



The

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# Seafarers Log

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## SIU Gains Jobs On New Military Support Vessels



SIU-contracted Ocean Ships, Inc. has won the operating contract for three new mobile landing platform (MLP) vessels, including the *USNS Montford Point* (background photo, pictured at the General Dynamics NASSCO shipyard in San Diego). The ships are expected to sail in the Navy's prepositioning fleet. Including options, the Ocean Ships contract is for five years. Page 3. (Photo courtesy NASSCO)

### Union Members Continue Long Tradition of Giving

SIU members and officials showed their generosity during the winter holidays as they donated money and toys to brighten the season for American military families. The yearly Santa's Castle project in Tacoma, Wash., once again was a highlight, as were donations made in Florida. In the photo below, AB Tar Ahmed and GUDs Raul Ventanilla and Reynaldo Mambulao carry toys to delivery vehicles at the Tacoma hall. Page 6.



### Committee Announces Election Results



In early January, a committee of rank-and-file Seafarers issued its report on the voting for officers of the SIU Atlantic, Gulf, Lakes and Inland Waters District, as well as results of balloting on two constitutional amendments. Committee members are shown at work in the photo above, at the union's headquarters building. Their report will be submitted for approval by the membership at union meetings in March. Page 3.

Key Maritime Program Extended  
Page 2

Members Recognized for Sandy Relief  
Page 4

Tax Tips  
Pages 12-14

## President's Report

### Stage Set for Another Successful Year

Whether it's because of cutting-edge shipboard technology, new types of vessels, training requirements or other new regulations, our industry constantly changes. And the SIU throughout our 75-year history has remained focused on not only keeping up with those changes, but staying a step ahead. The same goes for our affiliated school in Piney Point, Md., which opened in 1967. The Paul Hall Center and its Lundeberg School of Seamanship don't just keep up with the times – the school often pioneers progress.



Michael Sacco

Yet, there are some keys to our success that have remained constant throughout these many years. One of them, as Seafarers know, is political action. Sometimes we're pushing for new programs, other times we're protecting or building upon what's in place. Two great examples of our political activities happened near the end of 2012, as President Obama signed separate bills that extended the U.S. Maritime Security Program and strengthened the Jones Act.

There's no particular need for our rank-and-file members to understand the nuts and bolts of the MSP legislation, but you absolutely should know that the program means jobs for the membership. It strengthens U.S. national and economic security, and our military leaders have said year after year that it's truly a bargain. We support it for all the right reasons, but first and foremost, we support the MSP because it helps keep SIU members on the job.

We worked very hard with other maritime unions and allies throughout the industry to help secure the latest MSP extension, and it's a big win for Seafarers and for America.

Similarly, we backed language in the Coast Guard bill that helps ensure every reasonable opportunity is given to U.S.-flag vessel operators before Jones Act waivers are issued. And once again, this is important to your job security as well as to America's economic and national security. That's why we pushed for it.

In this same vein, I thank all of our members who support SPAD, the union's voluntary political action fund. I know that our other officials and I talk a lot about SPAD, but that's because it's nothing short of critical to our operations and to rank-and-file jobs. Politics affects practically every aspect of our livelihoods, and SPAD helps make sure your voices are heard by those who write the laws and regulations and requirements that govern maritime. Without it, we couldn't even get in the door to promote things like the MSP, the Jones Act, cargo preference and other initiatives. So, thank you for recognizing SPAD's importance and for donating. And if you're not participating, please think about it. Don't just count on your fellow members to carry the load.

Nearly a month into the New Year, I remain very optimistic about 2013 and I believe it'll be a year of growth for us. When you combine our strong political outreach, our first-rate training at Piney Point and in Hawaii, our excellent working relationships with SIU-contracted companies and with the agencies overseeing maritime, plus the outstanding work of rank-and-file Seafarers, we've got all the pieces in place to continue succeeding. Now we've just got to keep our sleeves rolled up and our course true and steady, and that's exactly what we're doing.

#### Remembering a Leader and Friend

Be sure to take a look at our tribute to the late Senator Daniel Inouye in this month's *LOG*. Senator Inouye was a genuine American hero, and he was a great, great friend who kept his honorary SIU book close to his heart. Our union and our industry have lost a giant supporter who went to bat for us on every single issue and who never looked back.

I am grateful to have known Senator Inouye and will always respect his memory while appreciating his unfailing support. As one writer put it, he was the person we all hope to be.



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

# MSP Extension a Huge Victory For Maritime, National Security

President Barack Obama's signature on the National Defense Authorization Act of 2013 helped secure both the jobs of American mariners and the safety of the American people.

A key provision in the bill ensured the Maritime Security Program (MSP) – an SIU-supported program of vital importance to the maritime industry and national defense – would be extended through 2025.

Since 1996, the Department of Defense (DOD) has had access to 60 (originally 47 but increased to 60 in 2003) militarily useful commercial ships to carry goods and materiel to service members around the globe. In return, DOD provides an annual stipend to help off-set operating costs. The MSP provision, included in the Maritime Administration reauthorization section of the law, was aggressively backed by the SIU and the rest of maritime labor along with union-contracted companies. Currently, Seafarers-contracted companies operate the vast majority of vessels enrolled in the MSP, meaning the program's extension results in jobs for Seafarers nationwide.

Despite initial worries that the bill would be held up by non-maritime-industry-related concerns, those issues were resolved between Congress and the White House, and the bill was signed just one day before the end of the 112th Congress. The new law extends contracts for existing operators, and also includes a gradual increase in the annual stipend, something that will ensure the program remains economically attractive for U.S.-flag operators in the future.

Created in 1996, the MSP has always enjoyed bipartisan support and consistent praise from American military leaders. President George H.W. Bush proposed the MSP in 1992, President Bill Clinton signed it into law four years later and President George W. Bush signed a 10-year extension in 2003 that increased the number of vessels to 60. It has annually been included on the Office of Management and Budget's list of most efficient and best-run government programs.

The MSP's popularity since its creation is due to several factors. Not only does the program protect the homeland, but it also saves the country a significant amount of money. According to the United States Transportation Command (TRANSCOM), the MSP provides a sealift capability that would cost the government approximately \$13 billion to reproduce, plus an additional \$52 billion to replicate the global intermodal system made available to the U.S. Department of Defense. Thanks to the MSP, the

government gets all of that for a fraction of the cost – currently \$186 million per year.

The program also helps maintain a pool of well-trained, loyal, U.S. citizen mariners whose reliability in supporting our armed forces has been proven time after time, including throughout Operations Enduring Freedom and Iraqi Freedom (and, for that matter, throughout the nation's history).

In pushing for the MSP extension last year, a bipartisan group of 17 U.S. senators wrote to Senate Subcommittee on Transportation, Housing and Urban Development Chairwoman Patty Murray (D-Wash.) and ranking member Susan Collins (R-Maine) about the MSP's vital importance to the country. The MSP, they said, protects the country's homeland, economic and job security.

"Without having the MSP and its maritime security fleet to rely on, the options available to the Department of Defense and to our country to meet America's commercial sealift capability requirements are totally unacceptable," the senators wrote. More likely, the DOD would be forced to charter foreign-flagged vessels manned by foreign nationals – "interests who may not share America's goals, objectives and values.... These foreign-flag shipping services [would] have to be paid for by the United States and it means our country [would] be encouraging the outsourcing of American maritime jobs as we spend taxpayer dollars on foreign-flag ships and their foreign crews."

TRANSCOM Commander, Gen. William Fraser, echoed those sentiments while speaking to the maritime industry last summer. The military, he said, relies heavily on the hard-working people who make up the U.S. Merchant Marine, including mariners who sail aboard MSP ships.

The DOD "could not do our job without the superb relationships that we have with our commercial industry and our U.S. mariners," he said. "You are absolutely essential to the greatest military in our history."

Speaking at the 2012 SIUNA Convention in September, Rear Adm. Mark Buzby, commander of the U.S. Military Sealift Command, said it's a partnership of vital importance to not only the United States, but the world.

"Our combined efforts work toward maintaining a strong U.S. maritime industry that's critical to our continued leadership in a world that depends on the seas and the maritime trade," he said. "None of it will happen without U.S. Mariners manning the lines."

## President Signs Law that Protects Jones Act, Improves TWIC Process

American mariners had reason to celebrate in December when President Barack Obama signed the Coast Guard and Maritime Transportation Act of 2012.

The SIU-supported law, which funds the Coast Guard through 2014, also included key provisions designed to strengthen the Jones Act and make the process of obtaining and renewing Transportation Worker Identification Credentials (TWIC) less onerous. Thanks to the new law, the jobs of American mariners will be better-protected during times of national crisis, and trips to TWIC processing offices will be reduced.

The law's Jones Act provisions create greater transparency with the issuance of Jones Act waivers. Under the new law, the Maritime Administration must identify all actions taken to ensure U.S.-flag ships are called upon to meet national defense requirements and publish that information on the Department of Transportation's website. The Maritime Administration is also required to report to Congress when it wants to request a waiver.

A cornerstone of the maritime industry for more than 90 years, the Jones Act stipulates that shipments between American ports must be conducted by American mariners on American-flagged ships that also are U.S.-built and U.S.-owned. Waivers can only be issued during times of crisis when no qualified American vessels are available.

The waiver transparency provisions included in the new law, which would protect the jobs of American mariners, were created in response to bipartisan concerns over the controversial issuance of Jones Act waivers in recent years.

SIU Political and Legislative Director Brian Schoeneman said the union pushed to have those transparency provisions in the final bill.

"We've had too many situations where the first response to a crisis was to waive the Jones Act," he said. "This will make it harder for an administration to waive the Jones Act without going through Congress. It adds an extra layer of security so we don't have to worry about middle-of-the-night waivers."

The law's approach to Jones Act waivers was met with praise from both sides of the aisle. U.S. Rep. Elijah Cummings (D-Md.) and U.S. Rep. Jeff Landry (R-La.), who both criticized the administration in the past for issuing Jones Act waivers for vessels transporting oil from the nation's Strategic

Petroleum Reserve, applauded the new law.

"[This] will bring much-needed transparency to the process by which the Jones Act waivers are issued, including requiring the Maritime Administration to formally identify all of the actions that could be taken to enable U.S.-flagged vessels to carry the cargo for which a Jones Act waiver is sought," Cummings said. "The Jones Act should be waived only when no U.S. vessels are capable of carrying cargo between two U.S. ports."

Landry agreed, adding the bipartisan support garnered by the bill's Jones Act provisions was an example of both parties working together for a common purpose, something that has become increasingly rare in Washington.

"This provision shows how government should work. Republicans and Democrats working together with industry and labor to pass a provision that will protect American jobs and put our nation on strong footing," he said. "It will provide a playbook to the maritime industry, one they can follow to bring few Jones Act waivers and more jobs to our workers."

When it comes to the law's changes to the TWIC program, the new provisions are designed to make the process easier for mariners. Under the new law, the process of enrollment, activation, issuance and renewal of TWIC cards must take place during a single visit to an enrollment center. Gone will be the days of multiple trips to enrollment centers for those applying for or renewing their TWIC cards.

"Congress is recognizing what we've known for a long time – that the TWIC program is not working the way it's supposed to," Schoeneman said. "That's really important. It was such an onerous process."

While processing centers were abundant when the TWIC program was launched several years ago, the number of offices nationwide dwindled after the program was up and running, making it harder for some mariners to access them. Schoeneman said the SIU lobbied to streamline the TWIC process to make it less of a burden on those applying for or renewing their cards.

"A lot of guys in the Midwest were traveling hundreds of miles," he said. It's a good sign Congress was hearing what we're telling them."

The regulations implementing the TWIC changes still have to be issued.



Committee members, employees from the secretary-treasurer's office and Secretary-Treasurer David Heindel (standing at far right) are pictured Jan. 8 at SIU headquarters.

## Committee Announces Union Election Results

### Membership Reelects Sacco as President, Approves Two Constitutional Amendments

A committee of rank-and-file SIU members recently released its official report on the voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District. Voting took place Nov. 1 through Dec. 31, 2012.

The union's tallying committee consisted of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls). The group certified the reelections of Michael Sacco as president of the SIU; Augie Tellez as the union's executive vice president; David Heindel as secretary-treasurer; and George Tricker as vice president of contracts and contract enforcement, among other results.

The tallying committee's report will be submitted for approval by the membership at union meetings in March.

Additionally, the committee reported that the two proposed constitutional amendments were approved by very large majorities. One amendment concerned the official name of the union, while the other modified old language because of changes in U.S. law.

According to the report, the contested race for office also was decided by a large

margin. The committee disclosed the election of the following officers, who will serve four-year terms:

- Michael Sacco, president;
- Augie Tellez, executive vice president;
- David Heindel, secretary-treasurer
- George Tricker, contracts and contract enforcement vice president;
- Joseph Soresi, Atlantic Coast vice president;
- Dean Corgey, Gulf Coast vice president;
- Nick Marrone, West Coast vice president;
- Tom Orzechowski, Southern Region, Great Lakes and inland waters vice president;
- Kermet Mangram, Government Services and fishing industries vice president;
- Archie Ware, assistant vice president in charge of contracts and contract enforcement;
- Nick Celona, assistant vice president in charge of the Atlantic Coast;
- Ambrose Cucinotta, assistant vice president in charge of the Gulf Coast;
- Bryan Powell, assistant vice president

in charge of the West Coast;

■ Jim McGee, assistant vice president in charge of the Southern Region, Great Lakes and inland waters;

■ Chester Wheeler, assistant vice president in charge of Government Services and fishing industries;

■ Pat Vandegrift, Piney Point port agent;

■ Robert Selzer, New York port agent;

■ Joe Baselice, Philadelphia port agent;

■ Georg Kenny, Baltimore port agent;

■ Jimmy White, Mobile port agent;

■ Chris Westbrook, New Orleans port agent;

■ Michael Russo, Houston port agent;

■ Tracey Mayhew, Oakland port agent;

■ Becky Sleeper, St. Louis port agent;

■ Todd Brdak, Algonac port agent.

The committee arrived on Jan. 5 as required under the union's constitution and met during the week of Jan. 7 at the union's headquarters in Camp Springs, Md. **John Cain** and **Louella Sproul** served as co-chairs, and they both credited fellow Seafarers for working hard and doing a good job.

The full committee consisted of

**Glenn Williams** and **Thomas Cyrus** from Piney Point; **Michael Keogh** and **Jeffery Eckhart** from Algonac; **Susanne Cake** and **George Mazzola** from Baltimore; **Cain** and **Rafael Pereira** from Houston; **Michael Congress** and **Kennard Campbell** from Mobile; **Jack McElveen** and **Johney August** from New Orleans; **Carlos Sanchez** and **Cleofe Castro** from New York; **Sproul** and **Roger Reinke** from Oakland; **Rodger Taylor** and **Robert Weinhardt** from Philadelphia; and **Charlotte Tuggle** and **Darryl Alexander** from St. Louis.

