am sincerely thinking of breaking radio silence and filing a formal complaint with both the Russian and American governments.”

Bresky reminded him that we had not been invited to the island and that we had come here on our own. He went on, “It’s apparent that we are of different cultures and look at our problems and things to be done with very different thoughts. I’ll be frank; I don’t like you or anything American. The only reason I tolerate you or your comrades is that Moscow has ordered us to accept you. Now, please remember, nothing is keeping you here, you can leave at any time.”

Captain Behlmer, troubled but not surprised at Bresky’s comments, said nothing in return, left the room and returned to the ship.

At the end of the meeting, Bresky had announced the arrival of the supply ship at the other end of the island. “Unfortunately, they were not informed in sufficient time to find the parts you need for your repairs. The supplies they delivered to us will be only adequate for our own needs at this station. You will have to continue on your own. As I told you when you arrived here, we cannot spare any fuel or food.”

That afternoon, a meeting was called in the officers’ mess hall. Only the officers were invited and the doors were kept shut to keep the discussion private.

Captain Behlmer and his officers decided that we were wasting time and depleting our limited supplies waiting here for new parts to arrive. “For all we know, the parts may never have been ordered. That’s how much I trust these Russians,” Captain Behlmer declared. He went on, “If the chief engineer agrees with me that we have sufficient fuel to make it to the Norwegian Islands of Spitsbergen – it’s about five days of rough weather from here – I think we should make a try for it. We know that most of Norway is occupied by Germany but I’m guessing that Spitsbergen is not. It’s 600 miles from the mainland of Norway and the last I heard the British had a blockade around it to stop the Germans from getting at the island’s huge coal deposits. Spitsbergen is much more developed than Franz Josef Island. It has a small year-round population. It has whaling and fishing stations and an extensive coal mining operation. In other words, there are people and machinery there. I believe we will have a better chance of getting supplies and repairs there than we do here. What do we have to lose? The ice is beginning to break up and our gunnery officer, Ensign Kelly, has informed me that he believes he can keep a path open through the ice using our guns. What say all of you?”

We heard later that every officer agreed it was best to get off and away from Franz Josef. (*To be continued.*)

April & May Membership Meetings

Piney Point.....	Monday: April 2, May 7
Algonac.....	Friday: April 6, May 11
Baltimore.....	Thursday: April 5, May 10
Guam.....	Thursday: April 19, May 24
Honolulu.....	Friday: April 13, May 18
Houston.....	Monday: April 9, May 14
Jacksonville.....	Thursday: April 5, May 10
Joliet.....	Thursday: April 12, May 17
Mobile.....	Wednesday: April 11, May 16
New Orleans.....	Tuesday: April 10, May 15
New York.....	Tuesday: April 3, May 8
Norfolk.....	Thursday: April 5, May 10
Oakland.....	Thursday: April 12, May 17
Philadelphia.....	Wednesday: April 4, May 9
Port Everglades.....	Thursday: April 12, May 17
San Juan.....	Thursday: April 5, May 10
St. Louis.....	Friday: April 13, May 18
Tacoma.....	Friday: April 20, May 25
Wilmington.....	Monday: April 16, May 21

ATTENTION: SEAFARERS

Contribute to SPAD (Seafarers Political Action Donation)

