



The Seafarers Log

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SIU Gains Jobs on BBC Houston



Heavy-Lift Ship Reflags Under Stars and Stripes

The heavy-lift vessel *BBC Houston* (photo at left) is a new addition to the SIU-crewed fleet. Seafarers recently crewed up the ship as it reflagged American in Houston in mid-September. Among the SIU members climbing the gangway (photo above, left to right) are Recertified Bosun Jimmy Scheck, Recertified Steward Pedro Mena, AB Donald Stickens, GUDE Darrin Cobb and AB Alula Teferi. The same Seafarers are shown holding the American flag in the other photo. SIU-contracted American Overseas Marine (AMSEA) is providing the shipboard manpower for the *BBC Houston*. Page 3.

USNS Washington Chambers Launched



The U.S. Navy T-AKE ship *USNS Washington Chambers* (photo at left) was christened and launched Sept. 11 at the General Dynamics NASSCO shipyard in San Diego. Members of the SIU Government Services Division will fill the unlicensed slots aboard the dry cargo/ammunition vessel, which is slated to join the Military Sealift Command fleet in 2011. Ten other ships in the same class as the *Washington Chambers* have been built at NASSCO and crewed by SIU Government Services Division members. Page 4.



Aker Delivers New Jones Act Tanker

The Seafarers-contracted *Overseas Anacortes* (photo above), the tenth ship in a series of double-hulled tankers built at Aker Philadelphia Shipyard, was delivered in early September. Page 3.

President's Report

Register and Vote

With Election Day just around the corner, once again I urge all Seafarers and their families to make sure you are registered and remember to vote. It is not too late for members and their families to meet with or write to candidates to remind them that they stand to represent merchant mariners. Tell your elected officials how important the U.S. Merchant Marine is to the economy and national security.



Michael Sacco

As always, your union is supporting pro-maritime, pro-worker candidates in the national, state and local elections, no matter the party. Once the elections end, we'll make sure that whoever's in office knows about American mariners and our industry. That type of outreach isn't new, but it is vital.

More on 'Made in America'

Last month, we reported on President Obama's recent address to the AFL-CIO Executive Council, highlighted in part by his statement that the words "Made in America" will be crucial to our economic recovery.

Not long before that early August address, leaders in the House of Representatives announced their recommitment and recognition of the importance of manufacturing as the key to economic prosperity. Representatives including House Speaker Nancy Pelosi and House Majority Leader Steny Hoyer also unveiled a "Make it in America" agenda that includes a number of legislative initiatives.

There's no doubt that rebuilding our economy is a complex task. But part of the answer is simple, and that part involves buying American-made goods and services. Though I'm admittedly biased, I'd take it a step further and urge that we also "buy union." But, in any case, buying American makes good common sense and good economic sense.

The legislative efforts in the House involve closing tax loopholes that encourage the export of American jobs, and offering tax credits to help small businesses hire more employees. They also include mandates for fair trade practices that emphasize workplace safety and decent treatment of employees in foreign lands.

Additionally, the administration already has taken some steps in the right direction. Vice President Biden's Middle Class Task Force has adopted a national manufacturing strategy, which has started producing results. President Obama wants to double U.S. exports in the next five years. As long as exports increase faster than imports, that's a very worthwhile goal, especially if American mariners move these goods overseas.

This isn't about protectionism or partisanship. It's about creating incentives to invest in American manufacturing, rebuilding our industrial base and leveling the playing field so U.S. companies have a fair opportunity to compete in the global economy. The alternatives – collectively letting our manufacturing capabilities steadily erode – are unacceptable. Already, some are projecting that in 2011, America will lose our status as the world leader in factory production to China. That's a headline we can stop from making it to press, but it will require not only a renewed focus on American manufacturing but effective follow-through.

New Tonnage

In this edition, we are reporting on new vessels in the deep-sea commercial trade, the Jones Act trade and the Government Services Division. Speaking of American manufacturing, two of those ships were built in union-contracted U.S. shipyards (NASSCO and Aker Philadelphia). That's a capability we simply cannot afford to lose.

New tonnage benefits our nation in more ways than one. It helps prevent us from being held economic hostage by foreign countries. Often, it either directly supports our military (as will be the case with the new Government Services ship *USNS Washington Chambers*) or is available to do so in times of need. And of course, keeping Old Glory afloat helps maintain the manpower pool of well-trained, loyal, U.S.-citizen seafarers who serve as America's fourth arm of defense.

These are stories of success and opportunity. They are part of the lifeblood of our union and our industry, and we will do everything possible to help ensure that there are many more to look forward to in the future.



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

U.S. Navy Backs Jones Act

Cites Importance of American Mariners, U.S. Shipbuilding

Two recent statements by the U.S. Navy left no doubt concerning its stance on a vital maritime law called the Jones Act.

In early September, the Maritime Cabotage Task Force (MCTF) highlighted a Navy statement that was issued in response to anti-Jones Act legislation introduced earlier this year.

"For decades, U.S. Merchant Mariners have provided essential support for the U.S. Navy during times of war and national crisis," the statement reads. "Repealing the Jones Act would remove that support at a time when we are fighting two wars and facing a continuing threat from international terrorism."

That statement came within days of comments from Daniel B. Branch, Jr., president of the Navy League of the United States, noting the importance of a "strong commercial maritime industry" to a "maritime nation [like] the United States."

"As a maritime nation, the United States depends not only on a strong Navy, Marine Corps and Coast Guard, it also requires a strong commercial maritime industry," Branch said. "The Jones Act must be maintained so that the more than 8,000 U.S. citizen mariners can continue to provide the economic and military support that is critical to our national interests."

The Jones Act mandates that cargo moving between U.S. ports must be carried on vessels that are flagged, built, crewed and owned American. Highly credible studies show that the law generates approximately 500,000 American jobs, provides \$29 billion in wages and contributes \$11 billion in taxes, among other significant economic benefits.

The MCTF, to which the SIU is affiliated, was founded in 1995 to promote the U.S.-flag fleet engaged in domestic waterborne commerce. With more than 400 members, it is the largest coalition ever assembled to represent the domestic segment of the U.S. Merchant Marine.

Enacted in 1920, the Jones Act has been broadly supported by every Congress and administration since its passage and is considered a key element in the nation's defense capabilities. The law – and

the current administration – recently were targets of drastically inaccurate criticism by some media outlets and elected representatives who falsely claimed that the Jones Act was impeding cleanup operations after the Deepwater Horizon disaster.

The facts are that the Jones Act doesn't apply where the spill occurred (50 miles from the U.S.), and foreign-flag assistance was utilized (along with American-flag tonnage) essentially from the start. Moreover, the administration quickly set up expedited Jones Act-waiver processes in case waivers were needed for related operations closer to shore.

After the recent Navy statements, the MCTF pointed out that "thousands of American mariners have played a critical role cleaning up oil in the Gulf of Mexico. Jones Act vessels involved in the cleanup have included scores of the world's largest and best-equipped oil spill response vessels, dozens of technologically advanced offshore supply vessels, as well as thousands of fishing boats and other vessels of opportunity."

The task force further observed, "Navy support for the Jones Act in nothing new. In previous Congresses, the Navy opposed Jones Act repeal legislation, noting that such legislation 'adversely impacts' the military need for a strong cadre of American ships, citizen mariners, and 'maritime industrial base of shipyard and repair facilities.'"

"The U.S. Navy and the Navy League both understand that maintaining longstanding U.S. maritime law boosts our economy and helps protect our homeland," said Mark Ruge, counsel to the MCTF. "In a time of economic uncertainty and threats to our nation, the Jones Act provides a U.S. Merchant Marine that promotes efficient trade and supports U.S. military and humanitarian efforts throughout the world."

The Navy League is a non-profit civilian organization with more than 50,000 members worldwide whose mission for more than 100 years has been to educate the American people and their leaders about the enduring importance of sea power to a maritime nation, and to support the men and women of the U.S. sea services.

Union Hosts Presentation Thanking Admiral Wray

On Sept. 15, the SIU presented a certificate of appreciation to Rear Adm. Robert O. Wray, deputy commander, U.S. Military Sealift Command. The presentation took place at SIU headquarters in Camp Springs, Md. During Admiral Wray's tenure at MSC he has worked diligently towards developing and supporting a strong, viable labor-management partnership. Throughout the past year, MSC and the union, working together, have resolved many outstanding legal and policy issues to the benefit of unlicensed CIVMARS. Pictured at the headquarters building are (photo at right) SIU President Michael Sacco (left) and Rear Admiral Wray. They are joined in the other photo by SIU Government Services Division Representative Kate Hunt (left) and SIU Asst. VP Chet Wheeler (right).





Recertified Steward Pedro Mena (left) and Port Agent Mike Russo posed for the photo above during the aftermath of a recent meeting. Pictured from left to right in the crew mess are Recertified Steward Pedro Mena, SIU Asst. VP Jim McGee, GUDE Darrin Cobb, AB Donald Stickens, AB Alula Teferi and Recertified Bosun Jimmy Scheck.



Reflag Means New Jobs for Seafarers

SIU members are sailing aboard a newly reflagged heavy-lift ship that is an outright addition to the union-contracted fleet.

In mid-September, the *BBC Australia* became the Seafarers-contracted *BBC Houston*, hoisting the Stars and Stripes in its new namesake port. Built in 2005, the vessel is 393 feet long and is equipped with two cranes each capable of lifting 250 metric tons.

SIU-contracted American Overseas Marine (AMSEA) is providing the shipboard manpower for the *BBC Houston*. The company anticipates that a second heavy-lift ship similar to the *BBC Houston* soon will reflag American, which will mean additional jobs for SIU members.

At least initially, the *BBC Houston* is expected to sail on a South American run.

"But she'll go anywhere where the cargo is," said AMSEA Vice President Chris Nette, who also complimented the SIU and AMO crew members for their gracious assistance to the Russian mariners who signed off the ship in mid-September.

SIU Vice President Contracts George Tricker said the *BBC Houston* "represents an important addition to our fleet, most prominently because it means new jobs. The union and the company are working together to make sure this transition goes smoothly."

Built in China, the 7,500 DWT *BBC Houston* formerly flew the flag of Antigua and Barbuda. It has a beam of 66 feet and can sail at 16.5 knots.

Seafarers and AMO members also sail on numerous other AMSEA ships, including the LMSRs *USNS Bob Hope*, *USNS Fisher*, *USNS Seay*, *USNS Mendonca*, *USNS Pililaau*, *USNS Brittin* and *USNS Benavidez*. They also sail aboard the prepositioning ships *M/V 2nd Lt. John P. Bobo*, *USNS Pfc. Dewayne T. Williams*, *USNS 1st Lt. Baldomero Lopez*, *USNS 1st Lt. Jack Lummus* and *M/V Sgt. William R. Button*.



Parts of both of the vessel's cranes (above left) are visible in addition to a hold. In the other photo AB Donald Stickens (right) and 3rd Mate Marc Pottay touch up a piece of equipment on deck.



The new tanker is shown heading out for sea trials in August (right) and earlier in the year while still under construction. (Photos by John Curdy)

OSG Tanker Delivered by Aker Philadelphia

SIU members are sailing aboard the double-hulled tanker *Overseas Anacortes*, the newest vessel built by union-contracted Aker Philadelphia Shipyard for OSG America.

The 600-foot-long ship formally was named during a Sept. 1 ceremony at the yard. SIU Secretary-Treasurer David Heindel and Vice President Great Lakes Tom Orzechowski represented the union at the event.

The tenth vessel in the Veteran Class series of Jones Act tankers, the *Overseas Anacortes* last month joined some of its sister ships in transporting petroleum products on the West Coast. Each

of the 10 tankers can carry 332,000 barrels of product and can sail at speeds greater than 14 knots.

In addition to the *Overseas Anacortes*, the other tankers built by Aker Philadelphia for OSG are the *Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas New York*, *Overseas Texas City*, *Overseas Boston*, *Overseas Nikiski*, *Overseas Martinez* and *Overseas Cascade*. Each of those vessels is 46,000 DWT.

Aker Philadelphia has two other vessels currently under construction. Both are scheduled to be delivered in 2011.



SIU CIVMARS Perform Rescue at Sea

A crew from the SIU's Government Services Division, while serving aboard the National Oceanic and Atmospheric Administration Ship *Thomas Jefferson*, recently assisted in the rescue of a downed pilot in Florida.

While involved in underway mapping survey operations west of Key West, Fla., the union-trained crew members on Aug. 14 heard a U.S. Coast Guard radio report advising that a small aircraft with one person aboard had crashed in the water some 30 miles away from their vessel's location. Springing into action immediately, the crew notified the Coast Guard that they would assist in the search and rescue operation. The *Thomas Jefferson* altered course without delay and steamed toward the downed aircraft's reported position.

By utilizing the *Jefferson's* advanced navigation equipment, including the Doppler speed log and Global Positioning equipment, the crew was able to estimate the ocean current and focus their search area around a location approximately two nautical miles south-southwest of the reported crash site.

"We posted extra personnel as lookouts and used our searchlights in a sweeping pattern, all while keeping a quiet bridge so we could hear any calls of distress from the pilot," said Shepard Smith, the *Thomas Jefferson's* commanding officer.

The crew shortly after 1 a.m. EDT heard cries for help off the port (left) side of the vessel. Immediately the captain brought the ship to an emergency stop and deployed a rescue boat. "By turning the ship in the direction we originally heard the sound, we were able to locate the person in the water using the searchlight, and guide the rescue boat to pick him



Pictured next to the ship are (front row, from left) GVA Armando Medina, CB Bernard Pooser, OS Anthony Teele, SS Jonathan Anderson, SST Peter Lewit, 3AE Vic Medina, (middle row) LT Mark Blankenship, 2C Nestor Poblete, 1AE Armando Mangaya, EU Otis Tate, AB Sonny Palmer, BGL Robert Bayliss, CST Dan Wright, AST Matt Van Hoy, ST Kim Glomb, LT Denise Gruccio, LT Michael Davidson, (back row) ET Dave Miles, ENS Lindsay Morrison, ENS Joe Carrier and SST Doug Wood. (Thanks to NOAA CDR Shepard Smith for supplying the names for this caption.)

up," Smith said. The pickup position was about a quarter-mile from the ship's estimated search position.

Except for a cut lip, according to *Thomas Jefferson* medical personnel, the pilot was reported to be in fine shape after being plucked from the water. He was transferred to a nearby Coast Guard vessel for a return visit to Key West. Once there, the rescued pilot was

met by his anxious father, who had been waiting at the airport to pick him up when the news of the crash reached him.

The *Thomas Jefferson* is one of the most technologically advanced hydrographic survey vessels in the world. Equipped with high-resolution seafloor echo sounders, the 208-foot platform and its 36-person crew can map the ocean bottom and identify areas of interest

to coastal managers, biologists, geologists and emergency responders. The vessel has been in the Gulf of Mexico since April. Its original mission was to map the seafloor and look for hazards to navigation off the Gulf coast. However, following the Deepwater Horizon/BP oil spill, the *Thomas Jefferson* spent six weeks conducting research on submerged oil plumes.

Navy Christens USNS Chambers

The U.S. Navy's newest resupply ship, the SIU crewed *USNS Washington Chambers* (T-AKE 11), was christened and launched Sept. 11 at the General Dynamics National Steel and Shipbuilding Company (NASSCO) yard in San Diego.

Named in honor of a U.S. Navy officer who played a major role in the development of naval aviation, the *USNS Washington Chambers* is the 11th in a series of 14 Lewis and Clark-class of dry cargo-ammunition ships that NASSCO (a union shipyard) is building for the Navy. When she joins the fleet in 2011, she will be crewed by in the unlicensed slots by mariners from the SIU Government Services Division.

The new ship's primary mission will be to deliver more than 10,000 tons of food, ammunition, fuel and other provisions to combat ships on the move at sea. The *Chambers* will be operated by the U.S. Navy's Military Sealift Command MSC).

Rear Adm. Richard J. O'Hanlon, commander, Naval Air Force Atlantic, served as the ceremony's principal speaker. Loretta A. Penn, senior vice president of

Spherion Corporation and president of its Staffing Services division was the ship's sponsor. She ceremonially named the vessel by breaking the traditional bottle of champagne against its hull. Other speakers included Rear Adm. David H. Lewis, PEO Ships; Rear Adm. Robert O. Wray, deputy commander, Military Sealift Command; and Fred Harris, president of General Dynamics NASSCO.