Those Seafarers noted that they unanimously signed off on the report, adding, "All of the members of the committee wish to express their deep appreciation for the cooperation and assistance given to us by the union's legal department and its technical and clerical staff. Finally, the members of the union tallying committee wish to congratulate the elected officers and jobholders. We extend our best wishes for the next four years. We hope that you will carry on the tradition of our union and advance the strength of the maritime industry."

## MLP Contract Award Means New Jobs for SIU Members

New jobs for SIU members are on the horizon following the December announcement that Seafarers-contracted Ocean Ships, Inc. has won the operating contract for three new mobile landing platform (MLP) vessels.

The ships are being built at General Dynamics NASSCO in San Diego; they are the *USNS Montford Point*, *USNS John Glenn*, and *USNS Lewis B. Puller*.

According to the government's announcement of the agreement, each of the MLPs will be approximately 785 feet long and will be able to sail at 15 knots. They are expected to be deployed as prepositioning ships.

The *Montford Point* is scheduled for delivery in mid-May of 2013, followed by the *John Glenn* in early 2014 and the *Lewis Puller* in early 2015.

Including options, the Ocean Ships contract is for five years.

According to the U.S. Military Sealift Command, the new ships "will be the centerpiece of the Navy's 'Sea Base' concept, and will serve as a transfer point for Marine Corps amphibious landing forces between large ships and small landing craft. They will provide the capability to transfer vehicles and equipment at-sea, improving the U.S. military's ability to deliver equipment and cargo from ship to shore when land bases do not exist."

NASSCO (a union shipyard) described the MLP as "a flexible platform that will

provide capability for large-scale logistics movements such as the transfer of vehicles and equipment from sea to shore. It will significantly reduce dependency on foreign ports and provide support in the absence of any port, making it especially useful during disaster response and for supporting Marines once they are ashore."

The *Montford Point* is named for the North Carolina facility where 20,000 African American Marines were trained over seven years, starting in 1942.

One day before the contract announcement, NASSCO hosted a keel-laying ceremony for the second MLP, the *John Glenn*. Ms. Lyn Glenn, daughter of John Herschel Glenn, Jr., the first American astronaut to orbit the Earth, and Mrs. Helen L. Toolan, wife of Lt. Gen. John A. Toolan, Jr., commanding general, 1st Marine Expeditionary Force, were the honorees for the ceremony.

"Laying the keel of this second mobile landing platform and finishing construction of the first ship are the latest milestones in this successful shipbuilding program," said Fred Harris, the shipyard president and himself a former union mariner. "These events serve as evidence of the NASSCO team building and delivering MLP ships efficiently, in support of U.S. Navy efforts to maintain a forward presence."



The *USNS Montford Point*, shown at the yard in San Diego, will boost America's sealift capability. (Photo courtesy General Dynamics NASSCO)



Mariners and officials are pictured aboard the *Wright*.

## MarAd Recognizes SIU Members For Support of Sandy Relief Efforts

Seafarers recently were honored by the U.S. Maritime Administration (MarAd) for their roles supporting Hurricane Sandy relief efforts in New York and New Jersey. SIU members and other mariners received the U.S. Merchant Marine Medal for Outstanding Achievement during shipboard ceremonies in Staten Island and Fort Schuyler, N.Y.

The first event took place Dec. 15 aboard the *SS Wright* and the *Kennedy*, while the latter one was conducted Dec. 20 on the *Empire State*. The Crowley-operated *Wright* is part of the Ready Reserve Force; the *Kennedy* and *Empire State* are training vessels.

Maritime Administrator David Matsuda wrote in a related blog post, "As their relief mission ends, I'd like to recognize the 120 men and women who served for more than 40 days as crew on these ships.... For six weeks, relief workers from all over the country, including many who had never been on a ship, stayed aboard. Galley crews made sure meals were ready starting at 5:30 a.m., so the relief

workers could get an early start. And as these workers returned after long days ashore, crews worked to try to provide them at least some comforts, including Internet access and even a few holiday decorations.

"In all, the three MarAd ships provided more than 37,000 bed-nights and 72,000 meals for disaster relief workers from FEMA, the Red Cross, and other relief organizations. Because of this floating dormitory service, relief workers did not take up local hotel space needed for housing displaced families."

He added, "I'm proud of their work. The professionalism, care, compassion, and outstanding support exhibited by these mariners to thousands of emergency responders bring great honor and distinction to the U.S. Merchant Marine. Mariners are no strangers to being away from home and their families during holidays, and they told me in no uncertain terms that they would stay on the job for as long as they are needed."



New York-area SIU officials attended the ceremonies and joined in congratulating Seafarers. Pictured from left to right on the *Kennedy* are Patrolman Osvaldo Ramos, SA Loren Arrioloa, Patrolman Terence Maxwell, AB Ibrahim Abdelkarim (squatting), SA Ariel Lopez-Albino, Patrolman Mark von Siegel and AB Zachary Thiabeaut.



Among those pictured in the *Wright's* galley are SA Tania Ramirez-Diego, Chief Cook Felecia Royalty and ACU Steven Holmes.

## Gulf Coast VP Corgey Receives Port Appointment

SIU Vice President Gulf Coast Dean Corgey on Jan. 16 was appointed by the Houston City Council to serve as a member of the Port Commission of the Port of Houston Authority.

Corgey's appointment fills the seat previously held by Janiece Longoria, who was named Port Commission chair Jan. 8 during a joint session of the Houston City Council and Harris County Commissioners Court. She had served as the city appointee to the commission since 2002.

Corgey has been an SIU vice president since 1990. He joined the union in 1973 after graduating from the trainee program in Piney Point, Md. He sailed for six years (including time as a licensed chief engineer) before coming ashore to work for the union in 1979.

Houston Mayor Annise Parker said, "It is important to have labor represented in the port's activities and it needs

to be the right voice for labor. Dean Corgey is eminently qualified for this position. City council's unanimous confirmation of his appointment indicates we are all in agreement that he will do an outstanding job."

Longoria stated, "Dean Corgey's background as a merchant mariner and his community leadership will be of great value to the port commission, and I look forward to working with him on the commission to benefit the Port of Houston."

"I have been asked many times why I want to be a port commissioner and the simple answer is that I want to serve," Corgey stated on Jan. 16. "I have learned that the most rewarding of human endeavors is to serve those other than oneself, whether it be one's faith, family, community or civic body. Next week we will celebrate the birthday of Martin Luther King, Jr., who dedicated his life to serving his fellow man. Dr. King said it best when he said: 'An individual has not started living until he can rise above the narrow confines of his individualistic concerns to the broader concerns of all humanity.' Those are the principles and values that I will exercise in the performance of my duties as commissioner."

Corgey also serves as a vice president of the Texas AFL-CIO; as secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department; and on the executive board of the Harris County AFL-CIO. He is a member of the American Maritime Partnership and the Navy League of the United States. He is a past member of the U.S. Department of Homeland Security's Area Maritime Security Committee for the Port of Houston/Galveston and served as chairman of the City of Houston Ethics Committee. In addition, he is a past member of the board of directors of the Houston Maritime Association.

Port Commissioners serve two-year terms without pay. "I intend to be a voice for labor and working families and I pledge to work in the best interest of the city, port and workers with diligence and integrity," Corgey added. "I also look forward to working with our new port chair, Janiece Longoria, and the other commissioners to improve efficiency, accountability and transparency, maintain local control, secure funding for much-needed capital improvements, develop new business and cargo, create jobs, promote diversity and make educational opportunities available to meet future challenges and growth."



Dean Corgey  
SIU VP Gulf Coast

## Piracy Falls in 2012 but Remains Deadly Problem

Piracy on the world's seas has reached a five-year low, with 297 ships attacked in 2012 compared with 439 in 2011, the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) global piracy report revealed last month. Worldwide figures were brought down by a significant reduction in Somali piracy, though East and West Africa remain the worst-hit areas, with 150 attacks in 2012, according to the report issued Jan. 16.

"Globally, 174 ships were boarded by pirates last year, while 28 were hijacked and 28 were fired upon," the ICC said in a news release. "IMB's Piracy Reporting Center also recorded 67 attempted attacks. The number of people taken hostage on board fell to 585 from 802 in 2011, while a further 26 were kidnapped for ransom in Nigeria. Six crew members were killed and 32 were injured or assaulted."

"IMB's piracy figures show a welcome reduction in hijackings and attacks to ships. But crews must remain vigilant, particularly in the highly dangerous waters off East and West Africa," said Captain Pottengal Mukundan, director of IMB, which has monitored piracy worldwide since 1991.

In Somalia and the Gulf of Aden, 75 ships reported attacks in 2012 compared with 237 in 2011, accounting for 25 percent of incidents worldwide. The number of Somali hijackings was halved from 28 in 2011 to 14 last year. IMB says navies are deterring piracy off Africa's east coast, with "pre-emptive strikes and robust action against mother ships." So too are private armed security teams and crews' application of best management practices.

But the threat and capability of heavily armed Somali pirates remains strong.

"The continued presence of the navies is vital to ensuring that Somali piracy remains low," said Mukundan. "This progress could easily be reversed if naval vessels were withdrawn from the area."

In its news release, the ICC noted, "Pirate mother ships and skiffs were reported in the Gulf of Oman, southern Red Sea and the Somali basin, with a number of attacks close to the Straits of Hormuz and the energy routes out of the Arabian Gulf. As of 31 December 2012, Somali pirates still held 104 hostages on eight ships and 23 more were detained on land, pending negotiations for their release."

# SIU-Crewed Crowley ATB Rescues Man in Florida

Noticing an injured man bobbing in Florida waters in January, Seafarers aboard Crowley Maritime Corp.'s articulated tug-barge (ATB) *Achievement/650-8* began what would become a heroic rescue.

Emergency Coast Guard radio calls were issued as the ATB's on-watch crew noticed the man near the base of the Sunshine Bridge in Tampa Bay. He was struggling to stay afloat on the port side of the vessel.

AB **Alan Williams** responded immediately, throwing a life ring to the man as Capt. **Gus Cramer** sounded the man-overboard alarm. The crew then prepared the fast rescue boat for deployment while the captain slowed the ATB down for a safe boat launch.

Manned by AB/Tanker **Travis Stringer** and Second Mate **John Crawford**, the fast rescue boat headed toward the man, who had drifted nearly a mile away and was calling for help. The boat team braved windy conditions and rough chop while still managing to pull the badly injured man from the water. The entire process took only eight minutes.

"This crew did a phenomenal job working as a team to save this man's life," Cramer said. "From the guys on the bow, to the men on the response boat, to everyone who kept the vessel safe during the rescue ... it was just a fantastic, total team effort. We did our jobs safely and saved a life in the process."

The crew's efforts were also aided by Cramer's close work with Tampa Bay



The ATB crew included (from left) AB Alan Williams, Third Mate Doug Carson, Cook Pat McGee, Chief Mate Ron Robinson, AB Tankerman Chris Farmer, Chief Engineer Vince Mull, AB/Tanker Travis Stringer, Capt. Gus Cramer. Not pictured are Second Mate John Crawford, Asst. Engineer Zach Lindsey, and Asst. Engineer Charles Jensen.

Harbor Pilot Mike Buffington. Together they helped the crew perform the slow-down procedure, remained in communication with the Coast Guard and ensured the ATB was not in danger by avoiding oncoming vessel traffic and safely keeping it within commercial shipping lanes.

Buffington said he was impressed by the training of the Seafarers aboard the vessel. Much of the crew received that training at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

"It is obvious from this event that the crew was well-trained and highly proficient in the execution of their duties," Buffington said. "Each crew member ... gave full devotion to the task at hand. I am convinced that with the prevailing weather and sea conditions that this individual would not have been recovered from the waters had it not been for the valiant efforts of the captain and crew."

The crew's heroics were also recognized by top Crowley officials.

"On behalf of everyone at Crowley, I

want to congratulate this brave crew for putting their training to good use to perform the vital measures needed to save this man's life," said Rob Grune, Crowley's senior vice president and general manager, petroleum services. "These crew members are true heroes and deserve to be recognized for their actions."

Following the rescue, business returned to normal for the crew of the *Achievement/650-8*. It safely entered the bay to deliver a load of fuel in the Port of Tampa.

## SIU Ships Sail for 'Deep Freeze'

SIU-crewed vessels are continuing the union's tradition of supporting a key annual resupply mission known as Operation Deep Freeze.

The *Ocean Giant* (operated by Crowley for Intermarine) and the *Maersk Peary* (Maersk Line, Limited) recently mobilized for this year's journey to McMurdo Station in Antarctica. The *Ocean Giant* sailed from Port Hueneme, Calif., Jan. 17, loaded with nearly seven million pounds of cargo including frozen and dry food stores, building supplies, vehicles and electronic equipment and parts. The tanker *Maersk Peary* departed the European area of operations in December, with more than six million gallons of diesel fuel, jet fuel and gasoline.

Operation Deep Freeze – which has been backed by SIU crews for decades – is a U.S. military support mission to resupply the remote scientific outpost. During this year's operation, SIU-crewed ships will deliver 100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel in Antarctica need to survive and work during the course of a year, according to the U.S. Military Sealift Command (MSC).

The *Maersk Peary* was scheduled to arrive in Antarctica first, followed

by the *Ocean Giant* in mid-February. MSC reported that the *Ocean Giant* "is scheduled to off-load its cargo at a 500-foot ice pier that juts out from the Antarctic coast. The cargo will be off-loaded by members of Navy Cargo Handling Battalion One working around-the-clock for eight days. Following the off-load, the ship will be loaded with retrograde cargo for transportation off the continent, including ice core samples carried back to the United States in sub-zero freezer containers, trash and recyclable materials for disposal, and equipment no longer required on station.

"In 2012, unfavorable weather conditions made the ice pier at McMurdo unusable for dry cargo operations. Members of the Army's 331st Transportation Company constructed a floating dock to ensure cargo operations could be conducted."

Due to adverse winter conditions in Antarctica, Operation Deep Freeze must take place during a small window of opportunity in the Antarctic summer months of January to March. This can mean tight schedules for everyone involved in the mission, from the ship's crew, to the cargo handlers on the ice, to the mission schedulers in the United States.



The *Ocean Giant* loads cargo in California before sailing to Antarctica. (U.S. Navy photo)

## Changes in Washington Could Have Impact On Maritime Industry, Labor Movement

The appointment of pro-maritime Sen. Barbara Mikulski (D-Md.) as chairwoman of the powerful Senate Appropriations Committee was the first of several Washington-based moves that could deeply affect the maritime industry and labor movement. Due to a combination of retirements, election losses and the deaths of some key maritime supporters, the industry is looking at a new slate of leaders in the 113th Congress.

Senator Mikulski's appointment was followed by news that Rep. Duncan D. Hunter (R-Calif.) would be the next chairman of the House Subcommittee on Coast Guard and Maritime Transportation, which has jurisdiction over the regulation of ocean shipping and the merchant marine. He replaces longtime maritime labor ally Rep. Frank LoBiondo (R-N.J.), who has moved to chair the Aviation Subcommittee. On the Democratic side, Rep. John Garamendi (D-Calif.) is replacing Rep. Rick Larsen (D-Wash.) as the Ranking Member of the Coast Guard and Maritime Transportation subcommittee.