Dispatchers’ Report for Deep Sea

January 16, 2011 - February 15, 2012

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	18	21	2	0	1	0	0	44	27	5
Anchorage	0	2	0	1	1	0	0	1	5	1
Baltimore	7	7	0	8	3	1	1	6	14	1
Fort Lauderdale	13	16	1	17	10	1	8	21	19	3
Guam	4	5	1	5	3	0	0	7	6	1
Honolulu	11	4	3	4	4	1	2	23	5	3
Houston	50	17	5	53	12	4	19	86	29	13
Jacksonville	28	24	1	29	14	1	12	51	50	5
Joliet	6	9	2	1	2	0	0	9	12	2
Mobile	5	3	1	8	3	0	1	17	4	2
New Orleans	10	7	1	8	1	0	3	20	8	3
New York	56	19	1	32	14	1	13	82	27	3
Norfolk	18	26	4	14	8	5	5	23	37	8
Oakland	28	7	0	18	5	0	13	48	17	0
Philadelphia	5	3	0	5	2	0	2	10	4	0
Piney Point	1	1	0	1	1	0	0	1	0	0
Puerto Rico	8	6	0	5	3	0	1	16	13	2
Tacoma	41	22	2	29	20	2	23	62	22	6
St. Louis	4	1	0	1	2	0	1	5	2	0
Wilmington	32	18	2	22	8	3	9	60	38	18
TOTALS	345	218	26	261	117	19	113	592	339	76
Engine Department										
Algonac	8	3	0	0	0	1	0	13	7	2
Anchorage	0	1	0	0	0	0	0	0	1	1
Baltimore	1	5	0	7	5	0	1	4	5	0
Fort Lauderdale	9	3	0	10	4	0	3	15	10	0
Guam	5	1	0	1	0	0	0	5	1	0
Honolulu	1	2	0	5	1	0	1	16	6	1
Houston	12	14	2	14	7	2	6	24	24	2
Jacksonville	19	23	1	20	11	0	5	40	45	1
Joliet	6	5	0	0	0	0	0	6	6	0
Mobile	7	0	1	6	0	0	1	15	3	2
New Orleans	7	2	0	2	2	0	0	9	3	0
New York	20	14	1	17	6	0	5	29	20	5
Norfolk	8	15	1	8	8	0	1	21	34	1
Oakland	10	4	0	5	10	0	7	18	16	0
Philadelphia	5	3	0	1	1	0	1	6	7	0
Piney Point	1	4	0	1	2	0	0	2	4	0
Puerto Rico	1	9	0	1	3	0	1	6	13	0
Tacoma	19	10	0	12	9	0	6	27	17	0
St. Louis	0	2	0	1	0	0	0	1	5	0
Wilmington	10	12	1	3	12	2	3	24	29	4
TOTALS	149	132	7	114	81	5	41	281	256	19
Steward Department										
Algonac	10	5	0	0	1	0	0	9	7	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	3	4	0	4	3	0	2	5	2	0
Fort Lauderdale	15	5	0	6	5	0	3	17	5	0
Guam	2	0	0	1	0	0	0	4	1	0
Honolulu	13	3	0	9	2	0	3	17	6	0
Houston	18	7	0	18	1	0	6	33	14	0
Jacksonville	12	4	0	18	6	1	11	23	11	0
Joliet	3	2	0	1	0	0	0	2	5	0
Mobile	6	3	1	3	0	0	1	9	4	1
New Orleans	3	2	2	5	2	1	6	10	2	0
New York	22	6	0	15	2	0	1	34	7	0
Norfolk	12	13	0	9	8	2	5	17	18	0
Oakland	13	4	2	10	2	1	6	31	6	2
Philadelphia	2	0	0	3	0	0	0	5	1	0
Piney Point	4	5	0	2	2	0	1	4	4	0
Puerto Rico	1	2	1	3	2	0	0	4	1	0
Tacoma	30	5	1	19	3	1	8	32	5	0
St. Louis	4	1	0	3	0	0	1	3	2	0
Wilmington	28	4	0	13	1	0	2	52	4	1
TOTALS	201	75	7	142	40	6	56	311	106	4
Entry Department										
Algonac	3	26	18	0	0	0	0	6	38	20
Anchorage	0	3	0	0	0	0	0	0	5	1
Baltimore	0	2	2	0	4	0	1	0	1	5
Fort Lauderdale	0	10	3	0	6	0	1	0	17	5
Guam	0	2	0	0	1	0	0	0	5	0
Honolulu	6	10	5	1	4	2	0	10	17	8
Houston	3	10	1	4	10	2	1	5	27	9
Jacksonville	3	27	10	1	13	3	1	5	41	24
Joliet	1	3	2	0	0	0	0	1	5	3
Mobile	0	1	0	0	0	0	0	0	6	1
New Orleans	0	2	6	1	1	0	0	1	5	6
New York	1	24	11	2	14	4	2	9	42	28
Norfolk	0	21	14	0	15	8	1	0	42	39
Oakland	1	9	4	3	12	0	2	3	22	13
Philadelphia	0	2	2	0	1	2	1	0	2	1
Piney Point	0	12	23	0	7	17	1	0	10	14
Puerto Rico	0	1	1	0	0	0	0	1	1	1
Tacoma	5	15	2	3	8	3	6	7	23	8
St. Louis	0	2	0	0	0	0	0	0	4	0
Wilmington	7	17	7	3	9	5	2	13	47	22
TOTALS	30	199	111	18	105	46	19	61	360	208
GRAND TOTALS:	725	624	151	535	343	76	229	1,245	1,061	307



## Seafarers International Union Directory

**Michael Sacco**, *President*  
**Augustin Tellez**, *Executive Vice President*  
**David Heindel**, *Secretary-Treasurer*  
**George Tricker**, *Vice President Contracts*  
**Tom Orzechowski**,  
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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  
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422 West O'Brien Dr., Hagatna, Guam 96910  
(671) 477-1350

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

*Editor's note: This month's question was answered by SIU members at the Houston hall.*

**When did you enter the maritime industry, and why have you stayed with it?**

**Willie Clemmons**  
*Wiper/OS*

I've been in this industry for about 20 years. I came over from the NMU. It's a good career – I like it and it pays the bills. It's not for everybody, but if you're looking for a good career, you can see the world. What other people read about, you see. I'm 57 years old so there's no stopping now.



**Andy Beach**  
*Oiler*

I joined in late 2009 and I'm making out so far, you know?



I kind of knew I could make a decent living at it. My friend told me about the industry; I called the school even though at that point I didn't know the first thing about it. They asked me if I had my z-card and I said, "What's that?" One thing led to another and here I am. Sometimes it's tough when you're out (at sea) for five months, but it pays off.

**Al Bauzon**  
*Chief Cook*

I've been in it since 1993 and I feel lucky to be a member of the SIU. It's a good organization and I've had good jobs. I used to be a bartender on a cruise ship, one of the white ships. That's how I started. I don't like being outside on the deck, and the engine room is too hot. I definitely want to



keep going.

**Quintin Herrera**  
*AB/Tankerman*

I started in 1978 with the NMU, quit in '84 and then came back in 1990 with Crowley. In 1997 I went deep sea and to this day I'm still going out to sea. It's definitely a good way to make living. I've put



my kids through college, own some property, and can't complain. I've got another nine or 10 years to go – I'm hoping to retire at 67.

**Scott Heginbotham**  
*Recertified Bosun*

I've been doing this for 23 years, because of the lifestyle. Going around the world, doing exciting things – it has lived up to my expectations, certainly. I'm living the dream, buddy.



## Pic-From-The-Past



Throughout its history, the SIU consistently has stepped up to support other unions. Such was the case when this photo was snapped in March 1970, as more than 100 Seafarers turned out for a big rally in New Jersey backing the striking members of the Newark Teachers Union. The strike was settled just one day after the display of union solidarity. Today, the Newark Teachers Union is the largest AFT local in that state.

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



# Welcome Ashore

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



## DEEP SEA

### JOSEPH BARRY

Brother Joseph Barry, 55, joined the SIU in 1975 while in Piney Point, Md. He initially sailed aboard the *Long Beach*. Brother Barry shipped in the engine department. On numerous occasions he attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point. Prior to his retirement, Brother Barry worked on the *Houston*. He lives in Shalimar, Fla.



### BENJAMIN BROOKS

Brother Benjamin Brooks, 70, began his SIU career in 2001 as the NMU was merging into the SIU. The steward department member's last trip was aboard the *Maersk Montana*. Brother Brooks is a resident of North Miami, Fla.