"Washington Irving Chambers was the quintessential officer for the modern, professional, United States Navy that was emerging at the end of the 19th century: he was smart, forward-looking, operationally proficient and technically savvy," Admiral O'Hanlon told the more than 1,000 in attendance as he honored the ship's namesake. "Chambers lived in uncertain times, against the backdrop of a Navy undergoing a great deal of change. He was not content with the status quo, but rather looked for ways to improve the fleet in which he served...."

"Just as Washington Chambers saw the need for modernization in the field of naval aviation, so too does our team embrace the need for change in our endeavors if we are to be successful when confronted with future challenges," said Harris during the event. "This morning's ceremony is the culmination of thousands of individual efforts by the more than 6,000 men and women of the General Dynamics NASSCO-Navy shipbuilding team who are working hard on improvements to meet present and emerging threats to our national security."

To date, 10 other ships in the same class as the *Washington Chambers* have been built at NASSCO, placed into service by MSC and crewed by mariners from the SIU's Government Services Division. They include the *USNS Lewis and Clark*, *USNS Sacagawea*, *USNS Alan Shepard*, *USNS Richard Byrd*, *USNS Robert Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry*, and the *USNS Charles Drew*. Three remaining vessels—the *USNS William McLean*, *USNS Medgar Evers* and another still to be named—will be delivered over the next several years.

Each of the former vessels is 689 feet long, 106 feet wide and can sail at 20 knots. Designed to operate independently for extended periods at sea while providing underway replenishment services, the T-AKEs directly contribute to the Navy's ability to maintain a forward presence. These civilian-crewed vessels provide logistic lift from sources of supply either in port or at sea and transfer materiel to station ships and other naval warfare forces at sea.



The *USNS Washington Chambers* leaves the dock for the first time.

Federal Officials Commission Research Vessel Bell M. Shimada

More jobs were cemented for union members Aug. 25 when federal officials commissioned the National Oceanic and Atmospheric Administration's (NOAA) newest state-of-the-art research vessel, the *Bell M. Shimada*, in Seattle.

Crewed by CIVMARS from the SIU Government Services Division, the *Shimada* now is part of NOAA's Pacific Fleet and will study marine life and ocean conditions along the West Coast. The vessel's primary mission will be to study, monitor and collect data on a wide range of sea life and ocean conditions, primarily in U.S. waters from Washington state to southern California. The *Shimada* will also observe environmental conditions, conduct habitat assessments and survey marine mammal, sea turtle and marine bird populations.

"*Bell M. Shimada* represents a significant achievement in the agency's efforts to modernize its fleet of fisheries, oceanographic and hydrographic survey ships," said Rear Adm. Jonathan Bailey, director of the NOAA Office of Marine and Aviation Operations and the NOAA Corps. "This highly capable ship will play a key role in supporting NOAA's mission."

Launched in September 2008, the 208-ft. *Bell M. Shimada* was built for NOAA by VT Halter Marine Inc., in Moss Point, Miss., as part of the NOAA's fleet replacement strategy to provide world-class platforms for U.S. scientists. The vessel is the fourth of a new class of ships designed to meet the NOAA Fisheries Service's specific data collection requirements and the International Council for Exploration of the Seas' new standards for a low acoustic signature.

The *Bell M. Shimada's* state-of-the-art design allows for quieter operation and movement of the vessel, giving scientists the ability to study fish and marine mammals without significantly altering their behavior. The ship's comprehensive environmental sampling capabilities will also enable researchers to gather a broad suite of marine life data with unprecedented accuracy.

"As one of the quietest research vessels in the world, *Bell M. Shimada* produces so little background noise that we can count fish and assess the health and behavior of marine species with highly sensitive acoustic devices," said Jim Balsiger, acting assistant administrator for NOAA's Fisheries Service. "The vessel will support ecosystem research that is essential to sustaining and rebuilding fisheries."

The ship's namesake served with the Bureau of Fisheries and Inter-American Tropical Tuna Commission, and was known for his contributions to the study of tropical Pacific tuna stocks, which were important to the development of West Coast commercial fisheries following World War II.

Recent Government Report Reflects Union Advantage in Benefits

Union workers continue to enjoy significantly better benefits than unrepresented workers, according to a new federal report.

One example of the power of collective bargaining: 93 percent of union workers have access to health insurance, compared with only 70 percent of nonunion workers, according to the U.S. Bureau of Labor Statistics' most recent report on employee benefits.

In addition, union workers pay less out of pocket for their insurance. On average, they pay 11 percent of premiums for individual coverage and 18 percent of premiums for family coverage. Nonunion workers pay a lot more: 20 percent for individual coverage and 33 percent for family coverage.

For a worker with family coverage, the difference means nearly \$1,000 a year, based on average insurance rates. That is on top of the fact that union workers typically earn higher pay than unrepresented workers doing the same kind of job: an average of about \$10,000 a year, according to a different Bureau of Labor Statistics report on wages.

The BLS report on benefits shows union workers also are much more likely to have retirement benefits, employer-paid life insurance, paid sick leave and paid personal leave. The only area where nonunion workers have parity is paid vacation.

The BLS report also points out the huge gap in benefits for part-time and low-wage workers, and the large discrepancies in benefits available to workers at large employers compared with small employers. Among part-time workers, only 24 percent have access to health insurance; 39 percent have access to a retirement plan; and 28 percent have paid sick leave. The percentages in those categories for full-time workers range from two to three times bigger.

Similarly, low-wage workers are less likely to have benefits than workers with higher salaries. Among workers in the bottom quarter of the wage scale, only 41 percent had access to health insurance; 43 percent had access to a retirement plan; and 35 percent had paid sick leave. In contrast, among workers in the top quarter of wages, 92 percent had access to health insurance, 88 percent had a retirement plan available at work, and 87 percent had paid sick leave.

For workers at companies with fewer than 100 employees, 52 percent had access to a retirement plan, compared 84 percent of workers at companies with at least 100 employees. Only 60 percent had access to health insurance, compared 86 percent of workers at companies with at least 100 employees. Fifty-four percent had paid sick leave, compared 78 percent of workers at companies with at least 100 employees.

President Obama Reaffirms Support for Working Families

Solis, Trumka Also Featured at Milwaukee Labor Day Event

President Barack Obama, during a Labor Day address to more than 10,000 union members and their families in Milwaukee, reaffirmed his administration's commitment to working family issues.

Speaking to the Milwaukee Area Labor Council's annual LaborFest celebration, the president reminded those in attendance that he had spoken at the same event two years ago while campaigning for his current office. During that campaign, "We talked about how for years, the values of hard work and responsibility that had built this country had been given short shrift, and how it was slowly hollowing out our middle class.... We talked about some on Wall Street who were taking reckless risks and cutting corners to turn huge profits while working Americans were fighting harder and harder just to stay afloat. We talked about how the decks all too often were stacked in favor of special interests and against the interests of working Americans."

Obama continued, "And then, two weeks later—two weeks after I spoke here—the bottom fell out of the economy. And the middle-class suddenly found themselves swept up in the worst recession of our lifetimes."

President Obama said that while the problems currently facing working families are nothing new, they are more serious than ever. "And that makes our cause more urgent than ever," he said. "For generations, it was the great American working class, the great American middle class that made our economy the envy of the world. It's got to be that way again."

After discussing the state of the economy, how it got there and the tough road ahead all Americans face to get it back on track, the president told those in attendance, "There are two things I want you to know. Number one, I am going to keep fighting every single day, every single hour, every single minute, to turn this economy around and put people back to work and renew that American Dream, not just for your family, not just for all our families, but for future generations. That I can guarantee you."

"Number two," Obama continued, "I believe this with every fiber of my being: America cannot have a strong, growing economy without a strong, growing middle class, and the chance for everybody, no matter how humble their beginnings, to join that middle class—a middle class built on the idea that if you work hard, if you live up to your responsibilities, then you can get ahead; that you can enjoy some of the basic guarantees in life. A good job that pays a good wage, health care that will be there when you get sick, a secure retirement even if you're not rich, an education that will give your children a better life than we had."

"These are simple ideas," President Obama said. "These are American ideas. These are union ideas. That's what we're fighting for."

In addition to discussing working people issues, President Obama used the LaborFest forum to announce his plan for renewing and expanding America's transportation infrastructure. A massive new job-creating road, rail, runway and air traffic control rebuilding project, the president's plan would build on the investments already made under the Recovery Act. It is intended to create jobs for American workers to strengthen the economy now, and increase the nation's growth and productivity in the future.

Joining President Obama at the lakefront festivities were AFL-

CIO President Richard Trumka, Labor Secretary Hilda Solis, Transportation Secretary Ray LaHood, Labor Council Secretary Sheila Cochran and Wisconsin AFL-CIO President David Newby.

"Working women and men in Milwaukee—and all across our country—made America number one in the world," Trumka told the crowd. "Now it's time for America to make working people number one. It's time for jobs, for economic patriotism."

"I want to see the words 'Made in America' again," he continued, "because it's time to start exporting the things we make, instead of jobs!"

Recalling excerpts from President Obama's August speech before the AFL-CIO Executive Council, Trumka said, "Last month, our president reminded AFL-CIO leaders of the famous quote by FDR when he was president: 'If I were a factory worker,' FDR said, 'I would join a union.' And President Obama said, that goes for all workers today, not just factory workers."

"Brothers and sisters, President Obama and Democratic leaders share our vision of an America built on good jobs, and together we're going to get America back to work," the federation president said. "It won't be the bankers. It won't be the Tea Partiers. It won't be the Party of no. It'll be you. It'll be us. Together."

Turning his attention to the upcoming elections, Trumka told the crowd, "We've got 57 days until November 2, and we're faced with stark choices."

Trumka then posed a series of questions to the audience. "Do you want to go forward with Obama and the Democrats, or backwards to the policies that wrecked our economy? Do you want an America that creates good jobs? Do you want an America where working people earn a fair share of the wealth we create, where our economy works for everyone? An America where we solve problems instead of just saying no? Do you want a country where our children can thrive? A country that honors the best of our past, and takes us toward a future that's even better?"

"If you want it, you're going to have to fight for it – together," Trumka concluded. "Work together! Stand together! Fight together! And don't let up, even for a minute! Because when we're together, there's nothing we can't do!"

Labor Secretary Solis told the crowd, "Labor Day is a time to acknowledge and honor the men and women that do all of the work that makes America what it is today. And it's a time to remember all of the hard work done by men and women before us that allowed for an increase in the minimum wage, for expanding overtime laws, for safe workplace rules, and for the opportunity for working people like my union parents to have big dreams for their children."

After declaring that no one works harder, with more creativity and relentless drive than Americans, the labor secretary said that "while we are enjoying barbecues and time with our families this Labor Day, we must also remind ourselves that many families in Milwaukee, Wisconsin, and across this country are still facing difficult economic times."

"I can tell you that President Obama knows that these aren't numbers, but that they're real people, real families and that's why he's instructed all of us to do everything we can to get America back to work," she said.

SIU President Addresses MM&P



SIU President Michael Sacco (above) was a guest speaker at the 83rd convention of the International Organization of Masters, Mates & Pilots. The conference took place in Linthicum Heights, Md. President Sacco stressed the importance of cooperation in the maritime industry, particularly on the legislative front, and also emphasized the significance of this year's national, state and local elections. Pictured from left to right in the group photo are convention guests MEBA Secretary-Treasurer Bill Van Loo, ILA Asst. General Organizer John Baker, SIU Exec. VP Augie Tellez, SUP President Gunnar Lundberg, MEBA President Don Keefe, ILA President Richard Hughes, SIU President Sacco and ILA Secretary-Treasurer Robert Gleason.





Nico Corbijn
NCL America VP



Eric Schippers
Penn National Gaming VP



Delegates and guests convene at the union-affiliated Paul Hall Center for SEATU's convention.

SIU Affiliate Conducts Triennial Convention

SEATU Emphasizes Partnership, Grassroots Action

The SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) conducted its fifth triennial convention Aug. 23-24 in Piney Point, Md.

Delegates approved a number of resolutions designed to map out the union's strategies for the next three years. They also unanimously reelected President Michael Sacco (who also serves as SIU president), Executive Vice President/Secretary-Treasurer David Heindel, Vice President Augie Tellez and Vice President Tom Orzechowski.

The convention's theme was "The Trusted Partner In Service, Hospitality and Gaming."

Guest speakers included Penn National Gaming Vice President Eric Schippers, NCL America Vice President Nico Corbijn, Union Plus Representative Valerie Cole, Maryland State Senator Roy Dyson, SIU Political Director Terry Turner, and Seafarers Employee Benefit Funds General Counsel Carolyn Gentile. Also addressing the convention were SEATU regional representatives.

The event took place at the union-affiliated Paul Hall Center for Maritime Training and Education.

Collectively, the speeches and resolutions mainly emphasized two things: grassroots political action, and working cooperatively with SEATU-contracted companies to help ensure the success of all concerned.

"SEATU truly lives up to its convention theme," said President Sacco. "I'm proud to say that we are the trusted

partner, and that's a trust that extends not only throughout our organization, but also between the union and our contracted companies like Penn National Gaming and NCL. We understand that we cannot succeed unless our companies succeed. And in return, I believe that our companies subscribe to the belief that a rising tide should lift all boats."

He added, "That's why we work together on state gaming initiatives which offer the potential for job growth for SEATU. That's why the union and our companies treat each other with respect at the bargaining table and at the workplace. That's why we work together to ensure that our members have all the tools and training they need to get the job done."

Schippers echoed those sentiments when he stated, "Our partnership with SEATU and the professionalism of SEATU people has helped enable us to expand into markets that had been previously difficult to break into."

Similarly, Corbijn said, "The training our SEATU and SIU crews receive is superb and contributes to why customer satisfaction ratings of the *Pride of America* are among the highest in our fleet."

Near the end of the proceedings, delegates approved resolutions supporting the Obama administration, Union Plus, state gaming initiatives, labor-law reform and legislation aimed at bolstering workplace safety. They also passed statements supporting the new AFL-CIO administration and



Maryland State Senator Roy Dyson (standing) talks about the economy.

thanking immediate past AFL-CIO President John Sweeney; encouraging all citizens to "buy union and buy American" goods and services; and strongly emphasizing the importance of political action. Additionally, the delegates adopted resolutions backing the AFL-CIO job-creation plan and supporting the U.S. maritime industry, including the latter's efforts to thwart piracy. And, they passed a statement in support of our troops.



Valerie Cole
Union Plus Representative



Terry Turner
SIU Political Director



Karen Horton-Gennette
SEATU Asst. VP



Carolyn Gentile
Seafarers Employee Benefit Funds
General Counsel



Sworn in as SEATU officers were (left to right) President Michael Sacco, Vice President Tom Orzechowski and Executive Vice President/Secretary-Treasurer David Heindel. Vice President Augie Tellez (center photo above) was called away on business during the convention and was sworn in later.



Paul Hall Center VP Don Nolan welcomes attendees to the Piney Point, Md., campus.

Sealand Intrepid Helps Rescue Boat Captain

The *Sealand Intrepid* was first on the scene and teamed up with U.S. Coast Guard personnel to rescue a fishing boat captain whose vessel sank near Oakland, Calif., on Aug. 25.

Sealand Intrepid Master Douglas Fifield said the *Intrepid* “responded to a distress call from the U.S. Coast Guard to provide aid to the fishing vessel *Ana*, while on approach to San Francisco in thick fog. The captain of the *Ana* (later identified as Dennis Fox) abandoned the vessel into a life raft as his vessel sank from unknown causes. The *Intrepid* was able to locate the raft and bring it alongside due to the commendable efforts of all who participated in the rescue. The captain was in good condition and was provided for until the USCG arrived. I commend the officers and crew of the *Intrepid* for their quick response in the middle of the night and their professional handling of the situation from start to finish.”

According to the Coast Guard, which dispatched a motorized lifeboat and a helicopter, the 27-foot fishing boat was a total loss.

SIU members sailing aboard the *Intrepid* during the rescue included Recertified Bosun **Mathew Bevak**, ABs **Tomas Robinson**, **Nasir Isa**, **Randy Pasquarella**, **Kevin White** and **Lou Cabano**, Electrician **John Alicea**, QMED **Gebar Ogbe**, GUDE **Gerardo Ruiz**, Recertified Steward **Ronald Fluker**, Chief Cook **Carmelo Dela Cruz** and SA **Eusebio Avila**.