There were, however, some questions following those two key announcements. Labor Secretary Hilda Solis is leaving, Transportation Secretary Ray LaHood is reportedly staying, and the futures of other key maritime-related posts, like those in the Maritime Administration, remain unknown.

The appointment of Mikulski – a strong supporter of working families and the maritime industry – was seen as a great start for the SIU and its allies. In a letter to Mikulski following her appointment, SIU President Michael Sacco said he was pleased to see a longtime friend of the SIU and labor take on such an important role.

"I am extremely confident you will do an excellent job and on behalf of the Seafarers International Union, I look forward to working with you and the committee," Sacco said. "We are longtime supporters of yours, just as you have been a longtime supporter of 'the heroes in dungarees.'"

The appropriations committee is respon-

sible for funding government programs and departments – many of which have jurisdiction over the maritime industry. In a floor speech following her appointment, Mikulski said she would place national security, jobs and the country's future at the top of her list of priorities.

"When we look at how we are going to spend the money, we need to look not just at how we're going to meet our national security needs but also the compelling human needs in this country," she said. "We need to look at the public investments in our children, in our future and in how to promote our economy. And we need to do it on a bipartisan basis."

Hunter was also looking forward to getting to work.

"I'm really looking forward to working with (incoming Transportation and Infrastructure Committee) Chairman (Bill) Shuster and other members of the committee as we address the nation's infrastructure and transportation needs," he said in a statement. "It's an honor to have been selected for the subcommittee chairmanship and I am enthusiastic about serving alongside such a talented team of leaders committed to promoting economic growth, competitiveness and public safety."

It's still too early to know what will happen to other key positions. In January, Solis announced her departure from the Labor Department, though, as of press time, the president had not announced her replacement. In a statement following the publication of Solis' resignation, Obama said the future labor secretary would have big shoes to fill.

"Over the last four years, Secretary Solis has been a critical member of my economic team as we have worked to recover from the worst economic downturn since the Great Depression and strengthen the economy for the middle class," he said. "Her efforts have helped train workers for the jobs of the future, protect workers' health and safety and put millions of Americans back to work."



A collection of donated toys sits in the Tacoma SIU hall waiting to be given to children.

## Seafarers Continue Tradition of Generosity

Seafarers once again displayed their generosity during the holiday season in acts of giving throughout the country. From the SIU halls in Tacoma, Wash., and Ft. Lauderdale Fla., to the deck of the *USNS Wheat*, members donated time and money to ensure the holidays were a little brighter for the less fortunate.

In Tacoma, Seafarers conducted their fifth holiday season toy drive (and enjoyed a related luncheon at the hall). This time, the members raised more than \$5,200 for Santa's Castle, a charity dedicated to helping the families of enlisted military personnel. A portion of that money was donated by the crew of the Alaska Tanker Company ship *Alaskan Legend* in memory of AB **John Stewart**, whose death was remembered by his shipmates.

"This time of year is special for each of us. It's our chance to give back and say 'thank you,'" said SIU Tacoma Port Agent Joe Vincenzo. "Although we are fortunate enough in these most difficult of times to have good-paying union jobs with benefits, we do not get involved or reach out to feel better about ourselves or our circumstances or to be more thankful for the things we have. We reach out because we are all in this together and in some sense, whether near or far, we realize this and want to do our part to make things better for everyone."

Vincenzo specifically recognized the efforts of AB **Tawnia Stucker**, who took it upon herself to raise funds aboard the *Alaskan Legend* for the project.

"It is people like Tawnia who really make the difference," he said. "There are no brownie points or gold stars or accolades of any sort awaiting her for her efforts. She gave in the true spirit of giving by volunteering some time and asking others to make a donation while making one herself."

Aside from giving money, Tacoma Seafarers also offered their time as shoppers for Santa's Castle, picking out toys and presenting them to grateful parents. Vincenzo said it was

impossible to not feel warmth from parents as they were given toys that would bring smiles to their children's faces.

"It was an eye-opener for me personally to see just how humble and grateful the parents are, both the enlisted (service members) and spouses of the enlisted service members," he said. "They are truly remarkable people who, quite frankly, deserve so much more for their service."

Tacoma wasn't the only place getting into the holiday spirit. Seafarers in Ft. Lauderdale spent their fourth year of giving back by helping Coast Guard families through the U.S. Marine Corp's Toys for Tots program. Port Agent Kris Hopkins said they focused on Coast Guard families due to their close relationship with SIU mariners and the fact that many simply needed the help.

"It was really quite amazing the stories I was hearing about families that were having a tough time this year," Hopkins said. "It's tough for a lot of families these days."

He added Seafarers were eager to help any way they could. Thanks to their generous donations, around 20 families had a brighter holiday season. Coast Guard Damage Control Chief Richard Moore said he and his colleagues were grateful to have the chance to work with the SIU members, adding the recipients of the toys were even more grateful.

"We jumped at the opportunity to do it," he said. "It was great to see the looks on the faces when we reached out to them with help."

Hopkins said that's one of the reasons his members are so excited to give back each year.

"The members are into the sense that, hey, somebody's going to get something under the tree. A kid who was probably not going to get anything is now going to get something," he said. "If you can put a smile on a child's face it's very fulfilling."

The generosity coming out of Tacoma and Ft. Lauderdale this year was joined by the Seafarers aboard the *USNS Wheat*, operated by

Maersk Line, Limited. Capt. Michael Hasson said the officers and crew aboard the *Wheat* raised more than \$4,000 to benefit the U.S. Marine Corp's Wounded Warrior Regiment and the Injured Marine Semper Fi fund.

Hasson praised the generosity shown by the officers and crew, specifically mentioning the devotion exhibited by SIU members in supporting the charities. The Wounded Warrior Regiment provides assistance to wounded and ill service members and their families as they return to duty or transition into civilian life. The Semper Fi Fund provides relief from service members' financial needs arising from hospitalization and recovery following their service.

"I am very proud of the SIU members aboard the *USNS Wheat* for their selfless do-

nation to the Wounded Warriors (Regiment) and Semper Fi Fund," Hasson said. "The *USNS Wheat* officers and crew all agree that as much as these American heroes have sacrificed, they deserve the best care and support available in their hour of need."

That giving spirit, Vincenzo said, is simply part of the DNA of Seafarers. From helping during disasters like 9/11 or Hurricanes Katrina and Sandy, to giving back during the holidays, Vincenzo said Seafarers would continue to do what they could to help those in need.

"We could wax philosophical and talk about our collective identity, but all we really have to do is point to our accomplishments over the years to see just what our mettle is and how it connects us to our economic, national and homeland security," he said.



SIU volunteers (photo above) including Chief Cook Tanya Bradley (foreground), SA Else David, Chief Cook Nasser Ahmed and Recertified Steward Abdul Hassan helped make the holiday gathering in Tacoma a success. In the photo below, Coast Guard Damage Control Chief Richard Moore (left), SA Mauricio Fernandez, Coast Guard MKC Walt Callenius, Port Agent Kris Hopkins and SA German Solar pose following their successful Florida toy drive.



SIU Tacoma Port Agent Joe Vincenzo (right) addresses members and guests at the union hall. Also pictured are Santa's Castle President Anita Vargo and secretary Lisa Bennett along with military personnel.



## ITF: Panama Should Assist Crew

The International Transport Workers' Federation (ITF) is calling on Panama to join in helping the recently released, multinational crew of the *Iceberg 1* to recover from their hostage ordeal. The crew of the Panama-flagged vessel was held for nearly three years by Somali pirates – who subjected them to torture, starvation and mutilation – before being released in December.

The 22 hostages, from seven nations (the chief officer is still missing and another mariner committed suicide during his captivity), were helped home by United Nations entities with support from, among others, Interpol, the Maritime Piracy Humanitarian Response Program (MPHRP), the mariners' respective consulates (two countries sent aircraft to pick up their nationals) and the ITF.

According to the federation, the former hostages "are now in need of psychological help to address the trauma they were deliberately subjected to, and assistance with rebuilding their lives. Many have medical problems and are looking for help."

SIU Secretary-Treasurer David Heindel, who also serves as chair of the ITF Seafarers' Section, stated, "There is a good understanding across the shipping industry of just how much these seafarers and their families have suffered over the last three years, and it's no surprise that some people in the industry have offered financial support. However,

we'd particularly like the flag state, which in this case is Panama, to join them and us in sponsoring this relief effort."

He continued, "It is unfortunate that the flag state has not discharged its duty of care set out by the IMO (International Maritime Organization) to these seafarers during their captivity, even though they were serving on a vessel flying its flag. There is now an opportunity for it to contribute to their support and rehabilitation.

"The cruel and barbaric treatment meted out to these mariners must serve as a constant reminder of why pirates have to be fought, pursued and prosecuted."

Twenty-two crew members were freed during gun battles in December: eight Yemenis, five Indians, four Ghanaians, two Pakistanis, two Sudanese and one Filipino. One seafarer, Wagdi Akdram, a Yemeni, was driven to suicide by his ordeal. The fate of the Indian chief officer, Dhiraj Tiwari, is unknown. He is known to have been tortured and separated from the other crew. Another hostage had his ears mutilated. All the crew were subjected to torture and starvation.

The *Iceberg 1* had been held since March 2010. The shipowner, Azal Shipping of Dubai, had left the vessel uninsured when it was captured. The company paid no wages throughout, either to the seafarers or their families.



The *MV Iceberg 1* is pictured off the Puntland, Somalia, coast following the rescue.

IMO guidelines for flag states recommend that "a state's counter-piracy policy should contain measures regarding the eventuality that a ship entitled to fly its flag is captured,

and to ensure that, as far as possible, the humanitarian needs of the crew and families are addressed during the period of captivity and after release...."

## News Briefs

### SHBP Sends Members Second Mailing

#### Regarding Benefits, Coverage Documents

As previously reported, Summary of Benefits and Coverage documents were mailed to all Seafarers Health and Benefits Plan (SHBP) participants in December. That mailing was handled by an outside vendor, and the address labels inadvertently included some personal information.

Union and SHBP officials quickly took corrective actions to protect all plan participants. Last month, the Plan sent individual letters to SHBP participants letting them know how they may take steps to further safeguard their information (at no financial cost to individual Seafarers).

At press time, SHBP and the SIU officials were unaware of any misuse of the information printed on the labels for the December mailing of the Summary of Benefits and Coverage documents.

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

### National Food Drive Set for May 11

The National Association of Letter Carriers' (NALC) annual Stamp Out Hunger Food Drive is scheduled for May 11 (a Saturday).

The NALC works in partnership with the AFL-CIO Community Services network, United Way Worldwide, and the nation's food bank network to bring food to the pantries of those in need. In order to participate, citizens simply need to place boxes or cans of non-perishable food next to their respective mailboxes before the letter carriers deliver mail May 11. The carriers will do the rest. The food is taken to a postal station, sorted and delivered by

union volunteers to area food banks or pantries for needy families to access.

According to the AFL-CIO, the Stamp Out Hunger Food Drive is the nation's largest one-day food drive. Last year, nearly 71 million pounds of non-perishable food items were collected, making it the ninth straight year that collections topped the 70-million-pound mark. Altogether, nearly 1.2 billion pounds of food have been collected and donated since the national drive began in 1993.

For more information, visit the NALC website at [www.nalc.org/commun/fooddrive/](http://www.nalc.org/commun/fooddrive/)

### Financial Help Offered to Retired Mariners

The Trustees of the Sailors' Snug Harbor (SSH) are looking to help retired mariners who are in need of financial assistance.

Formed in 1806, the non-profit organization has assisted former SIU and NMU members over the years, and is currently accepting applications from potential new recipients. That support is being offered to career mariners who meet the following requirements:

- Have 3,650 days of deep sea time proven through discharge papers, with at least 50 percent of that time taking place on U.S.-flag ships.
- Be 65 years of age or older.
- Demonstrate a proven need for financial assistance.
- Not have assets exceeding \$50,000 (primary residence excluded).

All public benefits available to an eligible mariner must be accessed before any aid from SSH is approved. Examples include Medicare and VA benefits.

Each interested mariner must complete an application that requires detailed information about present living arrangements and financial history. Questions and application requests are being fielded by the SSH mariner counselor at 1-888-257-5456. The application, along with additional information, can also be found online at [www.thesailorssnugharbor.com](http://www.thesailorssnugharbor.com).

### MM&P Announces Election Results

The International Organization of Masters, Mates and Pilots announced its election results following the earlier decision of longtime MM&P President Tim Brown to, in his words, "allow others, with new ideas, to lead this great organization going forward."

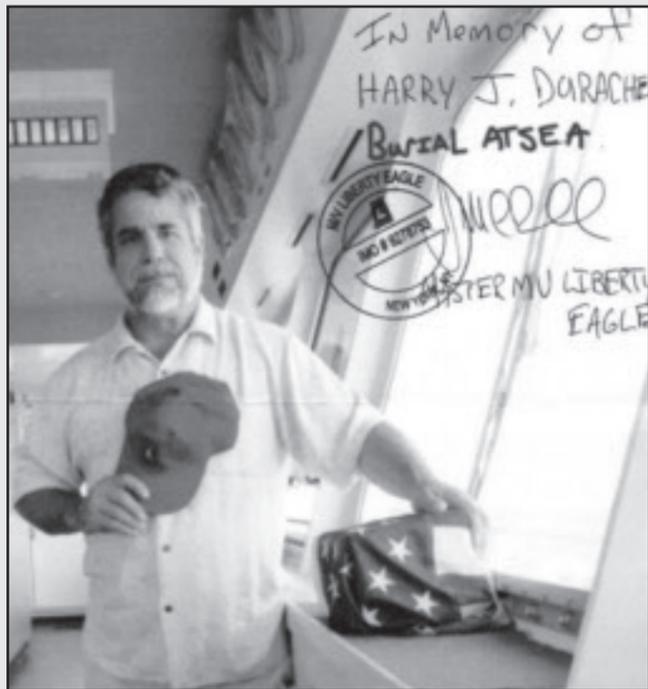
Brown declined his nomination at the MM&P convention last year. Subsequently, Don Marcus, who had been the union's secretary-treasurer, was elected president and took office Jan. 1.

Also elected or re-elected were Secretary-Treasurer Steve Wershe, Atlantic Ports Offshore Vice President Don Josberger, Pacific Ports Vice President Dave Boatner, Gulf Ports Vice President Wayne Farthing, United Inland Group Vice President Mike Murray, Pilots Group Vice President George Quick and Federal Employees Membership Group Vice President Randall Rockwood.

"All these men have long and distinguished records of service to MM&P," said Brown, the outgoing president. "They have the experience, the foresight and the drive to navigate our ship going forward."