### RALPH CLARK

Brother Ralph Clark, 71, started his seafaring career in 2001 as the NMU was merging into the SIU. That same year, Brother Clark visited the Piney Point school to upgrade his skills. He sailed in the deck department. Brother Clark's final voyage was aboard the *Lt. John U. D. Page*. He is a resident of Saipan.



### JOHN COOPER

Brother John Cooper, 63, became an SIU member in 1967 in the port of New York. He initially sailed aboard the *Mankato Victory*. Brother Cooper attended classes often at the Seafarers-affiliated school in Piney Point, Md. He worked in all three departments during his career. Brother Cooper last sailed on the *El Faro*. He calls Baltimore home.



### JOHN DAY

Brother John Day, 60, donned the SIU colors in 1970. The engine department member's first trip was on the *St. Louis*. On numerous occasions, Brother Day enhanced



his seafaring abilities at the maritime training center in Piney Point, Md. He most recently worked aboard the *Horizon Anchorage*. Brother Day resides in Tacoma, Wash.

### FRANKIE FARNAM

Brother Frank Farnam, 65, signed on with the Seafarers in 1995 while in Jacksonville, Fla. He originally worked on the *USNS Antares*. In 2008, Brother Farnam took advantage of educational opportunities at the SIU-affiliated school in Piney Point. He most recently sailed aboard the *John Boland*. Brother Farnam worked in deck department. He makes his home in Harvest, Ala.



### ADRY LIBRA

Brother Adry Libra, 71, started sailing with the union in 1992 while in the port of New York. His first trip was on the *Long Lines*. Brother Libra was born in Indonesia and worked in the steward department. He upgraded on two occasions at the maritime training center in Piney Point, Md. Brother Libra's final voyage was on the *Charlton*. He settled in Brooklyn, N.Y.



### JOHN ROUSE

Brother John Rouse, 65, signed on with the union in 1964. He originally sailed aboard the *Choc-taw*. Brother Rouse worked in the engine department. In 1973, he upgraded his skills at the Paul Hall Center. Brother Rouse's last trip was on the *Overseas Alaska*. He calls Faison, N.C., home.



### JOHN WILSON

Brother John Wilson, 62, became a Seafarer in 1968. His earliest voyage was aboard the *Sea Georgia*; his most recent was on the 2<sup>nd</sup> Lt. *John Paul Bobo*. Brother Wilson sailed primarily in the deck department. He enhanced his skills often at the Paul Hall Center in Piney Point, Md. He resides in Jacksonville, Fla.



## INLAND

### CHRISTOPHER BEAHAN

Brother Christopher Beahan, 55,

donned the SIU colors in 1974 while in Norfolk, Va. He initially sailed with McAllister Towing of Virginia. Brother Beahan was born in Illinois and worked in the deck department. His final vessel was operated by Allied Transportation Company. In 1974 and 2001, Brother Beahan took advantage of educational opportunities at the SIU-affiliated school in Piney Point. He settled in Middleburg, Fla.



### ROY DELAY

Brother Roy Delay, 65, began his SIU career in 1969 while in Piney Point, Md. He sailed in both the deep sea and inland divisions. Brother Delay's earliest ship was the *Overseas Natalie*. He enhanced his skills on three occasions at the union-affiliated school. Brother Delay last worked with Crowley Towing and Transportation of Jacksonville. He was born in Massachusetts but calls Seattle home.



### DONALD OAKLEY

Brother Donald Oakley, 62, became a union member in 1972. He first shipped with Steuart Transportation Company. Brother Oakley was born in South Carolina. His final trip was on the *Little Curtis*. Brother Oakley lives in Fort Meade, Fla.



### JAMES SANDY

Brother James Sandy, 62, signed on with the SIU in 1979. He primarily sailed aboard vessels operated by Cape Fear Towing. Brother Sandy was born in North Carolina and worked in the deck department. He calls Rocky Point, N.C., home.



### BOBBY SCHEIDER

Brother Bobby Scheider, 60, was born in Florida. He joined the SIU in 1990. Brother Scheider initially worked with OSG Ship Management. He was a deck



department member and upgraded often at the Piney Point school. Prior to his retirement, Brother Scheider sailed aboard the *Innovation*. He makes his home in Lake City, Fla.

### JOSEPH ZOOK

Brother Joseph Zook, 67, was born in Maryland. He started sailing with the union in 1973 from the port of Philadelphia. Brother Zook originally worked on a McAllister Towing of Baltimore vessel. The steward department member most recently was employed with Express Marine Inc. Brother Zook is a resident of Baltimore.



## NATIONAL MARITIME UNION

### ZACKARY BROWN

Brother Zackary Brown, 55, began sailing with the NMU in 1993. In 2002, he attended classes at the Paul Hall Center. Brother Brown was a member of the steward department. He makes his home in Savannah, Ga.



## This Month In SIU History

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

### 1944

Despite the continuing menace of German U-boat packs and continued sinking of American merchant vessels on their dangerous trips to supply the allied armies, the Maritime War Emergency board decided to slash bonuses for merchant seamen. After assurances to the contrary from Capt. E. Macauley, representative of the Maritime Commission and the War Shipping Administration, the board decided to slash the extra pay for men working ships in dangerous waters. Seafarers aboard ship had objected to the proposed cuts by letter and telegram, citing the fact that the U.S. Navy crews working aboard their vessels were still given extra pay for the voyages, but the MWEB voted on March 14 to reduce the existing rates.

### 1950

In one of the most significant collective bargaining agreements in modern maritime history, the SIU, Atlantic and Gulf District brought Cities Service's marine division's 16-ship tanker fleet under union contract on March 10. The seamen on Cities Service ships gained terms which gave them across-the-board wage increases ranging from \$10 to \$36.50 per month in addition to the standard union scale of overtime pay. The interim contract provided that the company agree to recognize the SIU as the sole collective bargaining agent for all 16 ships in the fleet, ending one of the longest and bitterest anti-union campaigns on record. The

contract also guaranteed Cities Service men hiring rights and it established a solid grievance procedure for job protection.