Captain Douglas Fifield (behind the camera) submitted this photo of crew members from the *Sealand Intrepid*. Pictured from left to right are (front row) 3A/E Douglas Dawes, Eng. Cadet Nicholas Carbonetto, QMED Gebar Ogbe, AB Nasir Isa, Chief Cook Carmelo Dela Cruz, C/M Kyle Hamill, 2/M Jason Edwards, (middle row) 1A/E Anthony Carubba, GUDE Gerardo Ruiz, Recertified Steward Ronald Fluker, AB Lou Cabano, AB Tomas Robinson, 2A/E Randolph Jackson, (back row) AB Randy Pasquarella, AB Kevin White, Recertified Bosun Mathew Bevak, 3/M Nathan Woodward, Deck Cadet Trevor Mays, Electrician John Alicea, and SA Eusebio Avila.

Anti-Piracy Petition Surpasses Goal of Half-Million Signatures

An online anti-piracy petition supported by the SIU had garnered more than 550,000 signatures as of early September. Those signatures and any additional ones collected before International Maritime Organization World Maritime Day – Sept. 23 – were scheduled to be delivered to IMO secretary-general as this edition of the *LOG* went to press.

The SIU helped develop the petition, with the aim of collecting at least a half-million signatures. Overall, the project was spearheaded by the International Transport Workers’ Federation (ITF), to which the SIU is affiliated. The larger goal is to call global attention to piracy and especially to gain the interest of leaders throughout the world.

SIU Secretary-Treasurer David Heindel, who also serves as chair of the ITF Seafarers’ Section, said, “I extend my sincere thanks in particular to all Seafarers and their families who signed the petition. While this is only one step toward continuing the fight to protect mariners around the world, it says a lot when hundreds of thousands of people make an effort to speak out on any issue.”

ITF Seafarers’ Section Secretary Jon Whitlow cited the “outstanding efforts by both ITF affiliates and the shipping industry” in supporting the petition. “We hope that this petition will have a significant impact in drawing the world’s attention to the piracy crisis that thousands of seafarers presently are experiencing,” Whitlow said. “The success of the petition demonstrates the strength of feeling that exists on piracy, and the unprecedented industry-wide coalition that has come together on this issue at the ITF’s initiative.



Piracy and the petition were discussed at length during the most recent International Transport Workers’ Federation Congress, which took place in Mexico City in August. Among those helping tackle the issue during those meetings were (from left) American Maritime Officers President Tom Bethel, SIU VP Gulf Coast Dean Corgay, Maritime Union of Australia National Secretary Paddy Crumlin and SIU Secretary-Treasurer David Heindel.

He pointed out that in addition to submitting the signatures to the IMO, the ITF and other co-sponsors also will write to the head of the United Nations and the chair of the agency’s Security Council “to draw their attention to the petition and the support it has received, and to request that they take appropriate action.”

As previously reported, the petition calls on nations to dedicate significant resources and work to find real solutions

to the growing piracy problem. It urges them to take immediate steps to secure the release and safe return of kidnapped seafarers to their families, and also to work within the international community to secure a stable and peaceful future for Somalia and its people.

The SIU publicized the petition for several months, both in the *LOG* and on the union’s official web site and Facebook page.

celebrities and sports figures. They will all march together to help put America back to work, pull the country back together and facilitate the refocusing of national priorities so that investments in people come first, according to the event’s organizers.

The SIU plans to participate in the rally, as do numerous other unions and the AFL-CIO.

Laborers’ Union Executive Board Gives Approval For Reaffiliation With AFL-CIO

In mid-August, the Laborers’ International Union of North America (LIUNA) announced its plan to re-affiliate with the AFL-CIO, effective Oct. 1. The move follows unanimous approval of the union’s executive board, according to LIUNA General President Terry O’Sullivan.

“Now more than ever, working people and our country need a united union movement,” O’Sullivan said. “Despite the historic success of the 2008 federal elections, too much is not getting done on Capitol Hill. A united union movement can better focus Congress – and particularly the U.S. Senate – on helping to lead our nation, rather than being locked in inaction.”

LIUNA disaffiliated from the AFL-CIO in June 2006.

AFL-CIO Richard Trumka stated, “We are very happy that LIUNA is rejoining the AFL-CIO at a critical moment for working people. Union members, like all working families, have been hard hit by a brutal economy and decades of policies that have undermined the middle class. More than ever, now is the moment for a unified labor movement. And as we rebuild and strengthen the labor movement, we will work together to create good jobs, restore a middle-class economy, and elect leaders who stand with working people. Together, brick by brick, we will build an economy that works for everyone.

“LIUNA brings a proud history and dedication to the union movement and we are delighted to welcome them back to the AFL-CIO.”

‘One Nation’ Rally Slated for D.C.

Hundreds of thousands of Americans from across the country will gather Oct. 2 at the Lincoln Memorial in Washington, D.C., to demonstrate in support of the One Nation Working Together movement.

Designed to refocus national priorities on investments in America’s people, this One Nation event will feature human and civil rights leaders, labor officials, environmental and peace activists, faith leaders,

Book Captures Storied History of SIU

New Publication Available Online and at Union-Affiliated School

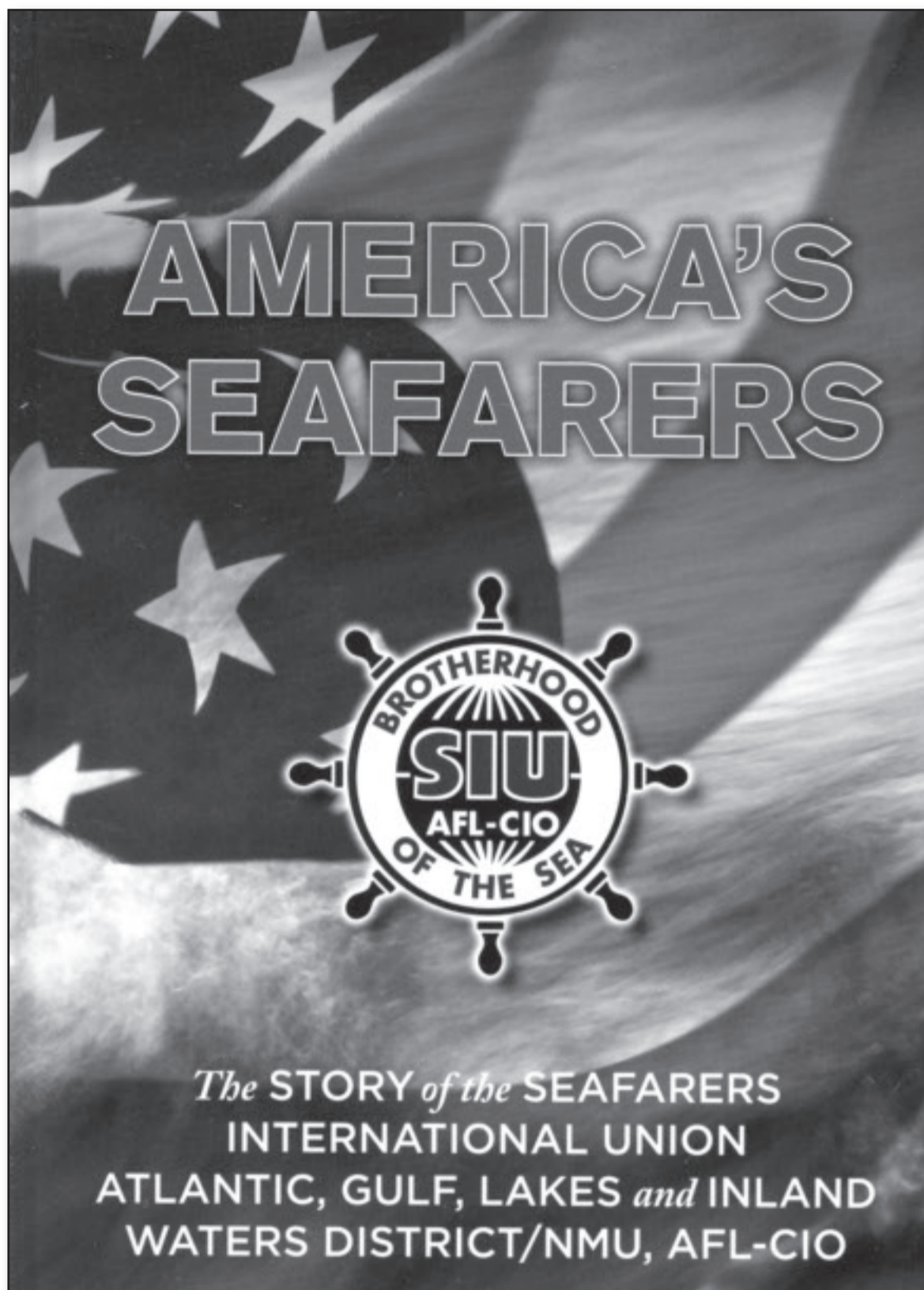
As previously announced, a new book chronicling SIU history is available online and at the union-affiliated Paul Hall Center in Piney Point, Md.

Titled “America’s Seafarers,” the 271-page hardcover book may be ordered through the slop chest at www.seafarers.org or by going directly to www.siustore.com. Copies also are being sold at the Paul Hall Center’s Sea Chest store. The book sells for \$14.99.

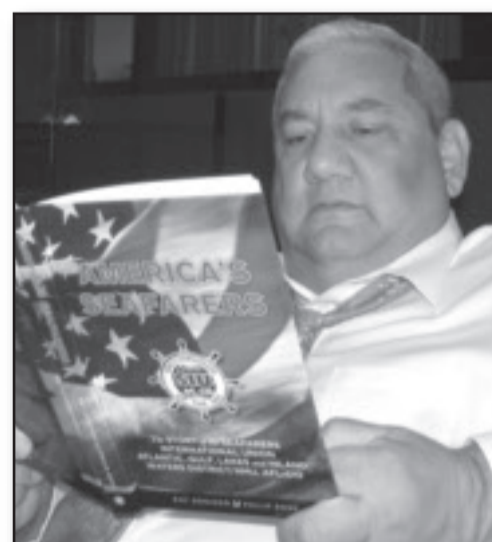
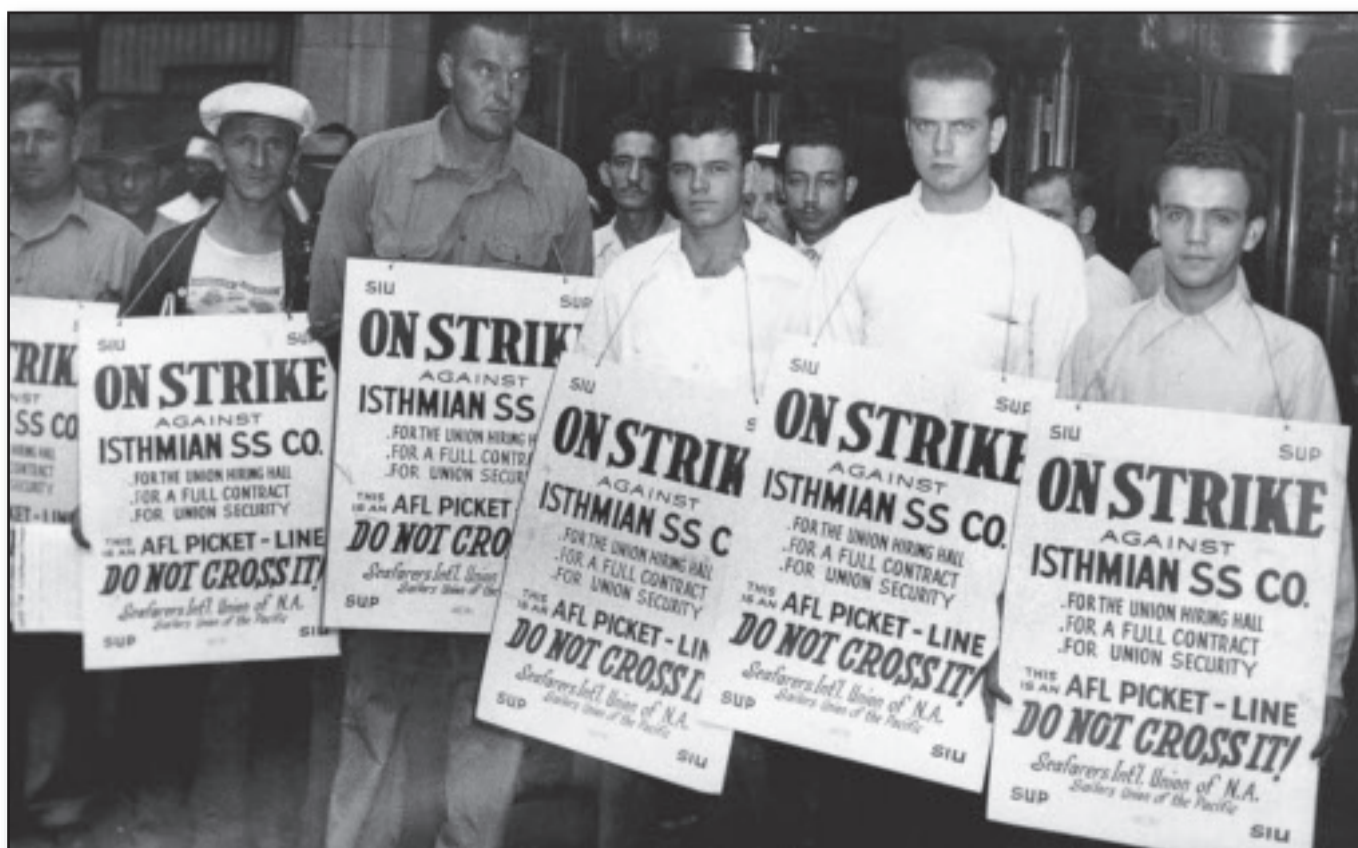
Additional information about “America’s Seafarers” is available on the SIU web site. An introductory article about the book was published in the September edition of the *Seafarers LOG*.

From the beginning, the SIU had a few members aboard Isthmian ships to carry on a small, low-key organizational drive without any special materials other than copies of the Seafarers LOG and regular SIU educational literature – plus their desire to organize. While localized efforts were being made to organize Isthmian, Hall and his staff were setting up the machinery for an all-out operation and were recruiting the necessary forces to carry it to a successful completion. The first step was to call for volunteers from the membership – men to ride Isthmian ships, despite their lower wages and lack of other benefits. These men would infiltrate the fleet as volunteer ship organizers. Because of Isthmian’s worldwide operations, the organizational apparatus had to include a setup at all U.S. coastal ports, plus Puerto Rico and Hawaii. The scope of this drive can be gauged from the fact that the Isthmian fleet in 1945 included 100 vessels, mostly war-built Liberties, Victorys, and C-types, with a few pre-war ships that had survived the bombs and torpedoes. These ships represented more than 3,000 unlicensed jobs.

— Excerpt from page 85 of “America’s Seafarers”



Published by a union-contracted company in Maryland, “America’s Seafarers” examines SIU history from its founding in 1938 to the present era.



SIU Executive VP Augie Tellez (above) describes the book as “a good read” and also points out that authors Ray Denison and Philip Ross are well-qualified to offer the union’s narrative. The photo at left from the book shows Seafarers involved in the Isthmian campaign. A strike tied up ships in most major ports for eight days in 1947.



SEAFARERS WELCOME CROWLEY ATB – As reported in the September LOG, Crowley recently christened the articulated tug-barge unit *Innovation/650-9* in Mississippi. Pictured at the mid-August event are (from left) SIU Port Agent Jimmy White, Capt. Ken Graybill, Capt. Buddy Davis, Port Engineer Andy Ditullio, AB/Tankerman Travis Stringer, OS/Cook Harvey Owens, Chief Engineer Cle Popperwill, 2nd Mate Larry Soulier, Chief Engineer Jeff McCranie, AB/Tankerman Robert Bergman, Asst. Engineer John Astley, AB/Utility Chester Roberson and Chief Mate Chris Bridges. (This photo also was published in the September LOG, but individual identifications weren't available at that time.)



WELCOME ASHORE – AB Thomas Bullen (left) picks up his first pension check at the union hall in Tacoma, Wash., where he is greeted by SIU Safety Director Ryan Palmer.



LOADING STORES – In the photos above and at right, two snapshots from the *Liberty Promise*, Bosun Mark Lance, AB Delroy Brown and UA Joseph Gref help load stores onto the ship.