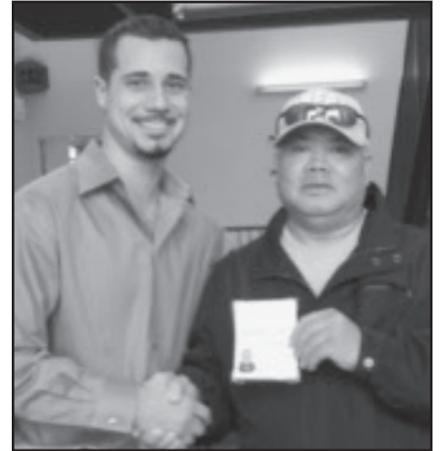
In his farewell column in the union's magazine, Brown said he "heartily" endorsed his successor.

## Remembering Retiree Duracher



Seafarers and officers gathered last September aboard Liberty Maritime's *Liberty Eagle* to memorialize the late SIU retiree Harry Duracher. Some of the mariners are pictured in the group photo above, while the vessel master is at the left. Brother Duracher sailed with the SIU from the mid-1950s through 1989. The Louisiana resident was a deck department member and passed away at age 73.

# Mariner Snapshots from Around the Halls



**OAKLAND** – Clockwise beginning with photo above, Recertified Bosun Stephen Garay (second from left) picks up his first pension check and receives kudos from (from left) Diana Marrone, administrative assistant, SIU Asst. VP Nick Celona and Patrolman Nick Marrone II. Deck-department Seafarer Remy Pao receives his full B-seniority book and takes the oath, administered by Asst. VP Celona. OMU Edwin Simene (left) gets his A-book from Patrolman Marrone. Chief Cook Antedio Liquid (right) receives his A-book from the patrolman. Chief Storekeeper Reynante Soriano (left) picks up his B-book.



**JACKSONVILLE** – VP Gulf Coast Dean Corgey (left) gives the oath and a B-book to GUDE Ranada Littles. Asst. VP Archie Ware is in the background.

**WILMINGTON** – QMED/Electrician Martin Hamilton (right) gets his A-book from Port Agent Jeff Turkus.

**PINEY POINT** – OS Kevin Blackman (left) poses with Port Agent Pat Vandegrift after acquiring his full B-book.



**HOUSTON** – Asst. VP Jim McGee (left) administers the union oath and presents an A-book to Pumpman Marcos Clotter. Port Agent Mike Russo is in the background.

**MOBILE** – After 37 years of service, Third Asst. Engineer Floyd E. Sanderson (left) comes ashore and picks up his first retirement check, from Port Agent Jimmy White.

# Seafarers Celebrate Holidays At Sea, Around the Ports

Seafarers in November and December gathered aboard ships at sea and at ports around the country to welcome in the winter holiday season.

In addition to sharing fellowship with their brothers

and sisters, rank-and-file members at these locations also partook in a smorgasbord of traditional holiday fare.

Retirees, family members and other guests also par-

ticipated in the festivities at the halls. Not to be left out, union officials made appearances at some of the events.

Photos from some of these gatherings appear on the next three pages.

## APL Thailand



Recertified Steward Joel Molinos (right) and Asst. Cook Bernie Igot stand behind some of their handiwork and that of Chief Cook Tammy Bingisser.



Mariners begin gathering for a meal aboard the *APL Thailand*.



Recertified Steward Joel Molinos  
*APL Thailand*

Recertified Steward Joel Molinos provided these photos from Thanksgiving at sea on the *APL Thailand*. "We want to say happy holidays to all our SIU brothers and sisters, from the bottom of our hearts," he noted. Molinos added that ev-

eryone seemed to enjoy the elaborate menu as the ship sailed "in the middle of the Pacific." He teamed up with Chief Cook Tammy Bingisser and Asst. Cook Bernie Igot to deliver the holiday feast.

## Ocean Atlas

*Ocean Atlas* vessel master Capt. Scott A. Lund wrote of the vessel's Christmas at sea, "We purchased a Christmas tree, lights, ornaments, special holiday foods, gifts for the crew and security team from the ship's fund and the generosity of the Beaumont, Texas, seamen's center." He added that everyone pictured is a current or former SIU member. The ship is managed by Crowley for Intermarine.



Back row, from left: 1AE Gary Gilbert, GUDE Rodney Davis, Capt. Scott A. Lund, AB Wadea Alnasafi, (front, from left) 3AE Christopher Irwin, 3rd Mate Frank Guido, AB Nicolas Byers, Bosun Nicholas Smithling.

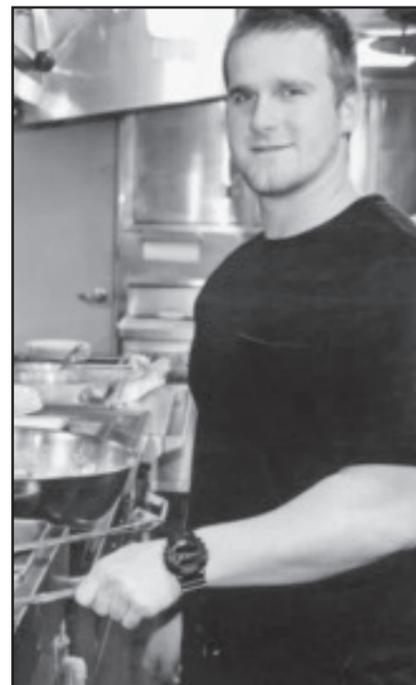


Chief Steward Lloyd Ingram, Capt. Scott A. Lund, ACU Marshall Daguio

## Midnight Sun



Chief Cook Sal Ahmed (left) said he and the rest of the galley gang on the TOTE-operated *Midnight Sun* helped fellow crew members celebrate Christmas and New Year's at sea by providing scrumptious menus. Ahmed said the crew and officers expressed their appreciation; he also credited UA Chase Smith (second from left) for doing "a great job" and learning the tricks of the trade very quickly. Also pictured are Chief Steward Eric Manley (third from left) and SA Eugenio Cabral.



Chief Steward Eric Manley (photo at left) and Apprentice Chase Smith (above) man two of their many "galley battle stations" aboard the *Midnight Sun* during the recent Christmas and New Year's holiday season.

## Port of Wilmington

The union hall in Wilmington, Calif., welcomed a strong turnout for its Dec. 19 festivities.



GUDE Karen Suzuki, Retiree Leonard Viles



Among those pictured are members Harry Agatep, Dominador Guerrero, Andy Campollo and Diosdado Abugotal.



## Sealand Comet



Chief Cook Reynaldo Ricarte, Capt. Denny Dennison, SA Saleh Mussa, Chief Steward Cleto Lindong



Chief Steward Cleto Lindong, Bosun Khaled Munassar, Chief Cook Reynaldo Ricarte



## Port of Baltimore

A good mix of SIU members, retirees and officials got together in Baltimore in early December to celebrate the holiday season. Some of the attendees are pictured in the photo at left including SIU Secretary-Treasurer David Heindel, SIU Plan Administrator Maggie Bowen and SIU VP Contracts George Tricker who are situated second, third and fifth from the right respectively. Baltimore Port Agent Elizabeth Brown is seventh from the left.



*Port of Norfolk*



Maersk Line Limited Port Captain Jeff Londonsky and SIU VP Kermet Mangram



SB Robert Greenwood and wife



Chief Cook Avis Hawkins, Chief Cook Helen Mitchell and SA Deborah Artis



Future Seafarer Martin Baker Jr.



SA Lance Spain and mother, Cassie.



Wiper Ryan Cason and ABG Rosalind Sparrow, his mother.



ABG Chris Hunning, SA George Olegario and Chief Cook Elizabeth Ibanez



GUDE Tyree Delk, SA Arcia Shaw, ABT Cedric Linzy and guest



Retirees Melvin Hite, Ethel Brooks and Mack Young



Robert Lambourne of Maersk Line Limited Crewing and Norfolk Port Agent Georg Kenny



Recertified Steward Adele George and ABG Jonathan Davis



SB James Sivells, Retired OMU John Cooper and ABG Benjie Spencer

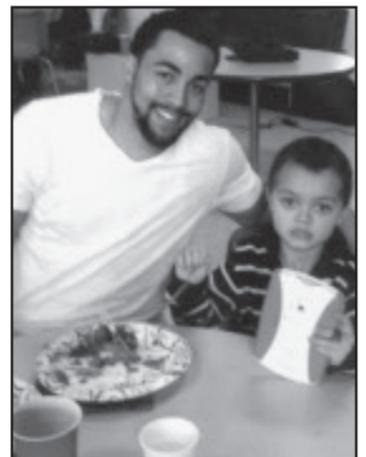


ABB Martin Baker and son, Martin Jr.



Retired QMED Mamoun Mann and Bosun James Burke



3rd AENG Antuan Barnes, a hawespiiper



ABG Gary White



QEE Kevin Quinlan



SA Cieara Rogers

## What's New For 2013

Following are some of the changes that will take effect in 2012 and 2013, along with provisions that remain in effect from 2011. Please check [www.irs.gov](http://www.irs.gov) before filing your return.

**Due date of return** - File Form 1040 by April 15, 2013.

**Exemptions** - The personal exemption and the dependency exemption increased to \$3,800 for 2012. For tax year 2012, there is still no phase-out of the exemption. You will not lose part of your deduction for personal exemptions and itemized deductions, regardless of the amount of your adjusted gross income (AGI).

For tax year 2013, the phase-out is reinstated at the higher threshold of \$250,000 for single individuals, \$275,000 for heads of household, \$300,000 for married filing joint, and \$150,000 for married filing separately.

**Standard Deductions** - The standard deduction for married couples filing a joint return increased to \$11,900 for 2012. The standard deduction for single individuals and married couples filing separate returns is \$5,950 for 2012. The standard deduction for heads of household increased to \$8,700 for 2012.

You can use the 2012 Standard Deduction Worksheet in chapter 20, Publication 17 to figure your standard deduction.

**Itemized Deductions** - Overall income limits for itemized deductions do not apply in 2012. Before 2010, taxpayers whose incomes were above certain levels lost part of their itemized deductions. For taxpayers at all income levels, limitations continue to apply to particular itemized deductions, such as medical and dental expenses, certain miscellaneous itemized deductions and casualty and theft losses. For tax year 2013, the phase-out is reinstated at the higher threshold of \$250,000 for single individuals, \$275,000 for heads of household, \$300,000 for married filing joint, and \$150,000 for married filing separately.

**Medical Care Itemized Deduction Threshold** - For 2013, the threshold for the itemized deduction for unreimbursed medical expenses has increased to 10% of adjusted gross income for regular income tax purposes. In years 2013 - 2016, if either the taxpayer or the taxpayer's spouse has turned 65 before the end of the tax year, the threshold remains at 7.5% of adjusted gross income.

**Self-employed health insurance deduction** - Effective March 30, 2010, if you were self-employed and paid for health insurance, you may be also able to include in your self-employed health insurance deduction any premiums you paid to cover your child who was under age 27 at the end of 2012, even if the child was not your dependent. However, for 2012 self-employed individuals can no longer deduct the cost of their health insurance premiums when calculating net earnings from self-employment for purposes of self-employment taxes.

**Earned Income Credit (EIC)** - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax. The maximum amount of income you can earn and credit available increased for 2012.

- Credit of \$5,891 if you have three or more qualifying children and you earn less than \$45,060 (\$50,270 if married filing jointly)
- Credit of \$5,236 if you have two qualifying children and you earn less than \$41,952 (\$47,162 if married filing jointly).

- Credit of \$3,169 if you have one qualifying child and you earn less than \$36,920 (\$42,130 if married filing jointly), or
- Credit of \$475 if you do not have a qualifying child and you earn less than \$13,980 (\$19,190 if married filing jointly).

The maximum amount of investment income you can have and still get the credit has increased to \$3,200 in 2012.

**Social Security and Medicare Taxes** - The maximum amount of wages subject to the Social Security tax for 2012 is \$110,100. There is no limit on the amount of wages subject to the Medicare tax. New for 2013, hospital insurance tax in addition to the Medicare tax will be an additional 0.9% tax on wages that exceed the following threshold amounts: \$250,000 for married filing jointly and surviving spouses, \$125,000 for married filing separately and \$200,000 for all others. This additional assessment also applies to self-employed workers. Also for 2013, the reduction of Social Security tax of 2% will expire on December 31, 2012 and the old rate of 6.2% will be reinstated.

**Self-Employment Tax Rate and Deduction** - The FICA portion of the self-employment tax was reduced from 12.4% to 10.4% through the end of 2012. The Medicare portion of the SE tax remains at 2.9%. As a result, the SE tax rate was reduced from 15.3% to 13.3%. For 2011 and 2012, the SE tax deduction is revised to reflect an employer's equivalent portion of tax. Previously, the deduction was equal to one-half of self-employment tax. The reduction of 2% will expire on December 31, 2012 and the old rates will be reinstated.

**Capital Gains and Losses** - Continuing from 2011 you must report your capital gains and losses on Form 8949 and report the totals on Schedule D. If you sold a covered security in 2012, your broker will report the cost basis on your Form 1099-B. Refer to the IRS website at [www.irs.gov/form8949](http://www.irs.gov/form8949) for additional information and other new developments affecting this form and Schedule D.

**Qualified Dividend and Capital Gains Tax Rate** - The 0% and 15% maximum tax rates on qualified dividends and net capital gains will remain in effect through December 31, 2012.

Starting 2013, the tax rate on long-term gains and qualified dividends will increase to 20% for income that exceeds the threshold amount of:

- \$450,000 for married filing jointly and surviving spouses
- \$425,000 for head of household
- \$225,000 for married filing separately
- \$400,000 for single.

Also beginning in 2013, capital gain income will be subject to an additional 3.8% Medicare tax.

**Medicare Tax on Investment Income** - New for 2013, a tax equal to 3.8% of the lesser of the individual's net investment income for the year or the amount the individual's modified adjusted gross income (AGI) exceeds the threshold amount. The threshold amounts for the additional Medicare tax are as follows:

- \$250,000 for married filing jointly and surviving spouses
- \$125,000 for married filing separately
- \$200,000 for all others.

Investment income reduced by deductions properly allocable to that income is net investment income. Investment income includes income interest, dividends, annuities, royalties and rents and net gain from disposition of property, other than such income derived in the ordinary course of a trade or business. However, income from a trade or business that is a passive activity and from a trade or business of trading in financial instruments or commodities is included in investment income.

Modified adjusted gross income for the purpose of calculating the additional Medicare tax is a person's adjusted gross income with the foreign earned income exclusion or foreign housing exclusion added back in.

**Adoption credit** - The maximum adoption credit is \$12,650 per child, down from \$13,360 in 2011 with adjusted gross income phase out of \$189,710. For 2012, the credit is nonrefundable. Any unused credit can be carried forward for five years. In general, the adoption credit is based on the reasonable and necessary expenses related to a legal adoption, including adoption fees, court costs, attorney's fees and travel expenses. Income limits and other special rules apply. In addition to filing out Form 8839, Qualified Adoption Expenses, eligible taxpayers must include with their 2012 tax returns one or more adoption-related documents.

For 2013, the projected amount of credit will be \$12,770.

**Child Tax Credit** - The American Taxpayer Relief Act of 2012 extends the enhanced child tax credit of \$1,000 maximum credit per child for five additional years. This \$1,000 credit is scheduled to expire at the end of 2017.