### 1961

Two more health clinics – one in Baltimore, and the second in Santurce, Puerto Rico – have been opened by the SIU Welfare Plan's medical department, bringing the total to six medical centers operated by the union. The Baltimore clinic replaced an older facility located some distance away from the center of union activities. It becomes one of the largest outpatient clinics in the city. Similar in operation to the other SIU clinics, the medical centers provide physical examinations for union members and their families. The fully quipped clinics have x-ray, electrocardiograph, urinalysis and other laboratory service facilities.

### 1997

SIU members are sailing aboard two newly reflagged containerships – the *Maersk Texas* and the *Maersk Tennessee* – that are enrolled in the United States Maritime Security Program (MSP). The *Texas* lowered the Danish flag and replaced it with the American flag in late February, while the *Tennessee* replaced the Danish ensign with the Stars and Stripes this March. The vessels, built in 1994, were reflagged and crewed in Port Everglades, Fla. "With the passage of the Maritime Security Act last year and the addition of these ships to the U.S. fleet, the SIU continues its effort to ensure our nation will have a strong, viable merchant marine in the next century," said SIU President Michael Sacco.





# Final Departures



## DEEP SEA

### JOSEPH DUTKO

Pensioner Joseph Dutko, 90, passed away October 9. Brother Dutko became a Seafarer in 1951 in the port of New York. He initially sailed with Delta Steamship Lines Inc. Prior to his retirement in 1982, Brother Dutko, who sailed in the deck and steward departments, worked on the *Charleston*. He settled in Baltimore.



### JOSE GOMEZ

Pensioner Jose Gomez, 77, died October 6. Brother Gomez joined the SIU in 1972. The deck department member initially shipped on the *Hoover*. Brother Gomez's final trip was aboard the *Integrity*. He went on pension in 1999 and called New York home.



### CLARENCE HOUCHINS

Pensioner Clarence Houchins, 84, passed away October 2. Brother Houchins was a native of North Carolina. He began sailing with the union in 1951. Brother Houchins' first ship was the *Massillon Victory*. He worked in the deck department. Brother Houchins last shipped on the *Maersk Arizona*. He retired in 1987 and lived in Eden, N.C.

### MICHAEL KADDERLY

Pensioner Michael Kadderly, 55, died September 14. Brother Kadderly first donned the SIU colors in 1979. He initially shipped aboard an El Paso Southern Tanker Company vessel. Brother Kadderly, who sailed in the deck department, was born in Portland, Ore. He last worked on the *Green Ridge*. Brother Kadderly went on pension in 2011 and continued to reside in Oregon.

### MICHAEL KEITH

Brother Michael Keith, 56, passed away July 14. He became a Seafarer in 1971. Brother Keith, a member of the deck department, first sailed aboard the *Chatham*. He last shipped on the *Robert E. Lee*. Brother Keith was a resident of New Orleans.

### UNION SANDERS

Pensioner Union Sanders, 83, died October 17. Brother Sanders was born in Alabama, and he signed on with the SIU in 1951. The engine department member's

earliest trip to sea was aboard an Alcoa Steamship Company vessel. His last voyage was on the *Economy*. Brother Sanders became a pensioner in 1986. He made his home in Bay Minette, Ala.



### VINCENT STANKIEWICZ

Pensioner Vincent Stankiewicz, 88, passed away October 29. Brother Stankiewicz joined the union in 1951 in the port of New York. He sailed aboard ships including the *Louis Emery Jr.* and the *American Heritage*. Brother Stankiewicz was born in Philadelphia and sailed in the deck department. He retired in 1985 and settled in Pennsylvania.



### FRANKLIN TAYLOR

Pensioner Franklyn Taylor, 85, died September 23. Brother Taylor was born in Greenville, N.C. He started sailing with the SIU in 1951 from the port of Norfolk, Va. Brother Taylor was first employed aboard the *Steel Architect*. His last voyage was with ISCO Inc. Brother Taylor became a pensioner in 1986. He was a resident of Houston.

## INLAND

### WALTER HINKO

Pensioner Walter Hinko, 84, passed away October 14. Brother Hinko first donned the SIU colors in 1963. His earliest trip was with Erie Lackawanna Railroad Company. Brother Hinko was born in New Jersey. He most recently worked with Penn Central Transportation Company. Brother Hinko went on pension in 1987 and called Little Ferry Borough, N.J., home.

### JOHN LONG

Pensioner John Long, 72, died September 30. Brother Long joined the union in 1962. He worked with Crescent Towing & Salvage Company of New Orleans. Brother Long was born in Louisiana. He began receiving his retirement compensation in 1999. Brother Long lived in New Orleans.



### PETER MORENI

Pensioner Peter Moreni, 81, passed away October 26. Brother

Moreni started his seafaring career in 1951. He sailed in both the deep sea and inland divisions. Brother Moreni originally worked with Sprogue Steamship Company. He was a Pennsylvania native and deck department member. Brother Moreni last shipped aboard an Interstate Oil Transport Company vessel. He retired in 1975 and continued to reside in Pennsylvania.

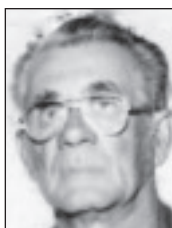


### JAMES ROCKER

Pensioner James Rocker, 77, died September 27. Brother Rocker was born in Alabama. He became an SIU member in 1956. Brother Rocker mainly sailed aboard vessels operated by Dravo Basic Materials Company. He started collecting his pension in 1990 and settled in Jackson, Ala.

### GRAHAM TAYLOR

Pensioner Graham Taylor, 97, passed away September 29. Brother Taylor signed on with the SIU in 1961 while in Philadelphia. He primarily shipped with Interstate Oil Transportation Company. Brother Taylor went on pension in 1980 and called Princess Anne, Md., home.



## NATIONAL MARITIME UNION

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

### RAFAEL ANZALDUA

Pensioner Rafael Anzaldua, 82, passed away August 20. Brother Anzaldua was born in Texas. He went on pension in 1987. Brother Anzaldua settled in Phoenix, Ariz.