At Sea And Ashore With The SIU



CAMARADERIE ON SS KAUAI – Seafarer Lezlie Vehikite (right) describes the galley gang aboard Matson's *SS Kauai* as "a perfect fit." Pictured from left to right are Chief Steward Jeffrey Badua, Asst. Cook Roberto Firme, Chief Cook Abdulla Baabbad and OBR Vehikite.



AB GETS A-BOOK – AB Mahmood Monassar (center) recently received his A-seniority book at the hall in Oakland, Calif. Commemorating the occasion with Monassar are SIU Asst. VP Nick Celona (right) and Patrolman Nick Marrone II.



CONGRATS IN BALTIMORE – At the SIU hall in Baltimore, Port Agent Elizabeth Brown (left) and Patrolman Chris Mercado (right) congratulate Electrician Prescilo Zuniga on receiving his A-book.



JOB WELL DONE – Outside the hall in Jacksonville, Fla., SIU Safety Director Ashley Nelson (right) praises newly retired Crowley Chief Mate Chester Stephens (center) for a job well done. Also pictured is Mrs. Nancy Stephens.



ABOARD THE OCEAN CRESCENT – One of the newest additions to the SIU-contracted fleet is the heavy lift ship *Ocean Crescent*, an Intermarine LLC vessel operated by Pacific-Gulf Marine. Pictured on the ship during a recent stop in Houston are AB Edgar Elegino, AB Melvin Hill, QEE David Brewster, GUDE Nicholas McAbier, ACU Paula Hopson and Chief Steward Obencio Espinoza.

Letters to The Editor

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

SIU Scholarship Helps Lead To Academic Achievements

We would like to take this opportunity to thank the Seafarers International Union for the scholarship that our son John received the first year he was in college (2000). It was greatly appreciated.

John graduated from Boston University in 2004 with a degree in political science and international relations. Upon graduation he went into the Peace Corps for two years in the country of Mongolia. After finishing with the Peace Corps he went to Thailand, where he taught school for year.



John Macom is pictured at graduation day earlier this year at Boston University. His SIU scholarship helped launch a successful academic journey.

Upon returning home from overseas, he decided to pursue a master's degree in public health. He graduated May 16, 2010, with a master's from Boston University and received notice that he has been awarded the J. William Fulbright Scholarship. He will be leaving again for Mongolia on Sept. 28, 2010.

*Earl and Becky Macom
Morrill, Maine
(Earl is a retired deck-department Seafarer)*

MV Freedom Mariners Fondly Remember Fallen Shipmate

On Aug. 29 aboard the *MV Freedom*, we regret to inform that our Chief Engineer Glenn Benson passed away. He was a great friend, outstanding engineer and an awesome shipmate. He is terribly missed.

The crew put together a nice passage to remember him by. We pass it to you to hopefully share with his friends and family.

*Riccardo G. Giannone, Chief Officer
Aboard the MV Freedom*

To The Benson Family And Friends

Through your provisions, in my life that was manifested it was good.

Well done my faithful servant, on a journey and mission for the King,
At last I've arrived, Jesus said, in my Father's house, there are many mansions
If it wasn't so I wouldn't have told you, I'd have gone to prepare a place for you.

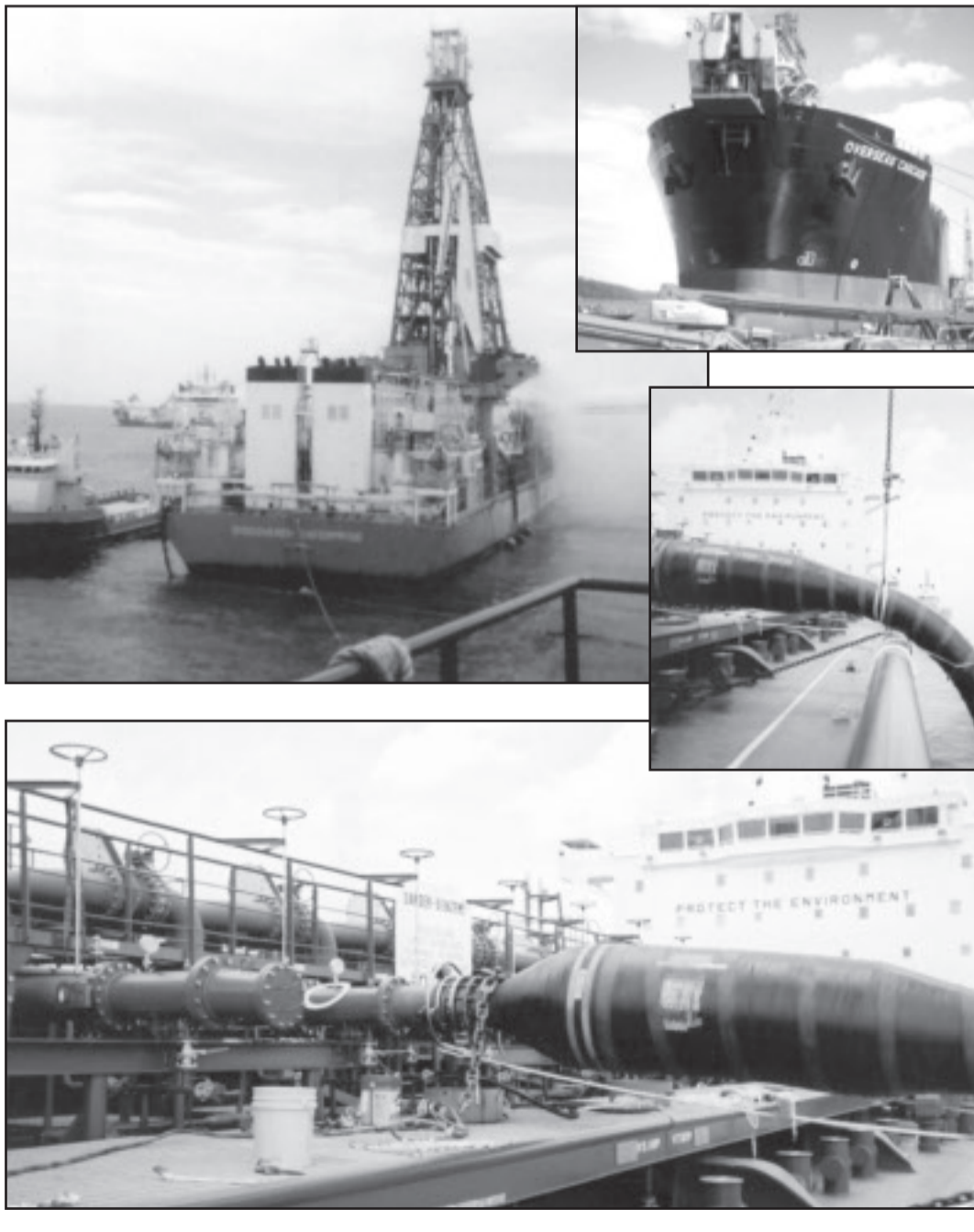
My fellow brothers and sisters listen and listen well, because our time here on Earth is yet a little while, but our mission to seek the Lord Jesus Christ should be with our whole hearts, to do His will as our Brother Glenn has done.

To the family of our Chief Engineer Glenn Benson, whom we will all love and miss dearly, we send our deepest sympathy. He has left a trail of beautiful memories, but in God's eyes it's a beautiful homecoming. His mission is accomplished. Blue skies, fair winds and following seas. May God bless you.

SIU-Crewed Ship Assists in Gulf Cleanup

AB **Jon Weaver** submitted three of the four photos included in this layout showing the shuttle tanker *Overseas Cascade*, which has been deployed for months in the Deepwater Horizon cleanup operation in the Gulf of Mexico. (The image of the docked ship is a file photo from early in the year.) Weaver pointed out that when the photos were taken this summer, the tanker was moored to the drill ship *Discoverer Enterprise*. A hose was led and attached to the

Overseas Cascade from the other vessel, and oil was pumped into the SIU-crewed ship. "It was hot out there," recalled Weaver, a union member for more than 20 years. "There were flames and flares burning from the other ship, and we were loading in between these rigs that also had their flares out. The air had to be monitored by professionals that stayed on the ship." The *Overseas Cascade* is operated by Overseas Shipholding Group.



Active in Oakland, Calif.



SIU officials VP West Coast Nick Marrone (center in photo above) and Asst. VP Nick Celona (left) in mid-August participated in an event supporting the gubernatorial candidacy of California Attorney General Jerry Brown (second from left). Also pictured at the event are Sailors' Union of the Pacific President Gunnar Lundeberg (second from right) and San Francisco Bar Pilots President Captain Peter McIsaac. In photo at left, Patrolman Nick Marrone II (right) congratulates Seafarer Reyland Tendido on receiving his full B-book in August. SIU Asst. VP Nick Celona (right in photo below) congratulates The Honorable Ernest Goldsmith on his recent election as a California Superior Court Judge. Goldsmith's candidacy strongly was supported by organized labor; Celona voluntarily served as campaign manager.



The Ed Woods Story - A Teenager in World War II

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

Woods sailed in the engine and steward departments. He turned 83 earlier this year.

The first part of his story was published in the September 2010 edition of the LOG. That installment recapped Woods' indoctrination as a seaman recruit in Sheepshead Bay, N.Y., at age 16, as well as his first voyage, aboard the S/S Horseshoe. This segment picks up during his second trip, aboard the S/S Brandy Station, docked in Morocco.

Before going ashore, I was warned about drinking the local water. It was suggested that if I were thirsty while in Casablanca to drink the local red wine that was available in many of the shops and very inexpensive. To carry wine back to the ship cost fifty francs (\$1.00 USA) for the wine and an additional hundred francs (\$2.00 USA) for an empty glass bottle. When empty the bottle could be carried back ashore and refilled. I was cautioned about going ashore alone as some of the local Moroccan kids would not hesitate to attack and rob non-natives. An electrician off a nearby American ship had been found unconscious in an alley with a serious head injury and his ring finger cut off. There was an old native quarter called the Medina and it was off limits to all but the French sailors, many of whom were married to local Moroccan women. In addition to their own Arabic and Berber languages, the natives spoke French, as Morocco was still a French possession in 1944. The street kids could talk in whatever language you addressed them in – English, Spanish, German, French and, of course, Berber and Arabic.

Many of the cafés had changed their names to Rick's Café American or just Rick's Bar, hoping to attract Americans who had seen and enjoyed the now-famous motion picture Casablanca. There would be hand-painted signs on display over the doorways: Humphrey Bogart Drank Here. It was difficult to believe or imagine that a major war was in progress on the nearby European Continent.

The local wine did not appeal to all of us. The dregs filled up a quarter of the bottle, giving the wine a bitter taste. While ashore with a buddy, I would try to find an alternate drink. We came across a building housing an American Red Cross rest station. As we entered the premises, we saw an enormous Lister Bag (a canvas bag to hold water and chemicals to purify the water) tied to a pole in the shade of a palm tree. The water looked inviting and cool and we drank some. We were disappointed to find that the water had been disinfected and tasted and smelled of chlorine. One would need to be dying of thirst to drink it in any quantities.

There were two very attractive young ladies dressed in Red Cross uniforms and an American Army sergeant noticed us admiring them. He came over to us and, to our surprise, said he could arrange for us to date one of the ladies for a price. I found his offer hard to believe, declined the invitation and left the area. I have never before or since heard anything unfavorable about female Red Cross Workers.

In the streets and alleys of Casablanca there was a black market and a considerable demand for American white bed sheets and pillowcases that were used as clothing by the natives. White sheets, new or used, sold for over five thousand francs (\$100.00 USA). The francs had to be from the Bank of Morocco or the Bank of Algiers. France was occupied by the Germans and paper money from the Bank of France had no value and was not legal tender. The local franc notes could be taken to the U.S. Army Post Office and exchanged for U.S. money orders and no questions asked. Later, in other occupied countries, I had to show a pay book or its equivalent to purchase U.S. money orders. This latter ruling curtailed many of the black market activities.

Our chief steward had our ship's sheets and pillowcases stamped in large bold letters: "PROPERTY of the S/S Brandy Station," in the hope it would stop the ship's linen from disappearing. Shortly after, we saw natives dressed in their newly purchased sheets, walking about on the pier with the PROPERTY of the S/S Brandy Station imprint clearly visible on their backs. It was obvious they didn't

have any idea what the printing said.

From Casablanca, our ship moved to Fedala, now renamed Mohammedia, a port 18 miles north of Casablanca. There had been some sort of unrest in the city and while there, we were not allowed to go ashore the first few days. To occupy us, the captain held lifeboat and fire drills.

The chief steward had seen the ship's bosun trading a sheet to a native on the pier in Casablanca for a bottle of whiskey. He reported the act to the captain, who reprimanded the bosun with a heavy fine. The bosun was a recently discharged U.S. Marine sergeant who had been wounded at Guadalcanal. He was a big, powerful man and during the boat drill, he happened to pass the steward on the boat deck and took his revenge. He grabbed the steward by the collar and punched him in both eyes. The steward had to be taken ashore to a local hospital for treatment.

The captain had the bosun removed from the ship and he was sent home to the States by plane. The steward had two enormous black eyes for weeks after the incident.

We left port and that evening joined a convoy heading back to Norfolk, Va. It was apparent that German U-boats were active around us as our escorts were kept busy chasing sonar and radar readings. I would see and hear the destroyers racing through the convoy blowing their sirens, horns and whistles. During daylight, it was scary but bearable. At night though, in the darkness, I would lie awake long after the escorts had quieted down. With our tanks full of high-octane gas or its fumes, I knew what would happen if we got hit by a torpedo. Our ship did not have radar or any other detection devices. Our officers relied on their navigational skills; sextants, charts, chronometers and good old dead reckoning to move us about. Neither of the two ships I sailed on during the war had radar. In fact, no one I knew aboard ship had ever heard of radar, only that some ships had a "magic box" that allowed one to see in the dark.

On November 14, 1944 at Longitude 60 degrees 43" W. Latitude 33 degrees 13" N. our ship's destination orders were changed. We were detached from the convoy and ordered to proceed to Curacao, one of the Netherlands Antilles ABC islands (Aruba, Bonaire, Curacao), off the coast of Venezuela to take on cargo. My copy of the Armed Guard report for the following day, November 15, 1944 states: "Sighted a disturbance in the water, thought to be wake of submarine nearly awash. Range approximately 6 to 7 miles... Location: 61 degree 02-W, 29 degrees 39- N."

I remember this incident because just about everybody on deck claimed to have seen a submarine. It could have been either an American or a German submarine, as U-boats were known to be in the area. In fact, when I arrived in Curacao and walked along the beach I saw a torpedo half-buried in the sand a few feet above the shoreline. The torpedo had obviously been fired at a ship, missed and continued on until it beached itself. I recall red flags and other warning signs in its vicinity. Obviously, it had not been disarmed.

My ship's engineering officers, who had sailed together for many years, had been torpedoed in this area the previous year. Their ship, a tanker, was set on fire and sunk. Most of the crew were able to abandon ship and were later picked up by an American destroyer. Our second engineer, a big heavyset man, told us that when he abandoned ship he took the time to put on a seamless rubber suit before jumping in to the water. The suit had been recommended for use in survival classes. Except for the face, the suit completely covered one's body. It kept the wearer dry and offered extra protection against the cold water but, and very importantly, it had to be carefully put on. While donning in the suit, you had to keep bending down to push the air out of the bottom and away from the feet. Air trapped in the lower sections would cause you

to turn upside down in the water and, most probably, drown. The engineer thought he had taken every precaution while donning the suit and was surprised when he found himself upside down in the water. Fortunately, he was able to locate a knife in his survival gear and cut the suit open to break free. I heard a number of similar unfavorable reports about these suits but it was understood that if I took to the cold waters of the North Atlantic without any protection, death was only minutes away. The rubber survival suit offered a little bit more time, maybe just enough to climb into a nearby lifeboat or to be picked up by a friendly ship.

Curacao and its island neighbor Aruba were bases for huge oil refineries. The crude oil was transported to them on lighters (small barges) from ports in Venezuela. A nearby third island, Bonaire, had not been developed at that time. The section of Curacao that I saw consisted of numerous cheap bars and cheap women. Other parts of the island had been settled by Dutch farmers and in 1944 were off limits to us, as was an enclosed guarded compound where the officers of the oil companies lived. In addition to English, Spanish and Dutch, the locals spoke a mixture of the three languages called Papiamentu. The street women would solicit customers by calling out, "Beachy, beachy, five dollar," in broken English. This meant that they would escort you to a nearby beach for fun and games. These women were not native to the island but commuted back and forth from Venezuela.