For the 2012 tax year the child tax credit starts to be reduced when income reaches the following levels:

- \$55,000 for married couples filing separately,
- \$75,000 for single, head of household, and qualifying widow(er) filers, and
- \$110,000 for married couples filing jointly

In the phase-out range, the child tax credit is reduced by \$50 for each \$1,000 of income above these threshold amounts.

The child tax credit is generally nonrefundable credit that is limited to regular tax liability plus alternative minimum tax liability. However, a portion of the credit is refundable for certain taxpayers (see Form 8812 and IRS Pub. 972).

**Child and Dependent Care Credit** - The American Taxpayer Relief Act of 2012 extends the credit of \$600 for the cost to care for one child under age 13 or up to \$1,200 for two or more so the parents can either go to work or be in process of looking for work. There must be earned income in order to take the credit.

**The American Opportunity Tax Credit** - For tax year 2012, the maximum credit amount can be up to \$2,500 and up to \$1,000 of that credit amount may be refundable. The credit applies to the first 4 years of post-secondary education in a degree or certificate program.

The credit is calculated by taking 100% of the first \$2,000 of qualified tuition and related educational expenses and 25% of the next \$2,000 of such expenses. The credit is gradually reduced if your Modified AGI is:

- \$80,000 to \$90,000 for Single, Head of Household, and Qualifying Widow(er)
- \$160,000 to \$180,000 for Married Filing Joint

The American Opportunity Tax Credit is extended under The American Taxpayer Relief Act of 2012 through the end of 2017.

**Lifetime Learning Credit** - For tax year 2012, the maximum credit amount per tax return can be up to \$2,000. The credit is calculated by taking 20% of the educational expenses on the first \$10,000 of qualified educational expenses. The credit is gradually reduced if your Modified AGI exceeds \$52,000 (\$104,000 if married filing joint return) and is completely eliminated if your Modified AGI exceeds \$62,000 (\$124,000 if married filing joint return). The credit cannot be claimed if your filing status is "married filing separately."

There is no limit on the number of years for which the credit can be claimed for each student.

**Tuition and Fees Deductions** - This deduction was extended under The American Taxpayer Relief Act of 2012. For tax year 2012, you may be able to deduct up to \$4,000 for taxpayers with AGI of \$65,000 or less (\$130,000 for joint filers) and \$2,000 for taxpayers with AGI above \$65,000 but less than or equal to \$80,000 (\$130,000 and \$160,000, respectively, for joint filers) for qualified educational expenses paid for yourself, spouse or dependent even if you do not itemize deductions on Schedule A.

Taxpayers cannot claim tuition and fees tax deductions in the same year they claim American Opportunity Credit or Lifetime Learning Credit.

Taxpayers who choose to claim the tuition and fees deduction must fill out and attach Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19.

**Expanded Definition of Qualified Expenses for Qualified Tuition Programs** - Qualified higher education expenses generally include tuition, fees, room and board, and related expenses such as books and supplies. The expenses must be for the student pursuing a degree, certificate, or similar program, at an eligible educational institution. An eligible educational institution includes most colleges, universities, and certain vocational schools.

**Educator Expenses** - The deduction for eligible elementary and secondary school teachers of up to \$250 per year (\$500 if you and your spouse were both eligible educators) for expenses paid or incurred for books, certain supplies, computer and other equipment, and supplementary materials used in the classroom has been extended under The American Taxpayer Relief Act of 2012 through December 31, 2017.

**State & Local Sales and Use Tax Deduction** - The election to deduct state and local general sales and use taxes instead of state and local income taxes as an itemized deduction has been extended under the The American Taxpayer Relief Act of 2012. Under the new tax act, this deduction will be available for years 2012 and 2013.

**Individual Retirement Accounts:**

**Education IRAs (Coverdell Education Savings Account)** - Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free, provided they are used to

### HOW TO PREPARE A TAX RETURN

**Step 1.** Get all records together.  
 ■ Income Records. These include any Forms W-2, W-2G and 1099.  
 ■ Itemized deductions and tax credits.

■ Medical and dental payment records.  
 ■ Real estate and personal property tax receipts.

■ Interest payment records for items such as a home mortgage or home equity loan.  
 ■ Records of payments for child care so an individual could work.

**Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 titled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS website at [www.irs.gov](http://www.irs.gov) for forms, instructions and publications.

**Step 3.** Fill in the return.

**Step 4.** Check the return to make sure it is correct.

**Step 5.** Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

**Step 6.** Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099-R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master cards. To pay by credit card, call the toll-free number 1-888-872-9829 or 1-888-729-1040 or visit web sites [www.officialpayments.com/fed](http://www.officialpayments.com/fed) or [www.pay1040.com](http://www.pay1040.com). There is a fee charged based on the amount you are paying.

**Rounding Off to Whole Dollars:** Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

**Fast Refund:** Taxpayers are able to request direct deposit of their tax refunds by filling out lines 74b, 74c and 74d on their Form 1040. Line 74b is for the bank's routing number. Line 74c indicates the type of account, and line 74d is the taxpayer's account number at the bank. When tax returns are filed electronically, a refund will be received in about three weeks, or in two weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. Beginning in 2009, individuals that prepare their own return can

## Tax Tips For Members

access most commonly used Federal tax forms from the IRS website and directly submit the forms electronically. Free electronic filing is no longer subject to any income limitations. For more information, visit the IRS website at: [www.irs.gov](http://www.irs.gov).

### What Are Considered Deductions And Credits

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents is \$3,800 per person. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

**Standard Deduction:** The standard deduction, or dollar amount that reduces the amount that is taxed, increased for married couples filing jointly in 2012 to \$11,900. The standard deduction for single individuals and married couples filing separate returns is now \$5,950. The standard deduction for heads of household increased to \$8,700 for 2012 (see box on this page).

**Personal Interest Deductions:** For 2012, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

**Interest on Secured Loans Deductible:** In most cases you can deduct all your home mortgage interest depending on the date of your mortgage, the amount of the mortgage and how the proceeds were used. Interest paid on investments is also 100 percent deductible but limited to the amount of investment income earned each year. Any excess can be carried forward to the next year.

**Union Dues Deduction:** Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. The self-employed may deduct union dues as a business expense.

**Club Dues Deduction:** No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

**Deductions Subject to 2 Percent of Adjusted Gross Income:** These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, unreimbursed employee expenses, safe deposit box rental and tax preparation fees.

**Deducting Work-Related Expenses:** Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but

use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

**Deducting Work-Related Car Expenses:** Use of a personally owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate. The rate for 2012 is 55.5 cents. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including insurance, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. The IRS recommends keeping a log book or diary listing all expenses related to travel, for both the standard mileage rate and actual cost method, to ensure accurate records. Only work-related expenses not reimbursed by an employer can be claimed.

**Deducting Work-Related Meals When Traveling:** You can use a special standard meal allowance if you work in the transportation industry. You are in the transportation industry if your work:

- Directly involves moving people or goods by airplane, barge, bus, ship, train, or truck, and
- Regularly requires you to travel away from home and, during any single trip, usually involves travel to areas eligible for different standard meal allowance rates.

If this applies to you, you can claim a standard meal allowance of \$59 a day (\$65 for travel outside the continental United States) from January 1 through December 31, 2012. Using special rates for transportation workers eliminates the need for you to determine the standard meal allowance for every area where you stop for sleep or rest. If you choose to use the special rate for any trip, you must use the special rate (and not use the regular standard meals allowance rates) for all trips you take that year.

**Dependent's Social Security Number:** Each dependent must have a Social Security number (SSN). Individuals may get a SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive a SSN.

**Additional (Refundable) Child Tax Credit** - This credit is for certain individuals who get less than the full amount of the child tax credit. The additional child tax credit may give you a refund even if you do not owe any tax.

**Student Loan Interest:** Taxpayers may be able to deduct up to \$2,500 of interest paid for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

**Other Tax Information**  
**Private Delivery Services:** Tax returns and extensions can be mailed through private delivery services such as DHL, Worldwide Express, Federal Express and United Parcel Service.

**Forms of Payments:** One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order. If you file your return electronically you may be able to make your payment electronically.

### Which Records To Keep

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any work-sheets used to figure them, until the statute of limitations runs out for that return, usually three years from the date the return was due or filed, or two years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about six years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.

**Change of Address:** If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

**Death of a Taxpayer:** If a taxpayer died before filing a required return for 2012, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

**Which Income To Report**  
 In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Canceled debts.
- State income tax refunds.
- Rents.
- Repayments.
- Royalties.
- Unemployment benefits.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
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### Embezzled or other illegal income.

Embezzled or other illegal income.

### Which Income Need Not Be Reported

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, and medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

**Filing An Extension**  
 Taxpayers can get an automatic six-month extension if, no later than April 15, 2013, Form 4868 will be filed with the IRS. It is important to remember that a six-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

**Where Is My Refund?**  
 If taxpayers have not received a refund check within 28 days from the original IRS mailing date, information can be accessed through the website at [www.irs.gov](http://www.irs.gov). To get the refund status, taxpayers will need to provide the information from their tax returns. You should know your Social Security number (or IRS Individual Taxpayer Identification Number), Filing Status (Single, Married Filing Joint Return, Married Filing Separate Return, Head of Household, or Qualifying Widow(er)) and the refund amount. It is important to enter the refund amount exactly as it is shown on your return.

# Assorted Changes Greet Filers During 2012 Tax Season

Continued from Page 12

pay the beneficiary's postsecondary education expenses.

**Traditional IRAs** - For 2012, the contribution limit to a traditional IRA is the lesser of \$5,000 (increased to \$6,000 for taxpayers age 50 or older at the end of 2012) or your compensation. For the deduction, the Modified Adjusted Gross Income (AGI) phase-out range in 2012 is \$58,000-\$68,000 for single, head of household, \$92,000-\$112,000 for married couples filing jointly or qualifying widow(er), and less than \$10,000 for married individuals filing separate returns when a taxpayer is covered by an employer's retirement plan at any time during the year.

**Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is the lesser of \$5,000 (increased to \$6,000 for taxpayers age 50 or older at the end of 2012) or your compensation. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$110,000 and \$125,000, for joint filers and qualifying widow(er) with an AGI between \$173,000 and \$183,000, and married filing separate filers with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

**Roth IRA Conversions** - If you converted part or all of an IRA to a Roth IRA in 2010 and did not elect to report the taxable amount on your 2010 return you generally must report half of it on your 2011 return and the rest on your 2012 return.

**Special Charitable Contributions for Certain IRA Owners** - This provision, now available through the end of 2013, offers older owners of individual retirement accounts (IRAs) a different way to give to charity. A 2012 contribution can be made through January 31, 2013 and does not need to be made from an IRA trustee. An IRA owner age 70½ or over can directly transfer, tax-free, up to \$100,000 per year to eligible charities. Known as a qualified charitable distribution (QCD), this option is available for distributions from IRAs, regardless of whether the owners itemize their deductions. Distributions from employer-sponsored retirement plans, including SIMPLE IRAs and simplified employee pension (SEP) plans, are not eligible to be treated as a qualified charitable distribution.

To qualify, the funds must be contributed directly by the IRA trustee to an eligible charity. Amounts so transferred are not taxable and no deduction is available for the transfer.

Not all charities are eligible. For example, donor-advised funds and supporting organizations are not eligible recipients. Remember to check eligibility of the charity before requesting a QCD.

All QCDs from an IRA to eligible charities are counted in determining whether the owner has met the IRA's required minimum distribution. Where individuals have made nondeduct-

ible contributions to their traditional IRAs, a special rule treats QCD amounts as coming first from taxable funds, instead of proportionately from taxable and nontaxable funds, as would be the case with regular distributions.

**Foreign Financial Assets** - If you had foreign financial assets in 2012, you may have to file Form 8938 with your return.

**Divorced or Separated Parents** - A custodial parent who revoked their previous release of a claim to a child's exemption must include a copy of the revocation with their return.

**Repayment of First-time Homebuyer Credit** - If you have to repay the credit, you may be able to do so without attaching Form 5405.

**Mortgage Insurance Premiums** - Mortgage insurance premiums for qualified mortgage insurance on debt to acquire, construct, or improve a first or second residence can potentially be treated as deductible qualified residence interest. The American Taxpayer Relief Act of 2012 extends this provision through December 31, 2013. The provision originally expired after 2011. If your AGI exceeds \$100,000 (\$50,000 if married filing separate) your deduction may be reduced or eliminated.

**Nonbusiness Energy Property Credit** - This credit is available for eligible property placed in service in 2012. The credit has a lifetime limit of \$500, of which only \$200 may be used for windows. This credit still consists of qualified energy efficiency improvements and residential energy property costs. Subject to the lifetime limits, only 10% of qualified energy efficiency improvements are allowed. Subject to the lifetime limits, the residential energy property costs are limited to \$300 for energy-efficient building property, \$150 for any qualified natural gas, propane, or oil furnace or hot water boiler, and \$50 for any advanced main air circulating fan.

**Residential Energy Efficient Property Credit** - This credit remains unchanged from 2011 and equals 30 percent of what a homeowner spends on qualifying property such as solar electric systems, solar hot water heaters, geothermal heat pumps, wind turbines, and fuel cell property. Generally, labor costs are included when calculating this credit. Also, no cap exists on the amount of credit available except in the case of fuel cell property, which is \$500 for each one half kilowatt of capacity.

Eligible homeowners can claim both Energy Property and Energy Efficient Property Credit when they file their 2012 federal income tax return.

**Standard mileage rates** - The standard mileage rates for 2012 remained at 55.5 cents per mile for business miles driven and were reduced to 23.0 cents per mile for medical or moving expenses. The rate for providing services for a charity is set by statute and equals 14 cents per mile. For 2013, the rates have increased to 56.5 cents per mile for business miles driven and 24.0 cents per mile for medical or moving expenses.

**Deduction for corrosive drywall** - You may be able to claim a casualty loss deduction for amounts you paid to repair damage

to your home and household appliances that resulted from corrosive drywall installed in homes between 2001 and 2009. The deduction is limited if you have a pending claim for reimbursement (or intend to pursue reimbursement) through property insurance, litigation, or other means.

**Personal Casualty & Theft Loss** - This loss remains unchanged from 2011. The loss is limited to the excess of the loss over \$100. The 10% of AGI limit still applies.

**Foreign Earned Income Exclusion** - For tax year 2012, the maximum foreign earned income exclusion amount is \$95,100. This amount is up \$2,200 from tax year 2011.

**The Alternative Minimum Tax (AMT) Exemption** - AMT exemptions have been permanently extended and indexed for inflation. Exemption amounts help prevent some middle income earners from being subject to the AMT, and help keep any AMT adjustments less than they otherwise might have been.

For tax year 2012, the alternative minimum tax exemption increases to the following levels:

- \$78,750 for married couples filing a joint return and qualifying widows and widowers, up from \$74,450 in 2011.

- \$39,375 for married persons filing separately, up from \$37,225.

- \$50,600 for singles and heads of household, up from \$48,450.