### JOHN BONCEK

Pensioner John Boncek, 86, died August 31. Brother Boncek, a native of New Hampshire, became a pensioner in 1992. He called Titusville, Fla., home.

### DAVID BRADWELL

Pensioner David Bradwell, 75, passed away September 21. The North Carolina-born mariner started collecting his pension in 1993. Brother Bradwell was a resident of Charlotte, N.C.

### AMADEO CARPIO

Pensioner Amadeo Carpio, 97, died June 12. Brother Carpio was born in the Philippines. He began receiving his retirement compensation in 1976 and continued to live in the Philippines.

### ANGEL CRUZ

Pensioner Angel Cruz, 78, passed away September 22. Sister Cruz was a native of Puerto Rico. She retired in 1988. Sister Cruz made her home in Miami.

### WILLIAM FORBES

Pensioner William Forbes, 94, died September 21. Brother Forbes was born in Honduras. He became a pensioner in 1984. Brother Forbes settled in Metairie, La.

### BENNIE FREELAND

Pensioner Bennie Freeland, 73, passed away August 1. Brother Freeland, a native of Orange, N.C., went on pension in 1993. He called Pittsboro, N.C., home.

### JACK HARDY

Pensioner Jack Hardy, 85, died August 16. The California-born mariner started receiving his pension in 1985. Brother Hardy resided in New Jersey.

### HENRY HART

Pensioner Henry Hart, 79, passed away August 30. Brother Hart was born in Essex, N.J. He retired in 1995 and was a resident of Sea Level, N.C.

### RUPERT HEMMANS

Pensioner Rupert Hemmans, 92, died August 26. Brother Hemmans was a native of Honduras. He began collecting his retirement compensation in 1985. Brother Hemmans lived in New Orleans.

### JOESPH KRAWCZYK

Pensioner Joseph Krawczyk, 86, passed away September 9. Brother Krawczyk, a native of Rhode Island, became a pensioner in 1991. He made his home in Attleboro, Mass.

### WESLEY MORGAN

Pensioner Wesley Morgan, 81, died July 24. Brother Morgan was born in Gulf Hammock, Fla. He went on pension in 1985 and called Tampa, Fla., home.

### JOHN MORRIS

Pensioner John Morris, 91, passed away August 30. The Virginia-born mariner retired in 1970. He settled in Norfolk.

### WALTER O'CONNER

Pensioner Walter O'Conner,

84, died October 18. Brother O'Conner was a New York native. He started receiving his retirement pay in 1974 and resided in Port Richey, Fla.

### JOSE OLMOS

Pensioner Jose Olmos, 88, passed away August 27. Brother Olmos became a pensioner in 1987. He was a New Jersey resident.

### BENNY PEREZ

Pensioner Benny Perez, 89, died August 11. Brother Perez was born in California. He went on pension in 1965 and lived in Charleston, S.C.

### SALEEM RASHED

Pensioner Saleem Rashed, 83, passed away October 12. Brother Rashed, a native of Alabama, became a pensioner in 1992. He made his home in Darien, Ga.



### WILLIE SMITH

Pensioner Willie Smith, 83, died August 15. The Alabama native retired in 1969. Brother Smith called Beaufort, S.C., home.

### LUIGI SORACI

Pensioner Luigi Soraci, 85, passed away August 25. Brother Soraci was born in Brooklyn, N.Y. He began collecting his pension in 1968 and settled in Clearwater, Fla.

### WILLIAM TORO

Pensioner William Toro, 90, died October 10. The Puerto Rico-born mariner went on pension in 1968. Brother Toro called Clearwater, Fla., home.

Name	Age	DOD
Bettis, Calvin	76	Aug. 7
Black, Reginald	89	Aug. 31
Bocker, Peter	86	Sept. 10
Cisneros, Hector	92	Sept. 28
D'amico, Phillip	86	Sept. 8
Earls, Donnie	65	Sept. 24
Frazer, Thomas	70	Sept. 14
McNally, Daniel	67	Sept. 5
Silva, Manuel	90	Aug. 9





# 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),

December 20 – Chairman **Teodulfo Alanano**, Secretary **Rafael Boria**, Educational Director **Thomas Bain**, Deck Delegate **James Moore**, Engine Delegate **Faissal Alamri**. Chairman thanked deck gang for job well done and wished a Merry Christmas and Happy New Year to all crews. Educational director encouraged fellow members to upgrade at Piney Point and also check individual TWIC cards with respect to recent agency announcement about some cards that aren't properly encoded. No disputed OT reported. Beefs reported in steward department. Crew read president's report from latest LOG and also discussed importance of participating in SPAD, the union's voluntary political action fund.

## USNS FRED STOCKHAM

(Maersk Line, Limited), December 31 – Chairman **Andrew Barrow**, Secretary **Lorraine Keelen**, Educational Director **Christopher Eason**, Deck Delegate **Arthur Quinney**, Engine Delegate **Steven Hoskins**, Steward Delegate **Toni Johnson**. Chairman announced payoff and upcoming change in vessel's run (from foreign to coastal). He reminded crew to stay current on dues and also reminded them there is absolutely no dumping in the Caribbean zone. Educational director talked about multiple benefits of upgrading at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew read president's report from most recent LOG. They discussed interest in clothing and possibly other items bearing company or vessel logo. Next port: Jacksonville, Fla.

**GLOBAL SENTINEL** (Transoceanic Cable Ship Co.), January 17 – Chairman **Lee Hardman**, Secretary **Vicki Haggerty**, Educational Director **Vladimir Tkachev**, Engine Delegate **Johnny Carson**, Steward Delegate **Robert Haggerty**. Crew discussed several issues under "old business." Chairman said there is uncertainty concerning what is happening with the ship after it off-loads in March. He mentioned that crew recently donated money for annual Santa's Castle charitable project. Educational director encouraged mariners to upgrade in Piney Point and also allow time for document renewals. Treasurer reported \$2,445 in ship's fund. No beefs or

## Taking on Cargo Near Philadelphia

The SIU-crewed *Ocean Freedom* (right) on Jan. 20 loads a 320-ton heat exchanger for converting natural gas into liquid form, near Philadelphia. The heavy-lift ship is operated by Pacific-Gulf Marine for Intermarine. Pictured from left in the group photo immediately below are Capt. Leo Bonser of Intermarine (U.S. flag), Intermarine President and Chief Executive Andre Grikitis, SIU Patrolman Robert Wisler and AMO Exec. VP Bob Kiefer.



disputed OT reported. Crew requested information on contract. Chairman thanked steward department for job well done.