Other than cold beer and very loose women, the island had little to offer and I was pleased that we filled our cargo tanks and were out of the port in three days.

From there we expected to go north to a port in the States. However, a few hours out of Curacao I learned our next port of call was to be Colon, Panama, the entrance city to the strategic canal. I arrived there on Thanksgiving Day and within a few hours I was in transit through the famous canal. A detachment of U.S. Marines came aboard to stand guard against any sabotage. An armed Marine stood next to our helmsman with orders to shoot to kill if an order from the Canal Pilot was not carried out promptly. I tried to stay on deck as much as possible to view and admire the Big Ditch, as the canal was once called. Going through the gigantic locks was something that I had never expected to experience and I was enjoying every minute of it. Wagers were made regarding the general direction the ship was taking while going through the canal. The answer was southeast as Balboa on the Pacific Ocean is farther east than Colon on the Atlantic Ocean.

That evening we arrived in Balboa on the Pacific side of the canal and tied up to a pier. We stayed in Balboa for six days doing maintenance work in preparation for the crossing of the Pacific Ocean. We also took on deck cargo: barrels of special lubrication oil and spare parts for both ships and planes. The steward was told to order supplies to last a minimum of four months and when the supplies came aboard, it entailed stowing cases of food and other sundries in any locker or storage bin with empty space.

I enjoyed this first visit to Panama. It had more to offer than Curacao and Casablanca. I was free to go wherever I pleased. I toured the area where Captain Morgan, the infamous pirate, had sacked Panama. I saw the famous Church of the Golden Altar that had been painted black just before Morgan raided the town to fool him into believing that it was not made of gold. He fell for the ruse and the golden altar still stands today.

I went to my first horse racing track with an older shipmate who explained the workings of odds and betting. The odds were posted in chalk in large numbers on a slate board across the track facing the grandstand. Every few minutes, kids would dash across the track to deliver the latest odds for posting.



Ed Woods is pictured aboard ship in Panama in January 1945.

Electrical pari-mutuel was in the far future.

Panama had everything to offer except home and family. It had good Italian and Chinese restaurants, ice cream parlors and stateside beer and liquor. The Canal Zone (CZ) area was off limits to the natives except for those Panamanians who worked there. There was a large number of American workers living and working in the Canal Zone. They had all the comforts of any stateside home: first run movie houses, commissaries, government operated stores (PXs) and, most important, a complete sterile and safe environment. In contrast, on the other side of July Fourth Avenue, the dividing line between the Canal Zone and Panama City, the streets were dirty and unkempt.

Along the main street, Central Avenue, there were, as in all seaports, numerous bars and cheap cafes. Each bar had female hostesses, called Blue Moon girls. I found out what a Blue Moon girl was the hard way. My friend Vinnie and I went into a somewhat respectable café and ordered two beers. In a few minutes, an attractive young girl came out from the rear of the shop and greeted us in Spanish. I foolishly answered in Spanish to show that I understood her. I couldn't believe my good fortune. Only in town a few minutes and already, a beautiful girl was attracted to me. She asked us to buy her a drink. We agreed and the bartender served her what appeared to be a whiskey glass full of a dark colored liquid. He then told us that it would cost us one dollar, an unheard of sum at the time. A bottle of good American beer in the same bar cost about forty cents. When we protested and questioned this outrageous price, the bartender explained that the hostess was a Blue Moon girl and the drink was non-alcoholic. It was her compensation for being a hostess and with that, he handed her a chip that she put in her pocket. It was her share of the proceeds she would exchange for cash at the end of her shift. (Vinnie's full name was Vincent McCarvill. He was a few months younger than me, having turned 16 shortly before we enlisted in the Maritime Service in May 1944. We were close buddies and had attended the same grade school and lived next door to each other for many years. We were mates on our first two ships.)

The American military services had the authority to inspect all bars and restaurants for any violations of the sanitary code. If it were found that an establishment did not meet the customary sanitary standards, a sign would be posted in big letters outside of the store stating that the premises were off limits to all Allied personnel. An armed military guard would be posted at the entrance to enforce the ruling. This effectively would put the establishment out of business, as their only customers were Allied personnel.

Overall, I liked Panama and I was to get to know it better and to explore a little of the interior as it became my ship's home port for the next 12 months. In between, I made four crossings of the Pacific Ocean to various islands. My ship sailed unescorted out of Panama on November 23, 1944 and within a few days we were south of the Galapagos Islands where we experienced engine trouble and came to a complete stop. Extra lookouts were posted immediately while some of the off duty crew decided to do some fishing. I don't recall if any fish were caught but I do remember seeing many porpoises swimming about the ship. In a short time, however, they disappeared and I heard someone shout, "Sharks!" I looked over the side and saw a number of sharks' dorsal fins darting back and forth in the water. A member of the crew decided it would be a good idea to try to catch one. It took a number of attempts to get the monster fish aboard but finally we had an enormous shark thrashing about on our poop deck (aft deck). A number of tries were made to kill it without success until the head cook cut it open with his carving knife. I was surprised at the amount of sea life that poured out of its stomach: shells, fish, seaweed, etc.

The deck was full of shark's blood as the captain unexpectedly appeared and called out "Are you all crazy?" The shark's blood was running off the deck into the water and the sharks below were in a frenzy. The captain reminded us in a very loud commanding voice what would happen if any of us slipped on this bloody mess on deck and fell overboard. He then ordered all of us to leave the area and told the bosun to hose down the deck. Thus ended my first experience with a shark. It would not be my last.



Among this year's participants from the SIU are (from left) Reynaldo Agbulos, Willy Smith, Joe Vincenzo, Robert Ruiz, Raul Molina, Brian Goeson, Ben Anderson and Billie Born.



Tacoma Tradition: Seafarers Give Back to Community During Annual Philanthropy Project

The particulars of the work itself vary from year to year, but some things don't change when it comes to the SIU's participation in the annual Paint Tacoma-Pierce Beautiful project.

For one, the union always has a strong showing, and 2010 was no different as 20 Seafarers, SIU employees and family members gave their time.

Also, despite the long hours involved in beautifying homes for those unable to do it themselves, members invariably find it worthwhile. That, too, proved to be the case this summer as the SIU contingent repaired and painted the Tacoma, Wash., home of 92-year-old Betty Bellandi.

This is the fourth straight year the SIU has volunteered for Paint Tacoma. It was the second time AB **Ray Nowak** participated, and he came away enthused.

"It's a pleasure to give back to the community and spread good will," said Nowak, 53. "I enjoy working with other members of the union where we can help people, especially those who can't do it anymore. That's what it's all about. I feel privileged and glad to participate. This particular lady (the homeowner) — she was born in this same house. She was very grateful for the help and we were very happy to be there."

For Wiper **Brian Goeson**, 26, it was a new experience.

"It was pretty interesting," he said. "I've never done anything like that before. It was fun and nice to do something for somebody. I just did it to volunteer. I would do it again."

The director of Paint Tacoma, Sallie Shawl, praised the SIU group and also offered an insightful comment about not just the Seafarers-specific project but the many dozens of others that comprise the overall program.

"A project like ours is not a quick, go out for four hours on a Saturday and you're done with it," she explained. "This is a commitment that takes multiple days."

As for the SIU, Shawl stated, "I'm so thankful to have a union crew, consistently for the last four years. It feels really important to me to have as many people from organized labor as possible, not only to balance the business crews but for the community to see that our working trade unions are giving back to the community. I'm from a union town, San Francisco, so union shops and union printers are important to me.... The Seafarers this year did incredible repairs on replacing some rotten siding in addition to painting, and they also did some carpentry."

SIU Tacoma Port Agent Joe Vincenzo called the rank-and-file membership's yearly response to Paint Tacoma "remarkable, from A-seniority recertified bosuns and stewards to B- and C-seniority, entry-level SAs and DEUs. Each year, Seafarers commit between 250 to 350 man hours of their time, pressure washing, scraping, priming, caulking and painting. This year we even replaced bundles of cedar shakes and some wood trim around the exterior windows that were all but rotted. It takes some planning and effort to get out there and do the work. But once you are on site and the team is in place with brush or scraper in hand, things always seem to come together seamlessly and the work gets done."

Vincenzo added, "It's one thing to see shipmates on the deck plates chipping and painting or tying up a ship as a unit. It's entirely another to see the same shipmates off ship, on their own time and dime, pulling together on some one else's behalf. The good will that something like this creates is invaluable. I want

to personally thank all our rank-and-file members for their participation in the program."

This year's Paint Tacoma SIU crew included Port Agent Joe Vincenzo, Seafarers administrator Brenda Flesner, **Matt Hays, Robert Ruiz, Billie Agbulos, Jason Babbitt, Randy Alghazali, Mohamed Ahmed** and Lata's son, Jadrick, and daughter, Lata.

According to Associated Minister Sallie Shawl, the project's roots date back to 1985 when a morale-boosting project was launched for a senior whose home desperately needed work. The project was so successful that Tacoma if they would buy the property. The homeowner wanted to paint too, not just put the house in better time doing it that they painted the house. Enough people joined them to buy the house.

In an online description of the project, Shawl notes, "Homes belonging to low-income families receive both minor repairs and major work. Volunteer paint crews from churches, unions and other community organizations. Eighty-two homes were painted during Anniversary Year — by more than 1,000 volunteers. Homes painted since 1985 is 1,900."



Oiler Randy Wurr



Port Agent Joe Vincenzo credits all Seafarers who participate in Paint Tacoma.



FOWT Willy Smith



Raul Molina, friend of the SIU



Clockwise beginning with photo at immediate left, Seafarers (from left) Ben Anderson, Reynaldo Agbulos and Matt Hays are ready to tackle the day's tasks. Prior to commencing the massive project, Seafarers put out a tarp on the grounds surrounding the residence to prevent damage to shrubbery and other outdoor items. This year's effort for the SIU team included replacing some siding and window trim in addition to painting, pressure washing and more.

Community Thropic Project

rank-and-file members who continue to support this

na SIU crew included Nowak, Goeson, Vincenzo, offic-
lesner, Safety Director Ryan Palmer and Seafarers
**Billie Born, Willy Smith, Ben Anderson, Reynaldo
Randy Wurr, Rizalito Frigillana, Mohamed
ned and Joey Lata.** Also joining the group were
ughter, Merillei, and Smith's friend Raul Molina.
d Ministries, the organization that administers Paint
date to 1985, when some city employees "were look-
project for the summer when they found a low-income
ately needed paint. They asked the Exchange Club of
the paint, and the club agreed on one condition: they
st put money toward the effort. They had such a good
ted two homes the next summer; by the fourth year,
to boost the number to 14 homes, and the rest is his-

of the modern-day program, Associated Ministries
o low-income senior and disabled homeowners
and fresh coats of paint. All the work is done by vol-
urches, service clubs, businesses, unions, and govern-
omes were painted this past summer – our 25th
re than 1,600 volunteers. The grand total number of
is 1,902."



Chief Cook Joey Lata was happy to contribute his time to the project as were his son Jadrick, and daughter Merillei (photos at immediate right).



GUDE Mohamed Alghazali



Wiper Brian Goeson says of the project, "It was fun and nice to do something for somebody."



Pressure washing, scraping, priming, caulking and painting all were part of this year's job.

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SIU 09/10

SHBP Reminders

As reported in recent editions of the *LOG* and at membership meetings, the Seafarers Health and Benefits Plan (SHBP) Trustees have been evaluating the requirements of the new Patient Protection and Affordable Care Act. As a result, the SHBP will implement several noteworthy changes effective Jan. 1, 2011.

The changes will include the following:

■ For eligible participants, the SHBP will offer coverage to their children up to age 26, regardless of whether the child is in school. The child does not have to live with the eligible Seafarer or be a dependent of him or her in order to be eligible for health coverage. Also, coverage will be offered even if the eligible Seafarer's child is married.

■ The SHBP will not exclude coverage for a medical condition that an eligible Seafarer's child had before the child was covered by the SHBP.

■ The SHBP will eliminate lifetime limits on essential benefits.

In other recent news from the SHBP, a new CIGNA out-of-network savings program took effect Sept. 1, 2010. This program potentially may result in significant monetary savings for eligible Seafarers. It does not involve any new or additional paperwork, nor does it change the method for filing claims. Claims will be submitted for reimbursement as usual. Discounts that may apply are automatically calculated. The explanation of benefits that Seafarers receive will show any discount that was applied and the reduction in the participant's share for the covered service.

In a related move, the SHBP in mid-August mailed new ID cards to eligible, non-Medicare participants who are covered by the Seafarers Health and Benefits Plan. SHBP Administrator Maggie Bowen last month reported that the new CIGNA cards are issued in the member's name because they are the covered participant under the Plan. She further pointed out that SIU pensioners on Medicare are not eligible for the out-of-network program and did not receive a new CIGNA card but should have received a new SHBP (gray) card for their use. If they still have a covered dependent or spouse that is not on Medicare, the dependent should have received a new CIGNA card.

Moreover, as noted in the administrator's September report to the membership, Seafarers with addresses in Guam or foreign countries should not have been sent new cards, as the new program only applies to services performed in the continental United States and Alaska. For members with Puerto Rico addresses, there will be future changes regarding CIGNA coverage, and the SHBP will provide updates as soon as they become available. (Members in Puerto Rico have not yet received new cards.)

The Seafarers Health and Benefits Plan will be mailing detailed information to eligible participants later this year. Updates also will be posted on the SIU web site: www.seafarers.org. Members may direct questions to the SHBP at 1-800-252-4674.

CIVMAR Notice

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

The parties have reviewed their respective positions and in the spirit of partnership, both the Seafarers International Union and the Military Sealift Fleet Support Command have agreed to resume negotiations for Civilian Marine Personnel Instruction 750. Negotiations were scheduled to resume in September 2010.

October & November 2010 Membership Meetings

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

* Houston change created by Columbus Day holiday; * Baltimore, Jacksonville, Norfolk and San Juan changes created by Veterans Day Holiday; * Guam change is due to Thanksgiving.