The act further helps individual taxpayers facing potential AMT by allowing individuals to offset their regular and AMT liability with nonrefundable personal tax credits for the year.

**Tax Rates for 2013** - President Bush Era "tax rates" are made permanent with a new 39.6% bracket (for single individuals at \$400,000, head of household at \$425,000, married filing jointly at \$450,000 and married filing separately at \$225,000). Trusts and estates will hit the 39.6% bracket at \$11,950. The rate for capital gains and dividends will be 20% if the income is in excess of the threshold amount:

- \$400,000 for single individuals

- \$425,000 for heads of household

- \$450,000 for married filing joint.

**Exclusion of Cancellation of Indebtedness on Principal Residence** - Cancellation of indebtedness income is generally includable in income. However the 2010 Tax Relief Act excludes from income cancellation of debt on a principal residence of up to \$2 million. The American Taxpayer Relief Act of 2012 extends the provision through 2013.

**Uniform Definition of a Qualifying Child** - To be claimed as a qualifying child, the person must meet four criteria:

- **Relationship** - the person must be your child, step child, adopted child, foster child, brother or sister, or a descendant of one of these (for example, a grandchild or nephew).

- **Residence** - for more than half the year, the person must have the same residence as you do.

- **Age** - the person must be under age 19

at the end of the year, or under age 24 and be a full-time student for at least five months out of the year, or any age and totally and permanently disabled.

- **Support** - the person did not provide more than half of his or her own support during the year.

**Consumer Alert** - The IRS warns taxpayers to be on the alert for emails and phone calls they may receive which claim to come from the IRS or other federal agency and which mention their tax refund.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The emails and calls usually state that the IRS needs the information to process a refund or deposit it into the taxpayer's bank account. The emails often contain links or attachments to what appears to be the IRS website or an IRS refund application form. However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

The IRS does not send taxpayers emails about their tax accounts. Also, the IRS does not request detailed personal information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts. If you receive an unsolicited e-mail claiming to be from the IRS, forward the message to: phishing@irs.gov.

You may also report misuse of the IRS name, logo, forms or other IRS property to the Treasury Inspector General for Tax Administration toll-free at 1-800-366-4484 or TTY/TDD 1-800-877-8339. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338). Visit IRS.gov and enter "identity theft" in the search box to learn more about identity theft and how to reduce your risk.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter. If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, etc., contact the IRS Identity Protection Specialized Unit at 1-800-908-4490 or submit Form 14039. For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance. Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the National Taxpayer Advocate helpline toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

## April 15 Marks Official Deadline for 2013 SHBP Scholarship Applications

The Seafarers Health and Benefits Plan (SHBP) is offering scholarship opportunities to Seafarers and dependents who are interested in furthering their education but need financial assistance.

The SHBP each year offers scholarships to qualified Seafarers and dependents who are hoping to continue their education. Designed to ease the financial challenges associated with college and vocational studies, the 2013 SHBP Scholarship Program will offer eight awards totaling \$132,000.

Three scholarships will be designated for Seafarers and five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study.

The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each

of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to send for the 2012 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form.

To obtain a copy of this handout, simply fill out the form provided at the right and mail it to Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.

All requests should include the requesting individual's name, Social Security number (Seafarer sponsor's Social Security number if a dependent), a complete mailing address including zip code and a telephone number. Requestors should indicate whether the booklet is for themselves or their dependents. The booklets also are available at SIU hiring halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2013.

A scholarship selection committee,

consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than this month. Doing

so will virtually assure that the results reach the evaluation committee in time for review.

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

Please send me the 2013 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ( ).....

This application is for:  Self  Dependent

Mail this completed form to: Scholarship Program  
Seafarers Health and Benefits Plan  
5201 Auth Way  
Camp Springs, MD 20746

# NMC Announces Updated Mariner Credential Forms

The U.S. Coast Guard's National Maritime Center issued the following communication on Jan. 18. To access the bulletin on the NMC website (in PDF format), go to: [http://www.uscg.mil/nmc/announcements/pdfs/form\\_approval\\_01\\_17\\_13.pdf](http://www.uscg.mil/nmc/announcements/pdfs/form_approval_01_17_13.pdf)

## Updated Mariner Credentialing Program (MCP) Forms

On Jan. 4, 2013, the Office of Management and Budget approved the new version of the Coast Guard forms used to apply for a Merchant Mariner Credential:

- 719B Application
- 719K Medical Evaluation
- 719KE Evaluation of Fitness for Entry Level Ratings
- 719S Small Vessel Sea Service
- 719P Periodic Drug Testing

The data collected on the updated forms is nearly identical to the previous series of forms; however, several of these forms have undergone significant format revisions. The new expiration date of these forms is Jan. 31, 2016.

Implementation of these forms will commence on or about Jan. 28, 2013. The Coast Guard will not stock the updated CG-719 series forms in paper format. These forms will be available electronically in a PDF fill-able format at the National Maritime Center's website: <http://www.uscg.mil/nmc/>.

The Coast Guard has authorized a transition period that will provide mariners the flexibility to apply for a credential using the old and/or new forms as everyone adapts to the new formats. The table below outlines the implementation policy for the new versions of the forms.

### Form -- Implementation Policy

CG-719B -- Applications dated after April 30, 2013 must be on the new form.

CG-719K -- Physicals signed by a physician after April 30, 2013 must be on the new form.

CG-719KE -- Physicals signed by a physician after April 30, 2013 must be on the new form.

CG-719P -- Drug tests collected and submitted after April 30, 2013 must be on the new form.

CG-719S -- Small Vessel Sea Service commenced after April 30, 2013 must be on the new form.

Mariners and other providers should contact the Customer Service Center at [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil) or 888-IASKNMC (888-427-5662) with any questions or feedback regarding new forms.

## March & April 2013 Membership Meetings

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

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

**Attention Seafarers: Contribute To The Seafarers Political Activities Donation**



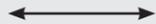
## Dispatchers' Report for Deep Sea

December 16, 2012 - January 15, 2013

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	20	11	1	4	3	1	2	30	15	13
Anchorage	3	0	3	1	0	1	0	4	3	3
Baltimore	9	4	3	5	6	0	2	9	5	3
Fort Lauderdale	16	17	9	7	7	0	3	32	26	10
Guam	4	3	0	2	4	0	0	5	6	1
Honolulu	10	2	2	15	1	3	5	13	7	1
Houston	57	17	1	34	10	1	17	94	23	5
Jacksonville	29	17	1	26	21	1	15	59	30	1
Joliet	8	4	1	0	0	0	0	8	11	2
Mobile	15	4	1	1	1	0	1	27	6	2
New Orleans	13	3	0	10	4	0	4	25	4	3
New York	49	17	3	29	12	0	12	92	22	10
Norfolk	18	16	4	10	10	1	8	33	38	9
Oakland	20	5	2	13	5	1	8	40	13	2
Philadelphia	9	5	1	5	4	0	4	7	5	0
Piney Point	0	4	0	1	0	0	0	1	6	0
Puerto Rico	11	9	1	2	1	1	1	19	16	2
Tacoma	55	17	1	35	13	1	26	80	27	6
St. Louis	7	4	0	3	2	0	0	10	4	2
Wilmington	49	22	3	19	14	1	16	83	37	2
<b>TOTALS</b>	<b>402</b>	<b>181</b>	<b>37</b>	<b>222</b>	<b>118</b>	<b>12</b>	<b>124</b>	<b>671</b>	<b>304</b>	<b>67</b>
<b>Engine Department</b>										
Algonac	2	4	0	0	1	0	0	5	8	0
Anchorage	2	0	2	0	1	0	0	2	4	2
Baltimore	5	5	3	2	4	1	1	5	8	3
Fort Lauderdale	8	4	1	1	5	1	3	17	8	2
Guam	2	0	0	0	0	0	0	3	0	1
Honolulu	5	5	0	7	3	0	2	18	4	3
Houston	25	6	3	13	3	0	3	28	17	3
Jacksonville	35	28	3	16	18	1	10	47	32	5
Joliet	4	3	0	4	2	0	1	4	6	0
Mobile	7	3	0	2	1	0	1	13	6	1
New Orleans	5	3	0	2	3	0	2	10	2	0
New York	19	13	3	12	3	2	3	26	18	3
Norfolk	14	14	0	8	8	1	9	28	31	7
Oakland	11	4	2	7	3	0	3	18	12	3
Philadelphia	3	5	1	1	3	0	2	6	5	1
Piney Point	1	2	0	1	2	0	1	2	0	0
Puerto Rico	2	6	0	2	2	0	0	6	9	0
Tacoma	18	10	1	11	8	0	5	29	16	2
St. Louis	0	2	3	1	0	0	0	3	4	3
Wilmington	12	12	2	4	11	1	5	21	30	4
<b>TOTALS</b>	<b>180</b>	<b>129</b>	<b>24</b>	<b>94</b>	<b>81</b>	<b>7</b>	<b>51</b>	<b>291</b>	<b>220</b>	<b>43</b>
<b>Steward Department</b>										
Algonac	3	4	1	1	0	0	0	4	5	1
Anchorage	0	1	0	0	1	0	0	0	2	0
Baltimore	3	0	0	3	3	0	2	4	3	0
Fort Lauderdale	9	1	4	7	2	0	3	18	2	4
Guam	3	0	0	0	0	0	0	5	2	0
Honolulu	12	1	0	10	3	0	4	26	2	0
Houston	19	10	1	14	4	0	7	28	12	1
Jacksonville	15	13	0	11	7	0	7	30	13	1
Joliet	1	3	1	0	1	0	0	2	3	1
Mobile	6	4	2	2	2	3	2	11	2	1
New Orleans	9	1	0	6	0	1	3	11	2	0
New York	14	7	0	8	1	0	8	30	14	0
Norfolk	8	12	3	5	4	2	2	20	17	3
Oakland	11	3	4	15	1	1	6	21	5	3
Philadelphia	4	0	0	2	0	0	0	5	0	0
Piney Point	3	3	0	1	1	0	0	7	3	0
Puerto Rico	4	2	0	2	2	0	0	4	3	1
Tacoma	17	5	1	19	4	1	8	31	3	0
St. Louis	1	1	0	1	1	0	1	2	4	0
Wilmington	27	4	0	16	1	0	6	51	5	1
<b>TOTALS</b>	<b>169</b>	<b>75</b>	<b>17</b>	<b>123</b>	<b>38</b>	<b>8</b>	<b>59</b>	<b>310</b>	<b>102</b>	<b>17</b>
<b>Entry Department</b>										
Algonac	3	15	9	1	1	3	2	3	17	17
Anchorage	0	0	0	0	1	0	0	0	2	2
Baltimore	1	1	4	1	2	1	2	0	1	3
Fort Lauderdale	1	6	2	1	4	0	0	1	11	8
Guam	0	0	1	0	2	0	0	0	3	1
Honolulu	4	3	7	2	5	4	1	7	10	21
Houston	3	9	2	2	6	0	2	4	21	6
Jacksonville	1	12	12	1	7	2	0	2	21	20
Joliet	0	2	1	0	0	0	0	0	2	3
Mobile	1	1	1	2	1	0	1	1	5	2
New Orleans	0	2	2	1	2	0	0	3	3	5
New York	9	27	17	5	14	4	1	16	49	28
Norfolk	1	17	13	1	6	5	0	1	32	53
Oakland	3	6	7	1	10	3	1	7	21	15
Philadelphia	0	2	3	0	0	1	0	0	2	4
Piney Point	0	2	3	0	0	1	1	0	2	3
Puerto Rico	3	3	1	0	0	1	0	4	2	1
Tacoma	7	9	1	5	11	1	3	8	16	6
St. Louis	0	0	0	0	1	0	0	0	0	0
Wilmington	5	14	6	3	9	5	5	8	33	29
<b>TOTALS</b>	<b>42</b>	<b>131</b>	<b>92</b>	<b>26</b>	<b>82</b>	<b>31</b>	<b>19</b>	<b>65</b>	<b>253</b>	<b>227</b>
<b>GRAND TOTAL:</b>	<b>793</b>	<b>516</b>	<b>170</b>	<b>465</b>	<b>319</b>	<b>58</b>	<b>253</b>	<b>1,337</b>	<b>879</b>	<b>354</b>

## Seafarers International Union Directory

**Michael Sacco, President**  
**Augustin Tellez, Executive Vice President**  
**David Heindel, Secretary-Treasurer**  
**George Tricker, Vice President Contracts**  
**Tom Orzechowski,**  
*Vice President Lakes and Inland Waters*  
**Dean Corgey, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
**Joseph T. Soresi, Vice President Atlantic Coast**  
**Kermett Mangram,**  
*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

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

**Question: What was your first experience at sea like?**

**Satchel Caffy**  
AB

When we headed out they put on the movie "The Perfect Storm" for me and we ended up going through a huge storm. I was scared and I was



popping Dramamine like Tic Tacs. I wasn't feeling nauseous, so I tried not to feel nauseous. You're just sitting there watching the horizon disappear through the port holes. But I love it and that's

why I'm still here.

**Richard Torres**  
Chief Cook

I'll never forget it. I got sick, I turned green. I think I was



sick for a week. It was even worse than they told me it would be. I wanted to swim back to the shore. Now, though, it's easy.

**David Simon**  
Chief Cook

I was in the Navy in Israel, so I had some experience. It was a good thing to know when you're coming into the program. I didn't really feel it (seasickness) too much. For me, it was more psychological.



forward to shipping out again.

**Ekedra Turner**  
Chief Cook

I was in Japan and there were a lot of familiar faces from the program who I knew,



past the sea buoy it was all over – I got sick. I went to my room and tried to take care of myself. But I've enjoyed the work and I've liked it ever since, for 23 years.

**Adele Messina**  
Chief Cook

My first time, it was very hard. I got very sick. But after a while you get used to it. It was just about getting used to the ship and being at sea.



so that was a good thing. But it was a nauseous experience. I got sick, and they say once you get seasick you wish you were dead. I'm fine now, as long as I have my seasickness pills with me.

**Walter Wise**  
Chief Cook

It was kind of scary for me. We were hauling natural gas so if lightning hits, you're a goner. Once we got

## Pic-From-The-Past



Aboard the *LNG Ariès* in late 1977 or early 1978 are (from left) Chief Steward Guy De Baere, Steward Utility J. Delaney, Cook & Baker Robert Adam and John J. Goodnough, purchasing manager for the vessel's operator (Energy Transportation). The *Ariès* was the second American-built, American-crewed tanker in the U.S. merchant fleet.

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

# Welcome Ashore

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



## DEEP SEA

### JERRY DEVOE

Brother Jerry Devoe, 67, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. His most recent trip was aboard the *Ocean Charger*. Brother Devoe attended classes in 2001 at the union-affiliated school in Piney Point, Md. He resides in his native Charleston, S.C.

### DOUGLAS HESTER

Brother Douglas Hester, 66, signed on with the Seafarers in 1966. As a member of deck department, Brother Hester upgraded on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He initially worked on the *Elizabeth*. Brother Hester's most recent trip was aboard the *Santa Mercedes*. He calls Vallejo, Calif., home.