**HORIZON RELIANCE** (Horizon Lines), January 29 – Chairman **Anthony Sabatini**, Secretary **Joseph Laureta**, Educational Director **David Watkins**, Deck Delegate **Rene Rafer**, Engine Delegate **Adel Irani**, Steward Delegate **Abdulla Baabbad**. Chairman announced payoff at sea and encouraged crew to read latest STCW article in LOG. Educational director encouraged everyone to upgrade at Paul Hall Center's Lundberg School. He also reminded crew to keep documents current and don't wait until the last minute to renew. Treasurer reported \$1,702 in ship's fund. No beefs or disputed OT reported. Crew read president's report from LOG. Crew thanked Steward/Baker Joe Laureta and his department for job well done. Crew recommended that pension benefits be increased. Next port: Los Angeles.

**LIBERTY EAGLE** (Liberty Maritime), January 22 – Chairman **Gregory Jenkins**, Secretary **Clyde Thompson**, Deck Delegate **Mark Butler**, Engine Delegate **Bruce**

**Korte**, Steward Delegate **Stanley Washington**. Chairman discussed restriction to ship and announced room inspection as well as payoff in Washington State. Secretary told crew members to check all documents and keep them up-to-date. Educational director discussed benefits of upgrading at Paul Hall Center. Disputed OT reported in engine department. Crew recommended changes to retirement benefits and discussed various shipboard needs including new mattresses, linens and towels. Crew thanked galley gang for job well done.

**MAERSK MISSOURI** (Maersk Line, Limited), January 9 – Chairman **Oliver Balico**, Secretary **Billy Gigante**, Educational Director **Jerome Culbreth**, Deck Delegate **Fermin Baltazar**, Engine Delegate **James Sieger**, Steward Delegate **Husain Salah**. Chairman reported good voyage and good crew. He announced payoff and said next voyage scheduled to include stops in Dubai, Port Qasim, Salalah and India. Secretary also noted successful voyage and good crew, and reminded mariners to leave cabins clean for reliefs. Educational director encouraged fellow members

to upgrade at Piney Point and keep documents up-to-date. Treasurer reported \$3,000 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done, especially for the holidays. Next port: Charleston, S.C.

## MAERSK WISCONSIN

(Maersk Line, Limited), January 14 – Secretary **Carlos Olascoaga**, Educational Director **Ralph Thomas**. Chairman said steward department of Carlos Olascoaga, **Leoncio Ruiz Gonzalez** and **Robert Norales Solano** did outstanding job for the holidays. Educational director recommended upgrading in Piney Point and also voicing opinions at membership meeting. No beefs or disputed OT reported. Crew discussed workings of various benefits and thanked galley gang for good job.

**OVERSEAS NIKISKI** (OSG), January 18 – Chairman **Anton Sulic**, Secretary **Justo Lacayo**, Educational Director **Earl Olson**, Deck Delegate **Clifton Ayars**, Engine Delegate **Angelito Basa**, Steward Delegate **Gregory Johnson**. Chairman reported smooth sailing. He encouraged crew to keep documents current

and donate to SPAD, the SIU's voluntary political action fund. Secretary reported all is good in galley. Educational director encouraged fellow mariners to upgrade in Piney Point. No beefs or disputed OT reported. Crew recommended improvements in pension, dental and medical benefits. Steward department was thanked for excellent work.

## USNS LAWRENCE

**GIANELLA** (Ocean Ships), January 3 – Chairman **Bernardino Eda**, Secretary **Donna Jacob**, Educational Director **Florencio Marfa**, Deck Delegate **Sherwin Jones**, Steward Delegate **Linda McPhetridge**. Chairman discussed various benefits under the Seafarers Health and Benefits Plan as well as availability of COBRA coverage. Secretary said previous steward planned to ask about OT issue and will advise upon return to vessel. Educational director encouraged everyone to upgrade at Piney Point. No current beefs or disputed OT reported. Crew read president's report from LOG. GVA **Arzu** was recognized for earning safety award. Crew recently caught an 82-pounder while deep-sea fishing during off time.



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## 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. The annual financial committee will be elected during the April 2 headquarters membership meeting to review the 2011 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should no-

tify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

to carry out this responsibility.

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

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

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

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

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

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

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



# Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Lifeboat	March 31	April 13
	April 28	May 11
	May 26	June 8
	June 23	July 6
Able Seaman	March 17	April 13
	May 12	June 8
STOS	March 31	April 13
Fast Rescue Boat	May 5	May 11
	June 23	June 29
Radar	March 10	March 23
	May 19	June 1
ARPA	March 24	March 30
	June 2	June 8
Radar Renewal	June 25	June 25
Tank PIC Barge	March 10	March 16
Engine Department		
BAPO	March 31	April 27
	May 26	June 22
FOWT	April 28	May 25
	June 23	July 20
Junior Engineer	May 12	July 6
Marine Electrician	May 5	June 29
Marine Refrigeration	March 10	April 20
Pumpman	March 24	April 6
Welding	March 31	April 20
	April 28	May 18
	June 2	June 22
Safety Upgrading Courses		
Advanced Firefighting	May 5	May 11

## UPGRADING APPLICATION

Name\_\_\_\_\_

Address\_\_\_\_\_

Telephone (Home)\_\_\_\_\_ (Cell)\_\_\_\_\_

Date of Birth\_\_\_\_\_

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security #\_\_\_\_\_ Book #\_\_\_\_\_

Seniority\_\_\_\_\_ Department\_\_\_\_\_

Home Port\_\_\_\_\_

E-mail\_\_\_\_\_

Endorsement(s) or License(s) now held\_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

Title of Course	Start Date	Date of Completion
Advanced Firefighting	June 2	June 8
Basic Firefighting/STCW	April 7	April 13
	May 12	May 18
	June 23	June 29
Medical Care Provider	March 10	March 16
	May 12	May 18
	June 9	June 15
Government Vessels	April 21	April 27
	June 16	June 22
Steward Department		
Serve Safe	April 14	April 20
	July 7	July 13
	September 29	October 5
Chief Steward	April 14	May 25
	July 7	August 17
	October 13	November 23
Chief Cook	These modules start every other week. The next class begins March 3.	
Galley Operations/Advanced Galley Operations	These modules start every Monday. The next class will begin March 5.	