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

Dispatchers' Report for Deep Sea

August 16, 2010 – September 15, 2010

Port	August 15, 2010			September 10, 2010			Trip Reliefs	Registered on Beach		
	Total Registered			Total Shipped				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	15	10	2	13	6	2	1	20	17	1
Anchorage	2	5	1	0	1	1	0	2	5	0
Baltimore	10	6	1	1	2	2	1	12	11	0
Fort Lauderdale	14	15	2	23	7	0	8	22	24	2
Guam	6	10	0	3	2	2	0	6	7	0
Honolulu	5	8	1	4	3	0	3	12	17	2
Houston	57	26	5	45	21	1	18	95	39	6
Jacksonville	36	27	3	20	7	2	8	47	42	6
Joliet	4	6	1	6	4	1	0	1	2	1
Mobile	9	7	0	10	3	0	1	17	11	1
New Orleans	9	9	0	14	5	0	1	14	13	3
New York	31	29	7	36	11	2	12	94	41	9
Norfolk	28	33	5	19	15	4	1	32	41	9
Oakland	27	10	1	21	6	0	6	41	22	2
Philadelphia	15	12	2	9	7	2	5	11	8	0
Piney Point	1	8	4	1	4	3	1	1	4	0
Puerto Rico	6	10	1	7	4	1	4	10	19	2
Seattle	32	21	1	24	22	3	11	67	38	1
St. Louis	2	6	0	1	3	0	0	3	6	2
Wilmington	26	17	1	28	22	2	13	54	39	7
TOTALS	335	275	38	285	155	28	94	561	406	54
Engine Department										
Algonac	1	4	0	4	2	0	0	3	8	1
Anchorage	1	2	0	0	1	0	0	1	1	0
Baltimore	5	6	0	8	1	0	2	7	13	1
Fort Lauderdale	11	6	1	9	3	0	4	17	13	1
Guam	4	3	0	2	0	0	0	5	3	0
Honolulu	8	4	0	10	1	0	1	12	9	2
Houston	18	7	0	15	12	1	7	26	21	0
Jacksonville	25	28	0	15	14	0	7	31	29	2
Joliet	2	2	0	1	2	0	0	4	2	1
Mobile	3	3	0	3	2	0	0	13	5	1
New Orleans	9	3	2	5	1	0	2	14	8	2
New York	17	10	3	15	9	0	2	26	27	4
Norfolk	8	17	0	8	12	0	2	15	32	1
Oakland	8	10	2	7	5	0	2	22	16	3
Philadelphia	9	7	0	4	4	0	1	6	6	0
Piney Point	3	2	0	3	1	0	0	3	4	0
Puerto Rico	5	4	0	3	6	0	2	6	13	0
Seattle	14	13	0	12	10	0	8	26	24	1
St. Louis	1	2	0	0	1	0	0	3	5	1
Wilmington	8	11	1	6	11	1	3	17	30	5
TOTALS	160	144	9	130	98	2	43	257	269	26
Steward Department										
Algonac	2	1	0	2	2	0	0	3	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	8	3	0	4	1	0	4	7	3	0
Fort Lauderdale	10	7	1	8	3	0	4	15	10	2
Guam	3	2	0	2	1	0	0	2	3	1
Honolulu	12	4	2	6	0	1	3	20	3	1
Houston	20	8	0	15	6	0	4	45	16	0
Jacksonville	17	7	1	11	3	1	4	30	13	1
Joliet	1	1	0	1	2	0	0	1	2	0
Mobile	1	1	0	5	2	0	1	9	4	0
New Orleans	6	0	0	5	2	0	3	10	1	0
New York	23	3	0	18	1	0	1	37	10	0
Norfolk	11	15	1	11	8	0	3	14	18	1
Oakland	17	5	1	18	4	0	6	28	5	1
Philadelphia	5	0	2	0	1	1	1	5	1	1
Piney Point	4	2	0	4	1	0	1	1	2	0
Puerto Rico	2	1	1	2	0	1	1	3	3	1
Seattle	19	5	3	14	6	1	8	32	6	2
St. Louis	0	1	0	2	0	0	1	1	2	0
Wilmington	23	5	0	15	2	0	12	61	7	1
TOTALS	184	71	12	143	45	5	57	324	111	12
Entry Department										
Algonac	0	12	14	1	6	4	1	3	16	12
Anchorage	0	2	0	0	0	0	0	0	3	2
Baltimore	0	5	0	0	2	1	0	0	4	4
Fort Lauderdale	0	5	8	0	5	1	0	0	13	21
Guam	0	1	2	0	2	2	0	1	1	0
Honolulu	1	4	1	5	3	1	1	6	5	2
Houston	1	15	4	1	7	0	1	7	31	13
Jacksonville	5	21	5	0	7	2	0	7	46	10
Joliet	1	1	1	1	1	0	0	0	2	1
Mobile	0	4	2	1	3	1	1	1	9	4
New Orleans	0	3	3	1	3	0	0	0	5	7
New York	6	17	8	1	22	1	2	16	66	26
Norfolk	0	12	20	0	10	5	0	1	32	39
Oakland	2	14	8	2	7	1	0	3	25	12
Philadelphia	0	0	2	0	1	1	0	0	0	2
Piney Point	0	6	27	0	6	22	2	0	1	4
Puerto Rico	0	1	0	0	0	1	0	0	4	0
Seattle	6	8	1	0	10	0	1	13	20	4
St. Louis	0	2	0	0	3	0	0	0	0	0
Wilmington	3	11	4	3	10	4	7	6	26	24
TOTALS	25	144	110	16	108	47	16	64	309	187
GRAND TOTAL:	704	634	169	574	406	82	210	1,206	1,095	279

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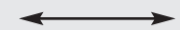
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Inquiring Seafarer

Editor's note: This month's question was answered by Seafarers in Piney Point, Md.

What are some of the things you like about your profession?

Martin Simmons

AB

I enjoy the free traveling and seeing the world myself, and not through major news networks. I enjoy the opportunity to advance in the trade by upgrading at Piney Point. And I mostly enjoy my time off by being able to spend time with friends and family.



Kelvin Fussell

AB

I like the long time off, long vacations. I like having a pension plan and good pay. I like seeing the world, seeing new things and meeting new people from different places. I've learned more about the world than I would have without a career like this, and that's made me a better per-

son and given me a better outlook on life. There is more than one city, one state or one country out there, and there are a lot of opportunities that you can reach that the average person who's not a seaman doesn't get to see.



Brian K. Corp

Chief Cook

The thing I like most about my job is the travel. I love to visit new countries and mingle with the natives, eat the

local cuisine, take some pictures and bring some local money home to my son, Mitch. On the way to those new lands I get to bake tantalizing pastries and cook mouth-watering meals! That's just the icing on the cake



Eileen Mendiola

Chief Cook

Since I came into the SIU through the trainee program in 2007, I have chosen my career path in the steward department, which I have grown to love. After upgrading in several areas of training I have decided this is my calling. I enjoy going to sea and accepting the many challenges – the experience, traveling to different countries, enjoying and learning the different cultures of others. Without the benefits of the SIU none of these things would have been possible.

Philip Forman

STOS

Being a merchant mariner

is the most different thing I've ever done. I entered this profession in my early 40s, coming mainly from a work experience of customer service jobs. I had no maritime skills and was greener than green. But what I found to be the most impressive thing about this industry were the handful of shipmates who constructively gave of their time, in order to pass down what they knew. The lessons learned came from many talented individuals.... By comparison, I was not a natural, which also added to my challenge. Nothing came easy, but I was out to prove to myself that an old dog CAN be taught new tricks. My gratitude will always begin with the crews of the *USNS Pomeroy*, but my breakthrough moments began to multiply while recently serving on board the *USNS Watson*, where everything had finally begun to take root. That's the payoff ship, right there. They're a great and resourceful crew.



Pic-From-The-Past



A contingent of apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., participated in the 1982 Labor Day Parade in New York City. They were joined by a large group of rank-and-file SIU members (note Seafarers banner in background) who teamed with members of MEBA District 2 to form another maritime marching unit in the event. According to the story which accompanied this photo in the September 1982 edition of the *Seafarers LOG*, the parade—which marked labor's centennial year—was the largest in history. Crowds estimated close to one-half million either marched up Fifth Avenue or cheered from the packed sidewalks. Tens of thousands of rank-and-file union members representing 250 labor unions and locals streamed over the 26-block parade route which ended at St. Patrick's Cathedral on New York City's West 52nd Street.

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

Welcome Ashore

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

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



DEEP SEA

POMPEY ALEGADO

Brother Pompey Alegado, 65, joined the union in 1979 while in the port of Wilmington, Calif. He initially sailed on the *Thompson Pass*. Brother Alegado, who sailed in the engine department, was born in the Philippines. His final ship was the *Lightning*. Brother Alegado resides in Phillips Ranch, Calif.



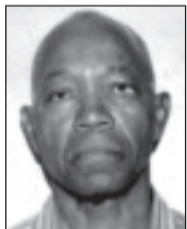
THOMAS "MIKE" BULLEN

Brother Thomas "Mike" Bullen, 65, became an SIU member in 1980. His first ship was the *Oceanic Independence*; his last, the *Express*. Brother Bullen worked in the deck and engine department. He was born in Connecticut and now lives in Honolulu.



OSWALD CHASE

Brother Oswald Chase, 80, started sailing with the Seafarers in 2000 while in the port of New York. His first voyage was aboard the *Independence*. Brother Chase, who sailed in the engine department, attended classes at the Paul Hall Center in Piney Point, Md. He last shipped on the *APL Cyrine*. Brother Chase is a resident of Brooklyn, N.Y.



THOMAS GUTHRIE

Brother Thomas Guthrie, 65, donned the SIU colors in 1991. He originally sailed aboard the *USNS Capable*. Brother Guthrie upgraded in 2000 at the Piney Point school. A member of the steward department, he most recently shipped on the *USNS Asserive*.



Brother Guthrie calls New Orleans home.

WILLIAM JOQUIN

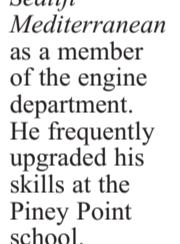
Brother William Joquin, 65, signed on with the union in 2001. He often took advantage of educational opportunities at the SIU-affiliated school in Piney Point,

Md. Brother Joquin initially worked aboard the *Independence*. The New York-born mariner's final trip was on the *1st Lt. Harry Martin*. Brother Joquin, who sailed in the deck department, makes his home in Asan, Guam.



EARL SPARKES

Brother Earl Sparkes, 70, joined the SIU ranks in 1979. His first trip was aboard the *McLean*. Brother Sparkes enhanced his seafaring abilities on two occasions at the Paul Hall Center. He sailed in the deck department. Brother Sparkes' final voyage was on the *Horizon Hunter*. He was born in Jamaica and now resides in Stockton, Calif.



DAVID SWITZER

Brother David Switzer, 65, was born in Texas. He became a union member in 1990. Brother Switzer first shipped aboard the *Sealift Mediterranean* as a member of the engine department. He frequently upgraded his skills at the Piney Point school. Brother Switzer's last ship was the *Honor*. He is a resident of Houston.



JESUS URRIOLA

Brother Jesus Urriola, 65, began sailing with the SIU in 1971. He was first employed on a vessel operated by A&S Transportation. Brother Urriola was born in Spain and sailed in the deck department. His final trip was aboard the *Veronica Evelyn*. Brother Urriola calls Kearney, N.J., home.



TERRY WHITE

Brother Terry White, 52, started his career with the union in 1978. He originally sailed on the *Del Rio*. Brother White worked in the steward department. He was last employed aboard the *Sgt. Matej Kocak*. Brother White settled in Longview, Wash.



INLAND

COLIN BRIDGMAN

Brother Colin Bridgman, 57, joined the SIU in 1976 while in the port of Norfolk, Va. During his seafaring career he mainly shipped with Express Marine Inc. Brother Bridgman sailed as a member of both the deck and steward department. He continues to live in his native North Carolina.



KIM GILL

Brother Kim Gill, 65, signed on with the union in 1974 in Detroit, Mich. His earliest trip was with H&M Lake Transport Ltd. In 2000 and 2001, Brother Gill attended the Seafarers-affiliated school in Piney Point, Md. The deck department member's final ship was operated by OLS Transport Ltd. Brother Gill is a native of Illinois but now makes his home in Wyandotte, Mich.



EDWARD GREEN

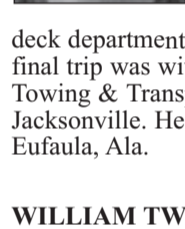
Brother Edward Green, 55, was born in North Carolina. He joined the SIU in 1978. Brother Green initially worked with

Stone Towing Line as a member of the deck department. He upgraded his skills in 1988 at the Piney Point school. Brother Green's most recent trip was with Express Marine Inc. He is a resident of Wilmington, N.C.



JEFFREY POULOS

Brother Jeffrey Poulos, 56, began his SIU career in 1981. The New York-born mariner originally sailed aboard a Crowley Puerto Rico Services vessel. In 1989 and 2001, Brother Poulos took advantage of upgrading opportunities available at the Paul Hall Center. He shipped in the deck department. Brother Poulos' final trip was with Crowley Towing & Transportation of Jacksonville. He resides in Eufaula, Ala.



WILLIAM TWINE

Brother William Twine, 62, became a union member in 1973. He sailed primarily with Gulf

Atlantic Transport Corporation. Brother Twine was born in Wales and worked in the engine department. He lives in Mobile, Ala.



GREAT LAKES

MICHAEL HENNESSEY

Brother Michael Hennessey, 62, started sailing with the union in 1966 while in Alton, Ill. He was first employed aboard the *G.A. Tomlinson*. Brother Hennessey was born in Ohio. He last worked with Great Lakes Towing Company. Brother Hennessey calls Conneaut, Ohio, home.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1950

Two crew members of the *SS Citrus Packer* have been reported killed in Korea, according to a letter received by the *LOG* this week from the ship's deck delegate. The dead Seafarers are George W. Miller, 25, and Lewis W. High, both slain by North Korean gunfire along the invasion road between Inchon and Seoul. The report to the *LOG* states that the two Seafarers left their ship when it docked in Inchon on October 1 and were never seen again. Four days later when the ship sailed the two ABs were reported missing to Army authorities. When the vessel arrived in Yokohama the skipper was notified that their bodies had been found.

The full details of the fate which befell the men came out later when the ship stopped in Pusan. Crew members by chance met soldiers returned from the front who had been in the area where the men had been lost.... The GIs told the crew that the men had been found shot to death on the road outside of Inchon, near the village of Yung Dung Po. The men had been riding in a jeep and were presumably killed by North Korean snipers from ambush.

1960

Firm action by the SIU at payoff time has won more than 1,700 hours of overtime pay for crewmen of the *Orion Planet*, who were obliged to work on a refueling-at-sea operation involving the *Planet* and a Navy tanker. As a result of the action by SIU headquarters and the Norfolk hall, the crew members

received some \$3,500 in extra cash for performing an operation which is fairly new in the civilian merchant marine and not yet covered by the standard SIU tanker or dry cargo agreements. The SIU maintained, however, that the work should properly be classed as OT.

1970

With a stroke of the Presidential pen, the Merchant Marine Act of 1970 became the law of the land in October. The act, incorporating many provisions backed by the Seafarers International Union, had passed both Houses of Congress by substantial majorities before it was sent to President Richard M. Nixon for signature. At the signing in the Cabinet Room of the White House, President Nixon, surrounded by top officials and labor leaders, said the bill marked the beginning of a new era for the troubled maritime industry and opened the prospect of revitalization of the U.S.-flag merchant fleet. In particular the bill will benefit SIU men by means of its provision to construct 300 new ships for the foreign trade in the next 10 years.

1980

October 8 was a big day for Philadelphia and a big day for SIU boatmen in the Philadelphia area. On that Wednesday afternoon no fewer than 10 SIU-contracted tugs helped guide the huge Navy aircraft carrier *USS Saratoga* on the last leg of her journey to Sun Shipyard in Chester, Pa. The *Saratoga* is slated for a major overhaul at the shipyard, a refurbishing that will cost at least a half billion dollars.



Final Departures



DEEP SEA

MATO ANZULOVICH

Pensioner Mato Anzulovich, 71, died April 5. He joined the union in 1989. Brother Anzulovich was born in Yugoslavia and shipped in the deck department. During his SIU career he sailed aboard vessels including the *USNS Silas Bent* and the *Pride*. Brother Anzulovich called Houston home.



GRACE HATHAWAY

Pensioner Grace Hathaway, 93, passed away May 29. Sister Hathaway became a member of the Marine Cooks & Stewards before their merger with the SIU in 1978. She worked in the steward department. Sister Hathaway was born in California. Her final voyage took place on the *Santa Mariana*. Sister Hathaway went on pension in 1980 and settled in Fernley, Nev.

RICHARD HECKMAN

Pensioner Richard Heckman, 67, died April 29. Brother Heckman signed on with the union in 1959.



His earliest trip was aboard a vessel operated by Petrol Shipping Company. Brother Heckman shipped in the engine

department. His last voyage was on the *Guayama*. Brother Heckman retired in 2007 and lived in Puerto Rico.

HARVEY HOOD

Pensioner Harvey Hood, 84, passed away April 9. Brother Hood was born in Newark, N.J. He started sailing with the SIU in 1951. A member of the deck department, his first ship was the *Alcoa Planter*.



Prior to his retirement in 1986, Brother Hood shipped on the *San Pedro*. He was a resident of Waveland, Miss.

HENRY MILLER

Pensioner Henry Miller, 85, died April 12. Brother Miller, a member of the engine department, began sailing with the Seafarers in 1951. His first trip was aboard the *WS Jennings*; his last was on the *Horizon Consumer*.



Brother Miller was born in Alabama. He started collecting his retirement compensation in 1986. Brother Miller resided in Mobile.

THOMAS OWEN

Pensioner Thomas Owen, 83, passed away April 18. Brother Owen began his seafaring career

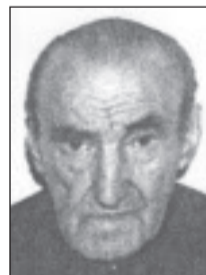


in 1946 while in the port of Mobile, Ala. He originally sailed in the engine department aboard the *Alcoa Planter*. Brother

Owen's final voyage took place on the *Cape Edmont*. He became a pensioner in 1991 and made his home in Seattle.

JOHN PASKO

Pensioner John Pasko, 91, died April 6. He joined the union in 1951. Brother Pasko initially worked aboard the *French Creek*. The engine department member most recently sailed with Sealift. Brother Pasko called Jackson, N.J., home.