### ALI HUSSEIN

Brother Ali Hussein, 66, donned the SIU colors in 1989. His first voyage was aboard the *Independence*; his most recent was on the *Consumer*. Brother Hussein was a member of the deck department. He was born in Yemen but made his home in Coldwater, Mich.

### LAWRENCE KUNC

Brother Lawrence Kunc, 60, joined the SIU ranks in 1971. His earliest trip was on the *Sea Maine*. Brother Kunc was born in Houston and sailed in the deck department. He enhanced his skills often at the Piney Point school. Brother Kunc was last employed aboard the *Horizon Tiger*. He settled in Sperry, Okla.



### JOSE MAGLALANG

Brother Jose Maglalang, 66, became a union member in 1980 while in the port of Seattle. He first worked on the *Sealand Commerce* as a steward department member. Brother Maglalang took advantage of educational opportunities at the Piney Point school. His final vessel was the *Overseas Anacortes*. Brother Maglalang makes his home in Washington State.

### EDUARDO MORRE

Brother Eduardo Morre, 67, began his SIU career in 1989. He initially shipped aboard the *Independence*. Brother Morre was born in Cebu, Philippines, and sailed in the deck department. In 2002 and 2004, he attended classes at the Paul Hall Center. Brother Morre most recently sailed on the *Green Point*. He calls Kapolei, Hawaii, home.



### ZAID MUTHALA

Brother Zaid Muthala, 56, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. His most recent trip was aboard the *Alaskan Explorer*. Brother Muthala, a member of the deck department, upgraded 2002 at the SIU-affiliated school in Piney Point, Md. He lives in Anaheim, Calif.



### MOHAMED NAGI

Brother Mohamed Nagi, 69, joined the union in 1970. He originally sailed aboard the *Halcyon Tiger* as a member of the engine department. Brother Nagi last shipped on the *Adventure*. He resides in Brooklyn, N.Y.



### SYLVIA NIEMI

Sister Sylvia Niemi, 71, signed on with the SIU in 1990. She first sailed aboard the *1st Lt. Jack Lummus*. Sister Niemi enhanced her skills on three occasions at the Piney Point school. The Alaska native sailed as a member of the steward department. Sister Niemi last shipped on the *2nd Lt. John Paul Bobo*. She lives in Seattle.



### REBECCA POULIOT

Sister Rebecca Pouliot, 65, began sailing with the union in 1986. She first worked aboard the *1st Lt. Jack Lummus*. Sister Pouliot was born in Minnesota. She sailed in the steward department, most recently on the *Richard G. Mathieson*. On numerous occasions, Sister Pouliot completed courses at the Paul Hall Center. She is a resident of Hilo, Hawaii.



### HENRY PRYCE

Brother Henry Pryce, 65, signed on with the union in 2002 while in Ft. Lauderdale, Fla. The Jamaica native primarily worked with GFC Crane Consultants Inc. Brother Pryce resides in Lauderhill, Fla.



### JOHN ROPP

Brother John Ropp, 83, became an SIU member in 1978 while in San Francisco. The engine department



member originally sailed on the *Manhattan*. Brother Ropp's most recent vessel was the *American Tern*. He was born in the Philippines, and lives in Modesto, Calif.

### NICANOR SERENO

Brother Nicanor Sereno, 71, started shipping with the union in 2000. He first sailed on the *Independence*. Brother Sereno worked in the steward department and upgraded often. He was born in Manila, Philippines, and most recently sailed aboard the *Pacific Collector*. Brother Sereno is a resident of Waipahu, Hawaii.



### EMANUEL WASHINGTON

Brother Emanuel Washington, 71, joined the SIU in 2001 as the NMU merged into the Seafarers International Union. The engine department member's most recent trip was aboard the *USNS Bowditch*. Brother Washington attended classes in 2001 and 2003 at the union-affiliated school in Piney Point, Md. He was born in New Orleans and now lives in Oakland, Calif.



## INLAND

### JAMES FERGUSON

Brother James Ferguson, 67,

donned the SIU colors in 1988. He worked with Crowley Towing & Transportation of Jacksonville for the duration of his career. Brother Ferguson was a deck department member. He calls Highland, Texas, home.

### HENRY FROMAL

Brother Henry Fromal, 67, was born in Pennsylvania. He became a Seafarer in 1975, originally shipping with Mariner Towing. Brother Fromal took advantage of educational opportunities at the Piney Point school. He sailed as a member of the engine department. Brother Fromal most recently worked aboard the American Marine Corporation vessel. He settled in Spring Hill, Fla.

### DONNIE HENNIE

Brother Donnie Hennie, 62, signed on with the SIU in 1980. He primarily sailed in the deck department of vessels operated by Dravo Basic Materials Company. Brother Hennie resides in McKinney, Texas.



### JOE JOHNSON

Brother Joe Johnson, 63, became a union member in 1986 while in Norfolk, Va. A native of North Carolina, Brother Johnson enhanced his seafaring abilities at the maritime training center in Piney Point. The engine department member mainly sailed with Allied Transportation Company. Brother Johnson makes his home in Norfolk.

### WILLIAM MEUSER

Brother William Meuser, 62, began sailing with the SIU in 1977. He initially sailed with Crowley Puerto Rico Services. Brother Meuser worked in the engine department. He was last employed on a Crowley Towing & Transportation vessel. Brother Meuser is a resident of St. Augustine, Fla.



### GUY PRUITT

Brother Guy Pruitt, 62, joined the union in 1979. His earliest trip to sea was on a Steuart Transportation Company vessel. Brother Pruitt upgraded frequently at the Paul Hall Center. He was born in Virginia. Brother Pruitt's most recent trip was with Express Marine Inc. He now calls Onancock, Va., home.

### LAWRENCE ROWE

Brother Lawrence Rowe, 66, was born in Virginia. He started shipping with the SIU in 1973. Brother Rowe worked with Interstate Oil Transport Company for the duration of his career. He lives in Kilmarnock, Va.

### EDWARD WHITFIELD

Brother Edward Whitfield, 71, signed on with the union in 1997 while in the port of New York. He attended classes on two occasions at the Piney Point school. Brother Whitfield primarily sailed on Penn Maritime Inc. vessels. He calls Hobucken, N.C., home.

## This Month In SIU History

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

### 1946

The first concrete step toward the establishment of an SIU upgrading school for Seafarers' membership was taken last Wednesday night when coastwise branch meetings voted overwhelmingly for a resolution that authorized the election of a committee to investigate the possibility and advisability of establishing such a school in the Port of New Orleans. There has always been great membership sentiment in favor of such a step, as informal polls, resolutions from ships meetings and letters to the *Seafarers LOG* have shown. The resolution, submitted by Brothers Paul Hall, C.J. Buck Stephens and J. Steely White, pointed out that there is a great shortage of men in qualified ratings, while there is an over-abundance of unqualified ratings in practically all ports.

### 1949

In recent years members of forward-looking trade unions, well established in their industries, have been driving toward a wider form of economic security than wages and conditions alone can provide. This security is achieved through broad and ingenious insurance program yielding to medical and surgical care, sick benefits, vacation benefits and in many instances old-age pensions for union members. Recognizing the potential of such welfare plans, SIU members at the headquarters meeting in New York instructed union officials to make a thorough study of such plans and to demand a welfare plan at the next meeting between the union's nego-

tiation committee and shipowners.

### 1957

Harry Lundeberg, the founder of the Seafarers International Union and the leading figure in maritime for more than two decades, died of a heart attack in Peninsula Hospital. Death came to the 56-year-old president of the SIUNA just a few days before his expected discharge from the hospital. He had suffered a mild heart seizure Jan. 20. His passing cut short a militant, crusading career on behalf of American seamen which reached back into the early 1930s. It was Lundeberg who led the revival of maritime unions in the United States, beginning with the bitter and tumultuous 1934 maritime strike. From there he pressed ahead relentlessly battling shipowners, the government and the maritime section of the Communist Party on behalf of the men he represented.

### 1960

A wage review establishing increased monthly base pay plus higher hourly overtime and penalty rates for the SIU-contracted dry cargo fleet was completed by the union last week. The memorandum of understanding signed by the SIU with operators provides pay boosts ranging generally from \$4.24 monthly for steward department entry ratings to \$30.49 monthly for most bosuns and stewards. A few specialized ratings drew higher amounts. Overtime scales were boosted to \$2.33 hourly for the top ratings, \$2.28 for the middle bracket and to \$1.78 for entry ratings. In addition to upping base wages, the union negotiators won a 28-cent daily hike in shipowner contributions to the SIU vacations plan.

# Final Departures



## DEEP SEA

### MIKE ANDRUCOVICI

Brother Mike Andrucovici, 59, passed away August 3. He began sailing with the SIU during the 2001 merger with the NMU. Brother Andrucovici sailed in all three departments. He was born in Romania but called Brooklyn, N.Y., home. Brother Andrucovici's final ship was the *Maersk Iowa*.

### WILLIAM BEADLES

Pensioner William Beadles, 90, died July 10. Brother Beadles signed on with the union in 1953 while in New York. His earliest trip to sea was on the *Rosario*. Brother Beadles was born in Kentucky. He last shipped with Michigan Tankers as a member of the deck department. Brother Beadles retired in 1977 and lived in St. Louis.



### ROBERT CALDWELL

Pensioner Robert Caldwell, 65, passed away June 28. Brother Caldwell was born in Corpus Christi, Texas. The engine department member joined the Seafarers in 1967. Brother Caldwell first sailed on the *Marore*. His final voyage was aboard the *Cape Wrath*. Brother Caldwell went on pension in 2003 and continued to make his home in Texas.

### LILLIAN DELANEY

Pensioner Lillian Delaney, 90, died July 13. Sister Delaney became an SIU member in 1972 while in the port of San Francisco. She was born in Pennsylvania and worked in the steward department. Sister Delaney initially sailed on the *Santa Mariana*. Her last ship was the *Innovator*. Sister Delaney started collecting her retirement compensation in 1993. She settled in San Antonio, Texas.

### JACOB GROBY

Pensioner Jacob Groby, 83, passed away July 14. Brother Groby first donned the SIU colors in 1951. The deck department member was born in Georgia. Brother Groby's first trip was aboard the *Mary Adams*. His final ship was the *Overseas Valdez*. Brother Groby became a pensioner in 1994. He was a resident of Livingston, Texas.



### EDWARD MARTINEZ

Brother Edward Martinez, 45, died July 4. He started shipping with the union in 2011. Brother Martinez worked aboard the *2nd Lt. John Paul Bobo* for the duration of his career. He was born in Nicaragua and sailed in the deck department. Brother Martinez resided in Spokane, Wash.

## NICHOLAS NAGY

Pensioner Nicholas Nagy, 71, died August 5. Brother Nagy joined the union in 1965. He originally shipped on an American Steamship Company vessel. Brother Nagy was born in Michigan and worked in the deck department. His final ship was the *Enterprise*. Brother Nagy went on pension in 1998. He made his home in Temecula, Calif.



## RAYMOND PRICE

Brother Raymond Price, 51, passed away July 4. He was born in Jersey City, N.J. Brother Price became a Seafarer in 1980. His first vessel was the *Overseas Chicago*; his last, the *Independence*. Brother Price was a steward department member. He lived in Port St. Lucie, Fla.

## LAVERNE QUANTZ

Pensioner Laverne Quantz, 83, died July 13. Brother Quantz began sailing with the union in 1965. He was initially employed with Hudson Waterways Corporation. Brother Quantz was born in Washington State. The deck department member's final trip was with Michigan Tankers Inc. Brother Quantz started receiving his pension in 1993 and called Lacey, Wash., home.



## HARUYUKI SABURDMARU

Pensioner Haruyuki Saburdmaru, 85, passed away August 9. Brother Saburdmaru was a California native. He joined the SIU in 1980. Brother Saburdmaru originally worked aboard Cove Ship Management's *Oceanic Independence*. He shipped in the steward department. Prior to his retirement in 1994, he sailed on the *Independence*. Brother Saburdmaru was a resident of Daly City, Calif.



## JAMES WADE

Pensioner James Wade, 78, passed away July 15. Brother Wade signed on with the SIU in 1956 while in the port of New York. His first ship was operated by Ellis Towing & Transportation. Brother Wade was a Michigan native and sailed in the deck department. His final trip was aboard the *Innovator*. Brother Wade went on pension in 1997 and resided in Pico Rivera, Calif.



## JOSEPH WILLIAMS

Pensioner Joseph Williams, 88, died May 31. Brother Williams was born in Panama. He joined the union in 1959, initially shipping on the *Santa Mariana*. Brother Williams worked in the steward department. His last voyage was aboard the *Innovator*. Brother Williams became a pensioner in 2002 and settled in Oakland, Calif.

## INLAND

### JAMES CLARK

Pensioner James Clark, 90, passed away July 26. Brother Clark started shipping with the SIU in 1961. His earliest trip was with Meyle Towing Company. Brother Clark was born in Philadelphia. His final trip was on a McAllister Towing of Philadelphia vessel. He went on pension in 1987 and continued to reside in Pennsylvania.

### JIMMIE CRABTREE

Pensioner Jimmie Crabtree, 68, died August 2. Brother Crabtree joined the union in 1977, and his first boats included ones operated by American Barge Lines. Brother Crabtree was a California native. His last trip was with OSG Ship Management. Brother Crabtree worked in both the deck and steward departments. He retired in 1998 and was a resident of Tremonton, Utah.



### JOE DANIELS

Pensioner Joe Daniels, 87, passed away August 10. Brother Daniels was born in North Carolina. He joined the SIU in 1974 and sailed with Steuart Transportation. Brother Daniels was last employed aboard an Interstate Oil Transportation Company vessel. He became a pensioner in 1987. He lived in Wanchese, N.C.

### EDWARD DWYER

Pensioner Edward Dwyer, 81, died July 21. Brother Dwyer first donned the SIU colors in 1958 while in New York. His first voyage was aboard the *Sampan Knot*. Brother Dwyer, a New York native, was a member of the deck department. His final trip was with Crowley Towing and Transportation of Jacksonville. Brother Dwyer went on pension in 1996 and made his home in Forest Hills, N.Y.



### HOWARD IRELAND

Pensioner Howard Ireland, 72, passed away July 23. Brother Ireland began sailing with the union in 1974 while in the port of Philadelphia. He was primarily employed aboard Interstate Oil Transportation Company vessels. Brother Ireland

was born in Camden, N.J. The deck department member started collecting his retirement pay in 2002. Brother Ireland settled in Pennsylvania.



### WILLIE JONES

Brother Willie Jones, 51, died July 17. He became an SIU member in 2002. Brother Jones first sailed with Penn Maritime Inc. as a member of the deck department. His most recent trip was on the *Resolve*. Brother Jones was born in New Orleans and lived in Slidell, La.

### AUGUST JACKSON

Brother August Jackson, 63, passed away April 13. He signed on with the SIU in 1966. Brother Jackson's earliest trip was aboard the *Overseas Ulla*. The engine department member last sailed on the *Delta Queen*. He is a resident of New Orleans.