## Reminder for Paul Hall Center Students

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



## NOTICE: National Maritime Center Web Site Provides Valuable Mariner Resources

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

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

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

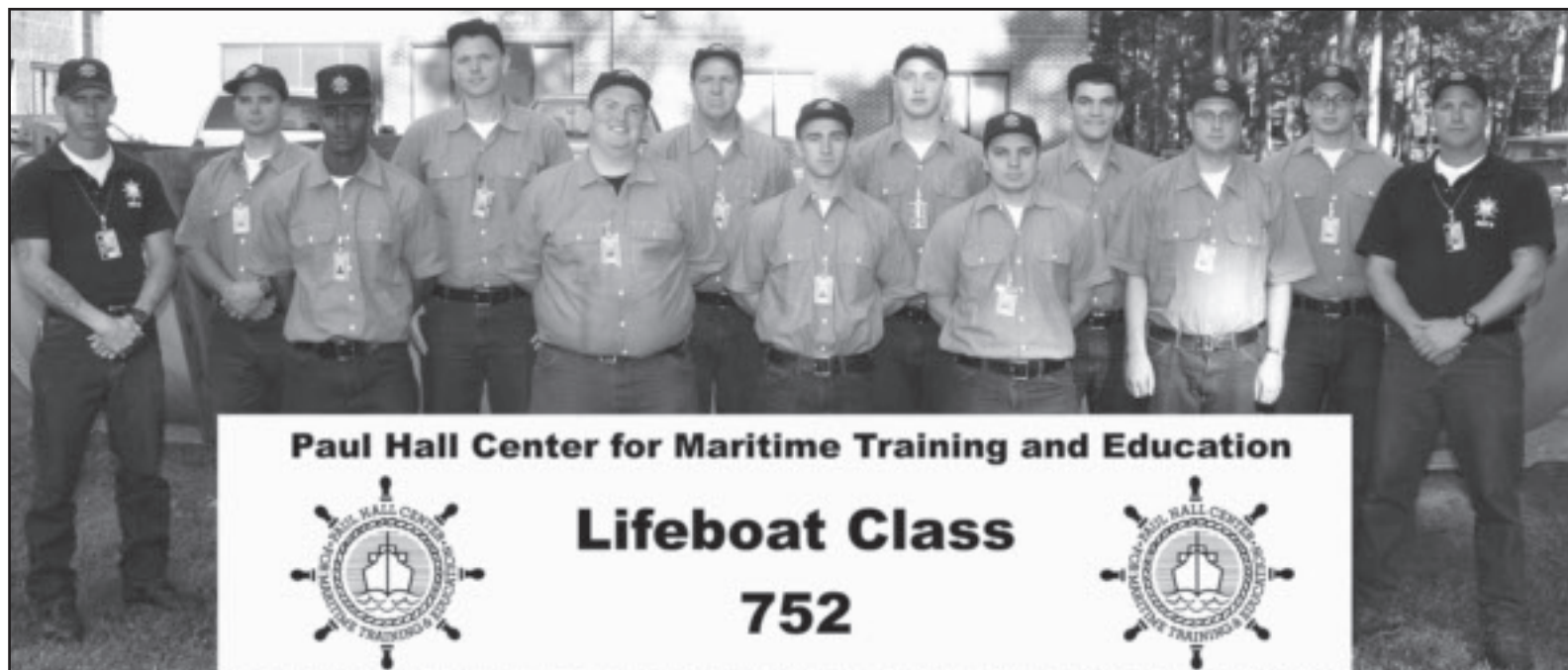
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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SIGNATURE _____	DATE _____	

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

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



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 752**—The following individuals (left, in alphabetical order) completed their requirements in this course Oct. 28: Alphonzo Berry, Justin Bly, William Coffy, Randall Craig, Andrew Devine, Michael Durango, David Gentsch, Stepen Heinz III, Rayshaun Hughes, Andrew Kritz, Justin Machuga, David McGuire Jr., Enrique Medri, Travis Monroe, Ronald Nicol, Justin Robertson, Harry Schrefer III, William Sculley, Jesse Turner and Robert Wright Jr. (Note: Not all are pictured.)

**Unlicensed Apprentice Water Survival Class 755** – Fourteen Phase I unlicensed apprentices completed this course Jan. 20. Graduating (above, in alphabetical order) were: Joseph Arigo, Juan Cardona, Cody Conley, Charles Crowther, Jamar Henderson, Jeremy Jendrusiak, Robert Lloyd, Gina Lucas, Derek Minnix, Matthew Phillips, Marc Silvester, Matthew Thomas, Jose Vega Caraballo and Pedro Vega Caraballo. (Note: Not all are pictured.)

## Important Notice

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



**FOWT** – The following students (left, in alphabetical order) finished their requirements in this course Feb. 3: Roberto Borrás Valencia, Cleavern Brown, Joseph Griggs, Joshua Hammons, Matthew Maynard, Ronilo Monares, Corey Moore Newberry, Fidel Pascua, Andrew Powell, Dhahabi Quarish, Elmer Rochez, Gerald Scott, Daunteley Signal Jr., and Samir Tarsha. Class Instructor Tim Achorn is at the far left. (Note: Not all are pictured.)