GRAFTON PIERSON

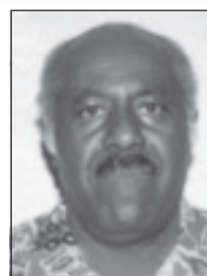
Pensioner Grafton Pierson, 81, passed away April 7. He became a union member in 1963, first shipping on a CSX Lines vessel. Brother Pierson sailed in the steward department. His last trip was aboard the *Cove Liberty*. Brother Pierson lived in Houston.

MANUEL SABATER

Pensioner Manuel Sabater, 78, died April 8. Brother Sabater signed on with the SIU in 1964 in the port of New York. His earliest trip was aboard the

Marymar.

Brother Sabater, who sailed in the deck department, was a native of Puerto Rico. His final voyage was on the *Expedition*. Brother Sabater retired in 1996 and settled Ponce, P.R.



DOUGLAS TURNER

Pensioner Douglas Turner, 81, passed away April 21. Brother Turner began sailing with the Seafarers in 1953. He originally worked with Paco Tankers. The engine department member's last trip was aboard the *Sealift Caribbean*. Brother Turner was a resident of Baytown, Texas. He went on pension in 1991.

INLAND

STEVEN ANDERSON

Pensioner Steven Anderson, 78, died April 11. Brother Anderson joined the union in 1978. He initially



shipped with Crowley Towing of Jacksonville. Brother Anderson was born in North Carolina. His final trip to sea was

aboard a vessel operated by OSG Ship Management. Brother Anderson, a member of the steward department, started collecting his retirement compensation in 1996. He resided in Jacksonville, Fla.

LORA MEEKINS

Pensioner Lora Meekins, 85, passed away May 19. Brother Meekins began his seafaring profession in 1962. He primarily shipped aboard vessels operated by McAllister Towing of Virginia. Brother Meekins was born in Pasquotank, N.C. He went on pension in 1986. Brother Meekins called Hertford, N.C., home.

MILTON SHECKELLS

Pensioner Milton Sheckells, 71, died April 6. Brother Sheckells became a union member in 1976 while in the port of Baltimore. He was born in Maryland and worked in the deck



department. Brother Sheckells mostly sailed with Moran Towing of Maryland. He began receiving his pension in 2002. Brother Sheckells made his home in Lewes, Del.

GREAT LAKES

STEVEN WERDA

Brother Steven Werda, 53, passed away April 27. He was born in Alpena, Mich. Brother Werda joined the SIU in 1973 in the port of Detroit, Mich. His first ship was the *Steel Crapo*; his last was the *Adam E. Cornelius*. Brother Werda was a deck department member. He continued to live in Michigan.

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

NATIONAL MARITIME UNION

GEORGE ALFONSO

Pensioner George Alfonso, 86, passed away May 14. Brother Alfonso was born in the West Indies. He became a pensioner in 1992 and resided in Richmond, Va.

JESUS ALFONSO

Pensioner Jesus Alfonso, 84, passed away June 21. The Cuban-born mariner went on pension in 1971. Brother Alfonso made his home in Manhattan, N.Y.

JOHN ARMSTRONG

Pensioner John Armstrong, 77, died May 22. Brother Armstrong was a native of Alabama. He retired in 1998. Brother Armstrong lived in Charleston, S.C.

ERNEST CABEZA

Pensioner Ernest Cabeza, 85, passed away May 30. The Puerto Rico native went on pension in 1979. Brother Cabeza made his home in Woodside, N.Y.

GUADALUPE CANTU

Pensioner Guadalupe Cantu, 76, died May 27. Brother Cantu, a native of Houston, went on pension in 1979. He continued to make his home in Houston.

JOSEPHINE CZADO

Pensioner Josephine Czado, 95, passed away May 22. Sister Czado retired in 1967. She called New Jersey home.

GEORGE DAVIS

Pensioner George Davis, 72, died May 9. Brother Davis was born in Virginia. He started collecting his retirement compensation in 1991 and settled

in Virginia Beach.

JOSEPH EDWARDS

Pensioner Joseph Edwards, 85, passed away May 15. The Louisiana-born mariner became a pensioner in 1976. Brother Edwards was a resident of New Orleans.

CLARENCE EPPS

Pensioner Clarence Epps, 80, died June 1. Brother Epps was born in West Columbia, Texas. He started collecting his retirement compensation in 1995 and settled in Galveston.

HELGE JOHNSON

Pensioner Helge Johnson, 93, died May 22. Brother Johnson was a native of Sweden. He went on pension in 1980. Brother Johnson lived in Micco, Fla.

GENE KAHAULELIO

Pensioner Gene Kahaulelio, 77, passed away May 22. Brother Kahaulelio retired in 1987. He called Philadelphia home.



CHARLES LEONG

Pensioner Charles Leong, 82, died May 8. Brother Leong started collecting his retirement compensation in 1989. He made his home in San Francisco.

JACK PETERMAN

Pensioner Jack Peterman, 92, died July 6. Brother Peterman was a native of Columbus, Ga. He retired in 1982. Brother Peterman lived in Crescent City, Fla.

ELIJAH WILLIAMS

Pensioner Elijah Williams, 83, passed away May 2. Brother Williams, a native of Orrville, Ala., became a pensioner in 1995. He settled in Mobile, Ala.

Name	Age	DOD
Altobello, James	87	May 3
Avril, Raymond	86	May 21
Barnes, Ann	95	March 27
Black, Robert	96	May 24
Carter, Jasper	85	May 28
Doak, Walter	84	May 15
Dodson, John	79	May 11
Dunn, Melvin	83	May 5
Fermay, Efrain	76	May 19
Kempson, Robert	78	May 31
Laurent, Verdell	77	May 28
Lugo, Porfirio	81	May 31
McDuff, James	85	May 17
Nave, Antonio	93	May 15
O'Neill, Mark	81	May 28
Stone, Manuel	85	May 25
Wilmore, William	82	April 27

Digest of Shipboard Union Meetings

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

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

INDIANA HARBOR

(American Steamship Company), July 30 – Chairman **Scott E. Krajniak**, Secretary **Michael Curtis**, Educational Director **Daryl W. Overby**. Chairman discussed the importance of chain of command and went over tour of duty forms with new members. He urged crew to check expiration dates on documents and donate to SPAD (Seafarers Political Activity Donation). Secretary reminded mariners to clean rooms and leave fresh linen for reliefs. Educational director encouraged crew to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also informed them that SIU forms were available in the recreation room. He asked that it be brought to his attention if any forms were needed. No beefs or disputed OT reported. Deck delegate reminded mariners to register at union halls within 72 hours of discharge and keep an eye out for safety violations. Next port: St. Clair, Mich

ST. CLAIR (American Steamship Company), July 27 – Chairman **Raymond C. Hotchkiss**, Secretary **Fonda Biamonte**, Educational Director **Richard A. Sawyer**, Engine Delegate **Felix Johnfinn**, Steward Delegate **James Beaudry**. Chairman talked about Weingarten Rights, Seafarers Health and Benefit Plan and the importance of working safely on deck. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. Treasurer reported \$150 in the satellite TV fund; he is looking into how much Sunday Ticket football package will cost. No beefs or disputed OT reported. President Sacco's report from the July *Seafarers LOG* concerning the attacks on the Jones Act was read and discussed. Next ports: St. Clair, Mich., Two Harbors, Minn. and Indiana Harbor, Ind.

WASHINGTON EXPRESS

(Crowley), July 18 – Chairman **Joseph White**, Secretary **Lito G. Acosta**, Deck Delegate **Manuel Uy**, Steward Delegate **Bernadette Yancy**. Bosun announced payoff in Houston on July 19. He expressed his gratitude to crew members for a smooth trip with special thanks going to the steward department for good meals and keeping ship clean. Secretary encouraged fellow mariners to keep going to Piney Point to upgrade skills. Steward delegate requested clarification on holiday pay. No other beefs or disputed OT was reported. Next port: Houston.

CHAMPION (Maersk Line, Limited), August 15 – Chairman **James R. Blitch**, Secretary **Willie Massaline**, Educational Director **Richard A. Huffman**. Chairman advised members to talk to port agents about upcoming contract negotiations. He also informed them payoff would take place at sea on August 16. Secretary talked about the need to support the leadership and contribute to SPAD and the MDL (Maritime Defense League). Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md., and make sure they stay up-to-date on their TWIC and MMD/MMC. No beefs or disputed OT reported. Seafarers were asked to update their beneficiary for Seafarers Money Purchase Pension Plan. Request was made to supply fans for all rooms. Mariners were asked to keep all doors and hatches within house closed. Steward department was thanked for doing a great job. Next port: Elizabeth, N.J.

HORIZON TACOMA (Horizon Lines), August 4 – Chairman **Daniel W. Seagle**, Secretary **Cynthia L. Caster**, Educational Director **Mohamed Alsinai**, Deck Delegate **Stephen Castle**, Steward Delegate **Reynaldo Telmo**. Chairman went over ship's itinerary. Secretary

reported a very professional and respectful crew which made this a great trip. He told seafarers to contact him if they needed cleaning supplies for the cabins. Educational director reminded mariners to take every opportunity to upgrade their skills at the Piney Point school. No beefs or disputed OT reported. Request was made for more information on the STCW renewal requirements. Next ports: Tacoma, Wash., Anchorage, Alaska, Kodiak, Alaska, and Dutch Harbor, Alaska.

LIBERTY EAGLE (Liberty Maritime), August 9 – Chairman **Tyrone A. Burrell**, Secretary **Randy A. Stephens**, Educational Director **Lawrence A. Guerrero**. Chairman asked for clarification on SCTW requirements. Secretary stated applications were available aboard vessel. Educational director encouraged seamen to upgrade whenever possible to improve skills and better their chances of moving up. No disputed OT reported. Steward delegate raised concern about stores. Motion was made for new washers and dryers. Bosun thanked all members for an accident-free voyage and also thanked steward department for good work.

OVERSEAS TEXAS CITY (OSG Ship Management), August 29 – Chairman **Joseph Caruso**, Secretary **Jeffrey Beasley**, Educational Director **Wendell Wilmoth**, Engine Delegate **Joaquin Martinez**. Bosun reported excellent voyage and crew. Secretary expressed his gratitude for everyone's help keeping ship clean. Educational director encouraged mariners to attend classes at the Piney Point school to enhance seafaring abilities. He also reminded them to keep documents current. No beefs or disputed OT reported. Recommendation was made to have direct deposit for vacation checks. Steward department was thanked for great meals. Next ports: Port Everglades, Fla., Texas City, Texas, and Jacksonville, Fla.

'Vertrep' Aboard USNS Bridge



In this Sept. 9 photo, taken in the Pacific Ocean, mariners from the Seafarers-crewed *USNS Bridge* connect a cargo pendant to a Sea Hawk helicopter during a vertical replenishment with the aircraft carrier *USS Ronald Reagan*. The carrier was conducting drills in preparation for an upcoming deployment. The *Bridge*, crewed by members of the SIU Government Services Division, is part of the U.S. Military Sealift Command's Naval Fleet Auxiliary Force. (U.S. Navy photo by Mass Communication Specialist 3rd Class Shawn J. Stewart)

ST. LOUIS EXPRESS

(Crowley), August 8 – Chairman **Matthew T. Sagay**, Secretary **Kenneth Whitfield**, Educational Director **Daniel G. Ramirez Jr.**, Deck Delegate **Shaib Juma**, Steward Delegate **Ronald Jones**. Chairman thanked mariners for a job well done. He asked those departing vessel to clean their rooms.

Educational director talked about the importance of enhancing seafaring abilities at union-affiliated school in Piney Point, Md. Crew members were reminded to keep all necessary seafaring documents up-to-date. No beefs or disputed OT reported. Next ports: Charleston, S.C., Miami and Houston.

With Seafarers Aboard the CS Global Sentinel

Bosun's Mate **John Cedeno** recently emailed these photos of Seafarers aboard the *Global Sentinel*, a cable ship. The vessel was sailing near Long Beach, Calif., performing underway survey operations, Cedeno said.

"All is well on the ship," he wrote. "We left Portland, Ore., on July 29 and have been out to sea the entire voyage. We've refueled at sea and taken on stores as well. The crew is very happy."



Splicer/Joiner Robert Hoppenworth applies reflecting tape to floats.



Bosun's Mate John Cedeno executes a repair on deck.



ABs Justin Beal (left) and Luisito Tabada work on tail-rope floats.

Fellowship in Tacoma

SIU members recently gathered at the union hall in Tacoma, Wash., for a barbecue. Port Agent Joe Vincenzo reported that approximately 70 Seafarers and family members attended the fourth annual event on Aug. 20. "The barbecue is a great way for us to come together in a relaxed environment, share a light moment and enjoy good eats and music," Vincenzo said. "Each year, participation is strong. My thanks go to all those who made this year's event another success."

In particular, Vincenzo thanked members of the planning committee, which included Administrative Assistant Brenda Flesner, Chief Cook **Joey Lata**, Recertified Steward **Amanda Suncin**, Recertified Steward **Sherman Anderson** and Recertified Steward **Scott Opsahl**. He also thanked Recertified Steward **Lincoln Pinn** and Recertified Bosun **Joe Artis**, "both of whom are accomplished musicians and who provided live music."



Recertified Bosun Ben Born (left) helps serve brisket.



Bosun Dominic Brunamonti (left), AB Desta Gebrai and SA Charlie Powers



Recertified Steward Lincoln Pinn



Recertified Steward Sherman Anderson (above) checks the grill. In photo at right, OMU Chad Hess (left) poses with Port Agent Joe Vincenzo.



Recertified Steward Brian Burchett, Recertified Steward Amanda Suncin, Chief Cook Saleh Ahmed



Lining up for the meal are SIU Tacoma Safety Director Ryan Palmer (right) and Seafarers including AB Derik Rye (third from right) and AB Chuck James.

Know Your Rights

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

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

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

certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2010. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Able Seaman	October 11	November 5
ARPA	November 8	November 12
Bosun Recertification	October 18	November 8
Radar Observer (Unlimited)	October 25	November 5
Radar Recertification (1 day)	November 15	November 15
STOS	October 18	October 29
Tank PIC Barge DL	September 27	October 10

Engine Department Upgrading Courses

Advanced Container Maintenance	November 15	December 10
Basic Auxiliary Plant Operations	November 8	December 3
FOWT	October 11	December 17
Government Vessels (1 week)	November 29	December 3
Junior Engineer	October 25	December 17
Machinist	November 29	December 17
Welding	October 25 November 29	November 12 December 17

Safety Upgrading Courses

Basic & Advanced Firefighting	October 18	October 29
BST/Basic Firefighting	October 18 November 15	October 22 November 19
Medical Care Provider	November 1	November 5

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 _____

Steward Department Upgrading Courses

Galley Operations/Advanced Galley Operations
These modules start every Monday.
Certified Chief Cook/Chief Steward
These classes start every other Monday. The most recent class began Sept. 20.

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.