**Radar Observer** – Eight upgraders completed their requirements in this course Feb. 3. Graduating (right, in alphabetical order) were: Amancio Crespo, Larry Harewood, Tyrone Hernandez, Charles Hosea Jr., Jeffrey Idalski, Timothy McKenna, Stephen Roell and Kevin Stehlik.





## Paul Hall Center Classes



**Tankship Familiarization DL** – Two classes of Phase III unlicensed apprentices finished this course Feb. 10. Those graduating (above, in alphabetical order) were: Chivon Arnold, Lakisha Barnes, Patrick Bethel, Richard Brockway, Rodriques Carson, John Cragin, Richard Cristiani, Matthew Curtis, James Dillion, Davis Freitas, Steven Gagnon, Carlo Gentile, Priscilla Greene, Evan Hansen, Frank Jennings, Mark Keller, Do Luong, Trevor Manion, Peter Mertz, Leo Onofrio, Kyle Pardun, Casey Pearson, Davon Peterson, Christopher Sanicola, Jerry Semper Jr., Derrick Siefke and Robert Tomo.



**BST (Hawaii)** – The following individuals (above, in no particular order) graduated from this course Dec. 3 at the Seafarers Training Facility in Barbers Point, Hawaii: John Alexander, William Bridges III, Richard Camorlinga, William Charles, Brandon Dienger, Travis Graham, Philip Mickulas, Danielle Pedersen, Michael Resnick, Mondrekio Robertson, Eric Seabury, John Shepard, Harry Sobolewski, Romina Victoria, Le'Keith Wright, Jennifer Jeter, Michael Jeter and Richard Wojnowski.



**BST (Hawaii)** – Seventeen individuals graduated from this course Dec. 10 in Barbers Point, Hawaii. Completing their requirements (above, in no particular order) were: Sydney Abad, Cody Bair, Khieai Boyd, James Capik, Daniel Crocker, Allyssa Dickert, Ashley Erickson, Joshua Hamby, Amy Kellogg, Matthew McComb, Kevin Millar, Jordan Osborne, Estefany Ozuna, Wesley Shippee, Ryan Spock, Alifton Furtado and Georgia Virgo.



**BST (Hawaii)** The following individuals (above, in no particular order) finished their training in this course Jan. 21 at the Seafarers Hawaii-based training facility: Sarah Allen, Rachel Boatwright, Pedrito Catapang, Sarah Dahlgren, Adam Davis, Diana Fuller, Chase Johnson, Dominic Perez, Justin Pratt, Andrea Sharpe, Mark Tiedt, Christopher Tuccinardi, Crystal VanBuskirk and Brian Wachowski.



**BST (Hawaii)** Eleven individuals completed this course Jan. 27 at the Seafarers Training Facility in Hawaii. Graduating from the course (above, in no particular order) were: Clarence Tabula, Ely Cuaresma, Getolio Medallo, Richard Huffman, Leonardo Cortez, Rico Ecalnir Jr., Wilshire Cortez, Nestor Rapusas, Mark Cabasang, Thomas Farrell and William Dwyer.





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# Seafarers Log

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**Photos of SIU Members  
At Allied Transportation  
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## Waterfront Project Proceeds at Accelerated Pace

The waterfront restoration project at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) is proceeding faster than originally anticipated.

Despite initial delays caused by the acquisition of construction permits, unusually mild weather has enabled engineers to forge ahead with selected segments of the project at a quicker-than-projected pace.

"We have been able to get a lot more done than we thought we could accomplish in December and January," said PHC Vice President Don Nolan. "We've had a very mild winter so far and that has translated very favorably toward the project's completion."

"Most of the demolition has been done with the exception of some of the piers that are going to be situated near the rock reef inlet," Nolan continued. "In addition, all of the sheet steel on the new side of the seawall has been completed and the old crane has been removed."

He added, "I would say that we are about 60 percent through the project right now and we anticipate that it will be completed by the end of May or the first part

of June."

Launched May 11, 2010 prior to the christening ceremony for the *MV John F. Fay*, the project's end result will be a completely refurbished and modernized waterfront near the school's north side pier perimeters.

Among other things, the project entails the removal of:

- More than 1,500 feet of old piers
- In excess of 1,000 feet of old bulkheads, and
- The old railway, marina, Hagglund Crane and marine museum.

Slated for replacement during the restoration project are:

- Pier 45 with new concrete pier and floating concrete marina (12 double slips), and

- Old seawall with revetment rock.

Among the area's new features will be:

- A 100-foot marshland
- A waterfront park (green)
- Single-point davit with fast rescue boat capability
- Pier site for the *MV John F. Fay* training vessel, and
- Lifeboat davit and new lifeboats.



Union officials, officers and trustees from the Paul Hall Center (PHC) officially launched the waterfront restoration project May 11, 2010 at the school. Participating in that ceremony (photo above, from left to right were: SIU Executive VP Augie Tellez, PHC VP Don Nolan, PHC Trustee Anthony Naccarato, SIU Secretary-Treasurer David Heindel, SIU President Michael Sacco and SIU Plans Administrator Margaret Bowen. The photos at the top of this page show the flimsy condition of the school's waterfront pier prior to the launch of the restoration project.

## Maersk Peary Delivers in 'Deep Freeze'

At press time, the *Maersk Peary* was continuing an SIU tradition by helping resupply the National Science Foundation's McMurdo Station in Antarctica. The yearly voyage is part of Operation Deep Freeze. A few images from the mission are shown here. Vessel Master Everett M. Hatton noted that a U.S. Military Sealift Command official said the *Peary*'s docking at McMurdo's ice pier went extremely well. Each Antarctic summer since McMurdo Station was established in 1955, an MSC tanker and dry cargo ship – with assistance from an icebreaker – have arrived to deliver the vast majority of the fuel and dry cargo required to sustain personnel on the continent for a year. Look for more coverage of Operation Deep Freeze 2012 in an upcoming edition of the *LOG*.