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

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

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

LAST VESSEL: _____ Rating: _____

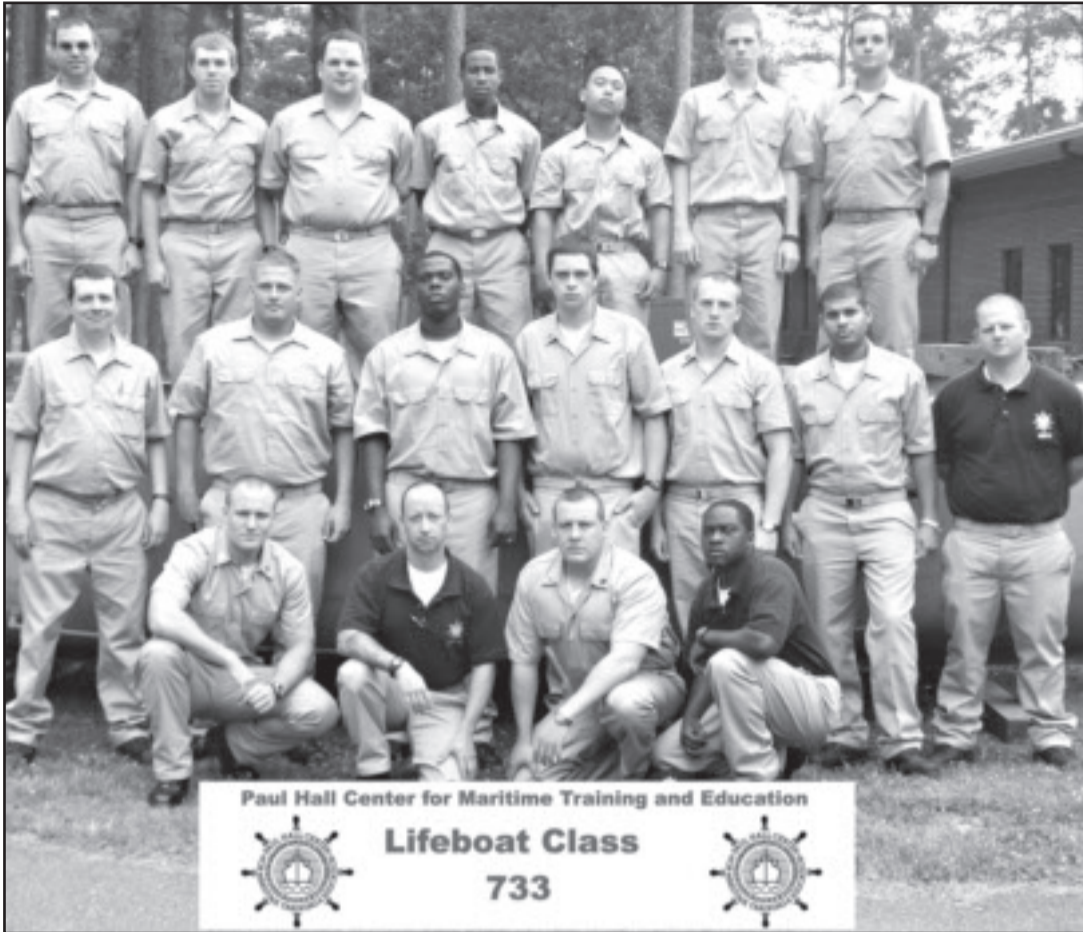
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 733 – Eighteen unlicensed apprentices on June 25 completed their training requirements in this 60-hour course. Graduating (above, in alphabetical order) were: Kenneth Atkinson, Matthew Baptist, Robert Bryson III, Adam Bucalo, Matthew Clements, Jeremy Cooke, David Cronic, Daniel Cunningham, Anthony Dell'Aquila, Robert Goren, Joshua Hammons, Marques Johnson, Bryan Page, Steven Patton, Andrew Powell, Zachrey Stevenson, Lear Surcedo and Steven Whiting.



Fast Rescue Boat – The following upgraders (above, in alphabetical order) finished their requirements and graduated from this 30-hour course July 30: Christopher Brown, Joseph Brown, Alethea Earhart, Abobakr Hasan, David Marquez, Ryan Papa and Donna Sylvia. Their instructor, Stan Beck, is standing at left in the extreme rear.

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



ARPA – Seven individuals finished their training in this 32-hour course July 30. Graduating and receiving certificates (above, in alphabetical order) were: Glenn Agustin, Carlo Balajadia, Mohamed Jebokji, Samuel Naing, Mykola Smirnov, Alexander Ward and Kwamena Watson.



Bridge Resource Management (Express Marine) – Seven individuals completed their training in this course July 23. Graduating (above, in alphabetical order) were: David Callis, Scottie Duncan, William Eskridge III, David Goodwin, Ronald Meadows, Bruce Morris and Jason Thomas. Herb Walling, their instructor, is at the far right. Wayne Huebschman, Express Marine port captain, is at left.



Tank Ship Familiarization DL – Fifteen upgraders completed their requirements in this 63-hour course Aug. 13. Graduating (above, in alphabetical order) were: Ahmed Abolela, Leonilo Arano, Timothy Culwell, Xerxes Cunanan, Raphael Dewberry, Romeo Ferrer, Ameen Fuller, Nilo Gler, Eric Johnson, Sonnie Luckie, Robby McBride, Luis Nunez, Clovis Pomare, Francisco Ramilo and Jennie Recaido. Their instructor, Herb Walling, is second from the right.



Medical Care Provider – The following individuals (above, in alphabetical order) finished their training in this 21-hour course July 23: Franklin Coburn, Thomas Halliburton Jr., Charles Horton, Philip Hurlbutt, Wilfredo Martinez, Eddy Newman, Gustavo Osorio, Christopher Paul, Angelo Schiraldi, Michael Sherman, Donna Sylvia and Kwanmena Watson. Mark Cates and Mike Roberts, their instructors, are at the left and right respectively. (Note: Not all are pictured.)

Paul Hall Center Classes



Junior Engineer – Twenty-five upgraders completed their training in this course July 30. Graduating (above, in alphabetical order) were: Robert Brown, Juan Castillo, Linarys Castillo, Richard Dela-Cruz, Abner Diaz-Torres, Archie Eldridge, Jason Flesner, Ameen Fuller, Oscar Garcia, Nilo Gler, Ruben Haynes, Chad Hess, Gregory Holsey Jr., Patrocinio Maglinte, Michael Mazyck, Rodolfo Opinaldo, Francisco Ramilo, Nestor Ramirez, Melvin Ratcliff, Travis Rose, Randolph Scott, Kenneth Sumner, Jesse Tornabene, Lua Tran, and Matthew Wright. Jay Henderson, their instructor, is at left. (Note: Not all are pictured.)



STCW/BST – Twenty-four upgraders finished this course July 30. Those graduating (above, in alphabetical order) were: Joseph Emidy, Emmanuel Essien, Romeo Ferrer, Angel Figueroa, Dan Fleehearty, Philip Fulmer, David Garoutte, Russel Hayden, Michael Hester, Eric Johnson, Jimmie Joseph, Salah Kassem, Fareed Khan, Sandy Killian, Bruce Korte, Salvador Lagare, Ross Lyle, Wilfredo Martinez, Robby McBride, Clay McIver, Hussein Mohamed, Nelson Montoya, Luis Morales and Ray Nowak. Joe Zienda and Wayne Johnson, their instructors, are at the far left and far right respectively. (Note: Not all are pictured.)



BST (Hawaii) – The following individuals (above, in no particular order) completed this course May 22 at the Seafarers Training Facility in Barbers Point, Hawaii: Hollie Hughes, Alexander Rodriguez, Goran Globarevic, Angelica Saldana, Katrin D'Amico, Adam Papalski, John Henegar, Lindsey Escarda, Joshua Diaz, Zachary Silver, Nicholas Bothwell, Kevin Fisher, Paul Bedal, Marcos Allende Villafane, Donald Domke, Meghan Perri, Katie Sexauer and Trevor Ellis.



BST (Hawaii) – The seventeen individuals pictured above finished this course in Hawaii Aug. 7. Graduating (above, in no particular order) were: Clifford Solon, Wilson Fernando, Elbert Liboon, Henry Santos, Jared Cook, Luis Santiago Jr., Tao Li, Raeborn Charles, Donald Brunswich, Carl November, Kaitlyn Brown, Ronald Robbins, Joseph Munson, Rexie Jan Gresones, Jhay Magleo, Binh Ngo and Teresita Tolleto.



STCW/BST – Twenty-four Seafarers completed this course July 10. Graduating and receiving certificates (above, in alphabetical order) were: Taher Abdulla, Ahmed Abolela, Nabassin Adedouawongbou, Saleh Alsinai, Abdoulla Alssoudi, James Armer, Hector Barnes, Bobby Belches, Terrance Bing, Keith Bitran, Jared Blavat, Archie Bodden, Greyson Brantley, Dana Brooks, David Brown, Bruce Bussert, Jose Canales, Kevin Cooper, Xerxes Cunanan, Edsel Dearce, Laura Deeback, Jerome Doods, Carlton Dorrance and Christopher Earhart. Their instructors, Joe Zienda and Wayne Johnson are at the far left and far right respectively. (Note: Not all are pictured.)



STCW/BST – Twenty-two Seafarers completed their requirements in this course July 30. Graduating (above, in alphabetical order) were: Crista Ali, James Burns, Bruce Davidson, Abdullah Falah, Sonnie Luckie Jr., George Miller, Almansoob Nasser, Felix Nunez, Luis Nunez, Norman Obehi, Roy Payne, Anthony Pena, Clovis Pomare, Allen Pryor, Jennie Recaido, James Reily, Albert Riollano, Shannon Smith, Kenneth Spivey, James Spranza, Jeffrey Wheatley and Gene Wheelis. The class instructors, Joe Zienda and Wayne Johnson are at the far left and far right respectively. (Note: Not all are pictured.)



BST (Hawaii) – Eighteen individuals completed their requirements in this course July 31 at the Seafarers Training Facility in Hawaii. Those graduating ((above, in no particular order) were: Ashley Claiborne, Maurizio Carminati, Carlos Viader, Claudette Aranda, Jaimie Thomas, Natasha Avedisian, Nicholas Fletcher, Kristin Wheeler, Billy Neal, Gabriel Ortega, Romy Santos, Daniel DeCoursey, Melissa Ward, Kyle McCaskill, Kyle Barber, Tara Tomaini, Aimee Pena and Michael Bracey.



BST(Hawaii) – The following individuals (above, in no particular order) graduated from this course July 31 at the Seafarers Barbers Point, Hawaii-based training facility: Carley Graves, Chelsea Bumpus, Joshua Miranda-Euton, Johnathan Leisgang, Sean McCane, Joyce Cole, Sarah Fiocco, Diana Giraldo, Scott O'Leary, Grady Sasser, William Browning, Lula Nichols, Edgar Jocson, Avelino Fernandes, Devin Piersol and Ashley Brand. (Note: Not all are pictured.)

Seafarers Help Keep Disaster Response on Track

Civilian Mariners are 'Key Contributors' to Humanitarian Aid in Pakistan

The U.S. Military Sealift Command (MSC) recently credited civilian mariners – including members of the SIU Government Services Division – for being “key contributors to the disaster response/humanitarian assistance being provided to flood-ravaged Pakistan.”

In particular, the dry cargo/ammunition ship *USNS Lewis and Clark* is providing underway replenishment to vessels in the Navy's *USS Peleliu* Amphibious Ready Group in the Arabian Sea as they support humanitarian relief efforts in the wake of severe monsoons. Other CIV-MAR crewed ships also are helping with the mission, including the fleet replenishment oiler *USNS John Lenthall*.

According to MSC, the *Lewis and Clark*'s resupply mission “helps keep ships of the ready group supplied with food, fuel and other supplies – enabling them to remain at sea, on station and able to provide help to a country where thousands are reported dead, and millions are reported displaced or homeless.”

“I feel like we make a difference,” said AB **Paul Chaffin** while aboard the *Lewis and Clark*. “I think every time we supply a Navy ship, we are supporting those who directly support those affected by the crisis.”

Before the disaster in Pakistan, the *Lewis and Clark* was replenishing U.S. and coalition navy ships conducting counter-piracy operations in the Red Sea. Immediately after reports of the Pakistani crisis surfaced, the *Lewis and Clark* was diverted to the Gulf of Oman to join the humanitarian assistance team.



The Seafarers-crewed *USNS Lewis and Clark* is pictured Aug. 31 in the Arabian Sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Edwardo Proano)

In a mid-September news release, MSC reported, “In response to the disaster, *USS Peleliu* was tasked initially to provide heavy-lift capability with its embarked helicopters to the Pakistani government. *Lewis and Clark* arrived on station in the Arabian Sea Aug. 11 and assumed a pivotal role as the resupply

bridge for U.S. ships providing disaster relief. One of *Lewis and Clark*'s first missions was to offload humanitarian and disaster relief kits to *Peleliu*, who in turn delivered them to Pakistan.”

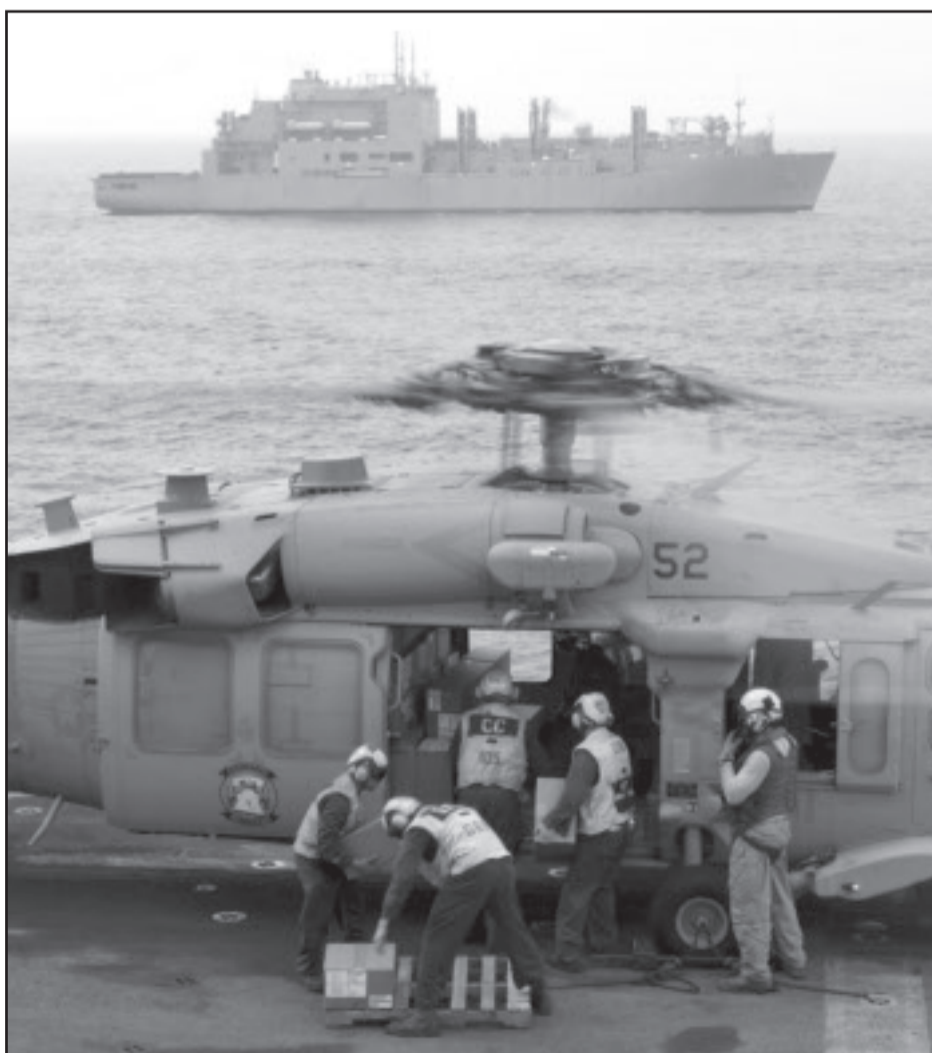
The Seafarers-crewed ship carried a standard cargo allotment of humanitarian and relief kits, designed to support 2,500 disaster survivors. Kits included five-gallon water containers, tarps, blankets, insect repellent, surgical masks, water purification tablets and basic personal hygiene items for victims of the disaster.

Helicopters from the *Peleliu* and members of the embarked 15th Marine Expeditionary Unit began delivering humanitarian aid supplies to the government of Pakistan Sept. 6.

MSC further reported that a “sustained replenishment cycle was necessary to allow *Peleliu* and embarked

Navy and Marine Corps helicopters to continue their support to the Pakistan government and military disaster relief efforts. *Lewis and Clark* began transiting to and from port in Fujairah, United Arab Emirates, loading the ship with supplies and then returning to sea to replenish *Peleliu* while it remained off the coast of Pakistan. *Lewis and Clark* transited to and from port in seven- to 10-day cycles delivering food, fuel and cargo to *Peleliu* – allowing the ship to remain on station to provide support to the overall relief efforts.”

As of mid-September, the *Lewis and Clark*'s two embarked helicopters had delivered more than 800 pallets of routine supplies and humanitarian and disaster relief supplies, in addition to transporting more than 50 personnel transiting to assist in relief operations.



U.S. Marines load relief supplies onto a helicopter aboard the amphibious assault ship *USS Peleliu* as the SIU-crewed *USNS Lewis and Clark* (background) sails off the ship's port side. This photo was taken Sept. 6 in the Arabian Sea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Ian Campbell)



In this Sept. 13 image, taken in the Mediterranean Sea, U.S. Navy Sailors aboard the amphibious transport dock ship *USS Ponce* signal to the Seafarers-crewed MSC fleet replenishment oiler *USNS John Lenthall* as pallets of supplies are transported during an underway replenishment. The *Ponce* is supporting relief efforts in Pakistan. (U.S. Navy photo by Mass Communication Specialist 1st Class Nathanael Miller)