### MAXIMO LOPE

Pensioner Maximo Lope, 89, died June 20. Brother Lope was born in the Philippines. He started sailing with the union in 1972. Brother Lope shipped with the Association of Maryland Pilots for the duration of his career. He became a pensioner in 1985 and called Norfolk, Va., home.



### CHARLES PEAVY

Pensioner Charles Peavy, 70, passed away August 11. Brother Peavy first donned the SIU colors in 1965. He mainly worked with Dravo Basic Materials Company. Brother Peavy retired in 2004 and continued to reside in his native state of Alabama.



### HOBERT SNYDER

Pensioner Hobert Snyder, 82, died August 10. Brother Snyder became a union member in 1961 while in Norfolk, Va. He worked aboard vessels operated by Moran Towing of Virginia. Brother Snyder went on pension in 1988 and settled in Chesapeake, Va.



### EUGENE WOTURSKI

Pensioner Eugene Woturski, 66, passed away August 11. Brother Woturski started sailing with the union in 1966. He originally sailed on the *Globe Carrier* as a deck department member. Brother Woturski last worked with



American Towing & Transportation. He became a pensioner in 2008 and resided in Villas, N.J.

## GREAT LAKES

### JACK ALLEN

Pensioner Jack Allen, 80, passed away June 28. Brother Allen began sailing with the SIU in 1958. He was originally employed with Tomlinson Fleet Corporation as a member of the deck department. Brother Allen was born in Michigan. His last trip was on a Great Lakes Towing vessel. Brother Allen started receiving his pension in 1991. He was a resident of St. Clair, Mich.

### MICHAEL BAKOS

Pensioner Michael Bakos, 90, died June 9. Brother Bakos was a native of Pennsylvania. He started sailing with the union in 1948. Brother Bakos primarily worked aboard vessels operated by Great Lakes Associates. He shipped in the deck department. Brother Bakos became a pensioner in 1988 and called Smithfield, Pa., home.

### ROBERT HENSLEY

Pensioner Robert Hensley, 84, passed away July 30. Brother Hensley became an SIU member in 1973. His first trip was with Great Lakes Associates. Brother Hensley was born in North Carolina and sailed in the deck department. Prior to his retirement in 1996, he sailed on the *Steel T. Crapo*. Brother Hensley lived in Marion, N.C.



### LESTER JACOBSON

Pensioner Lester Jacobson, 79, died June 25. Brother Jacobson signed on with the union in 1969. His first ship was the *American Seacoast*; his last, the *Kinsman Enterprise*. Brother Jacobson sailed in the engine department. He went on pension in 1998 and made his home in Duluth, Minn.

### ROGER LORENZ

Pensioner Roger Lorenz, 66, passed away June 22. Brother Lorenz began sailing with the SIU in 1978. He originally sailed with Pringle Transit Company. Brother Lorenz was a member of the deck department. Before retiring in 2010, he sailed on the *Charles E. Wilson*. Brother Lorenz was a resident of Painesdale, Mich.

### HERMAN WOLGAST

Pensioner Herman Wolgast, 89, passed away June 30. Brother Wolgast was born in Michigan. He joined the union in 1960, initially shipping with American Steamship Company. Brother Wolgast sailed in the deck department. His final trip was on the *St. Clair*. Brother Wolgast became a pensioner in 1986 and resided in Alpena, Mich.

# 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.

**CHARGER** (Maersk Line, Limited), November 3 – Chairman **Bradley Casey**, Secretary **Norman W. Cox**, Educational Director **Andrew J. Linares**. Chairman gave big thumbs up to the steward department for a job well done and great meals. Secretary encouraged crew members to vote. Educational director informed crew that refrigerators for crew cabins are on the way. He advised mariners to upgrade at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Correspondence was read from headquarters pertaining to rules for vacation time.

**HORIZON TRADER** (Horizon Lines), November 14 – Chairman **Issac Vega Mercado**, Secretary **Kevin M. Dougherty**, Educational **Tom M. Flynn**, Deck Delegate **Marcos Santos**, Steward Delegate **Michael Henry**. Bosun went over ship's itinerary and announced payoff on November 16 upon arrival in Elizabeth, N.J. He thanked crew for safely completing work after dry dock. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point and urged everyone to keep all paperwork and shipping documents up-to-date: clinic card, medical forms, TWIC, passport, etc. Treasurer reported \$1,700 in ship's fund. No beefs or disputed OT reported. Request was made to upgrade Internet service and put TV cables in each cabin. Steward department was thanked for good food. Next ports: Elizabeth, N.J., San Juan, P.R. and Jacksonville, Fla.

**LIBERTY EAGLE** (Liberty Maritime), November 18 – Chairman **Charlie J. Hill**, Secretary **Fausto D. Arando**, Educational Director **Mark K. Maduro**, Steward Delegate **Ambrose Gabriel**. Chairman discussed emergency situation which took place in Djibouti, Africa; thanks to Paul Hall Center training there was a positive outcome. Secretary expressed gratitude to fellow shipmates for their help keeping ship clean. Treasurer stated \$150 in ship's fund. No beefs or disputed OT reported. Bosun requested radio communication on deck work areas. Steward department was thanked for excellent food and service during voyage. Next port: Houston.

**LIGHTNING** (Maersk Line, Limited), November 25 – Chairman **Shawn T. Evans**, Secretary **Terry L. Allen**, Educational Director **Daniel F. Dean**, Deck Delegate **David M. Fridstrom**, Engine Delegate **Joseph McCrosky**. Chairman thanked Seafarers for a smooth trip. He reminded those departing vessel to leave



Recertified Bosun Abdulla Alwaseem



AB Charles Herrera

## With Seafarers on the West Coast

SIU VP Contracts George Tricker (third from left in group photo) and Port Agent Jeff Turkus met with members aboard the *Sealand Intrepid* the day after Christmas, in Los Angeles. Pictured from left to right aboard the vessel are QMED Oscar Garcia, SA Jennie Ricaido, Tricker, Recertified Bosun Abdulla Alwaseem, (seated) AB Patricio Libre, Recertified Steward Michael Kozak, GUDE Musa Quraish and AB Tomas Robinson.



rooms clean and supplied with fresh linen. He asked for an update on anything being done to make up for lost hours due to new STCW-related guidelines on rest periods. Steward brought up food budget concerns. Educational director urged mariners to enhance skills at the Piney Point school. No beefs or disputed OT reported. Crew thanked steward department for great job during voyage.

**MAERSK MISSOURI** (Maersk Line, Limited), November 18 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Dudley A. James**, Engine Delegate **Anatoli Vetsinov**, Steward Delegate **Saeed Alahmadi**. Chairman reported good voyage and thanked crew for their hard work. Secretary asked mariners to leave cabins clean for reliefs. Educational director advised Seafarers to take advantage of SIU-affiliated school in Piney Point. He also urged crew to keep documents current and renew early so they won't lose eligibility to sail. Treasurer reported \$3,000 in ship's fund. No beefs or disputed OT reported. Suggestion was made to clarify transportation procedures for apprentices. All hands expressed appreciation to steward department. Next ports: Elizabeth, N.J., Charleston,

S.C., Norfolk, Va. and Newark, N.J.

**MAERSK VIRGINIA** (Maersk Line, Limited), November 10 – Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**, Deck Delegate **Mario Ordonez**, Engine Delegate **Ronald Westerfield**, Steward Delegate **Richard Jones**. Chairman thanked members for support and help maintaining ship cleanliness. Secretary expressed his gratitude for teamwork aboard the vessel. Educational director suggested all mariners upgrade at Paul Hall Center. Treasurer noted \$1,700 in ship's fund. No beefs or disputed OT reported. Recommendation was made to increase vacation days and lower retirement requirements. Next port: Newark, N.J.

**MAREMAR** (OSG Ship Management), November 4 – Chairman **Jozef Ignaczak**, Secretary **Obencio M. Espinoza**, Educational Director **Edwin Feliciano**, Deck Delegate **Eddie Ebanks**, Engine Delegate **Flavio Suazo**. Bosun reported payoff to take place upon arrival in Ashkelon, Israel. He urged all mariners to make sure all shipping documents were up-to-date. Secretary asked crew leaving vessel to clean rooms,

empty trash and leave keys for next members. Educational director suggested mariners take advantage of courses available at the maritime training center in Piney Point. No beefs or disputed OT reported. Recommendation was made to increase optical and dental benefits. Clarification requested about transportation procedures.

**NATIONAL GLORY** (Crowley), November 24 – Chairman **Timothy D. Koebel**, Secretary **Lonnie W. Jones**, Educational Director **Timothy A. Chestnut**, Deck Delegate **Bill Rackley**, Engine Delegate **Ronald Smith**, Steward Delegate **Orlando Suazo**. Chairman talked about expected bitter weather and the necessity of proper gear. Mariners were urged to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Suggestions were made regarding health and pension benefits. Steward department was thanked for sumptuous Thanksgiving meal. Steward expressed concerns about linen orders.

**RACER** (Maersk Line, Limited), November 9 – Chairman **Magdy Balat**, Secretary **Glenn Williams**, Engine Delegate **Jeffery Bull**. Chairman discussed ship's itinerary and reported

another safe trip. Thanks to all crew for their efforts and fellowship. Departing mariners were asked to leave clean linen for reliefs. Secretary reminded crew members to turn in dirty laundry at the C deck locker room before departure. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point. Treasurer stated \$1,852 in ship's fund. No beefs or disputed OT reported. New washing machine requested.

**OVERSEAS ANACORTES** (OSG Ship Management), December 3 – Chairman **Anton T. Sulic**, Secretary **Dana A. Paradise**, Educational Director **Melvin R. Ratcliff**, Engine Delegate **John Raquipiso**. Chairman stressed importance of voting and also working together. Keep all business in house and report any problems to department head. Secretary asked crew to separate all cans, plastic and paper. Educational director advised seafarers to enhance skills at Piney Point school and make sure all paperwork is current. No beefs or disputed OT reported. Recommendation was made pertaining to dental plan. Steward department was thanked for great Thanksgiving meals and good food in general. Next ports: Richmond, Calif. and Long Beach, Calif.

# Officials Release Annual Funding Notice For SIU Pacific District Pension Plan

## Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your pension plan ("the Plan") and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning August 1, 2011 and ending July 31, 2012 ("Plan Year").

## How Well-Funded Is Your Plan?

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

	2011 August 1, 2011	2010 August 1, 2010	2009 August 1, 2009
Valuation Date	August 1, 2011	August 1, 2010	August 1, 2009
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$114,837,515	\$119,122,143	\$121,583,919
Value of Liabilities	\$93,787,206	\$94,181,966	\$90,207,505

## Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are actuarial values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Substituting the market value of assets for the actuarial value used in the above chart would show a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table. The value of the Plan assets shown as of July 31, 2011 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2011 annual report filed with the Department of Labor in May, 2013.

	July 31, 2012	July 31, 2011	July 31, 2010
Fair Market Value of Assets	\$109,224,802	\$112,857,554	\$114,954,984

## Critical or Endangered Status

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

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

## Participant Information

The total number of participants in the Plan as of the Plan's valuation date was 2,832. Of this number, 626 were active participants, 1,460 were retired or separated from service and receiving benefits, and 746 were retired or separated from service and entitled to future benefits.

## Funding and Investment Policies

Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. Plan benefits are funded by employer contributions and investment returns on those contributions. The shipping companies have not been required to make contributions to the Plan since August 1, 1993, and may resume making contributions in the future through collective bargaining or if necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (ERISA) and the Internal Revenue Code. Since August 1, 1993, Plan benefits have been funded by the Plan's investment income. The Plan's funding policy is to continue to fund Plan benefits in this manner and satisfy the minimum funding standards of ERISA and the Internal Revenue Code.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries, who make specific investments in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

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

## Asset Allocations

1. Cash (Interest bearing and non-interest bearing)
2. U.S. Government securities
3. Corporate debt instruments
4. Corporate stocks (other than employer securities):
5. Other

## Percentage

- 12.38%
- 33.02%
- 26.95%
- 26.69%
- .96%

## Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. The Plan's 2009 and 2010 annual reports are available now. The Plan's 2011 annual report will be available after it is filed with the U.S. Department of Labor in May 2013. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling (202) 693-8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator.

## Summary of Rules Governing Plans in Reorganization and Insolvent Plans

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

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

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

This Plan is **not** insolvent and **not** in reorganization, and is over 100% funded.

## Benefit Payments Guaranteed by the PBGC

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

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

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

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

## Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, (415) 764-4993. For identification purposes, the official plan number is 001 and the plan sponsor's name and employer identification number or "EIN" is the Board of Trustees of SIU Pacific District Pension Plan and 94-6061923. For more information about the PBGC, go to PBGC's website, [www.pbgc.gov](http://www.pbgc.gov).

## Know Your Rights

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

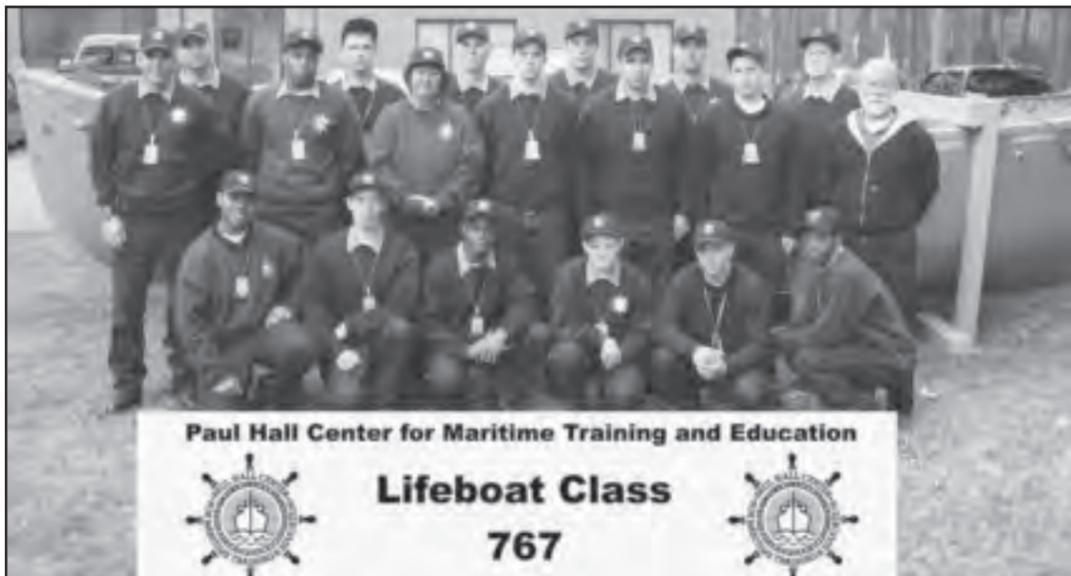
**SEAFARERS POLITICAL ACTIVITY DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant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

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

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



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 767** – Nineteen Phase I unlicensed apprentices completed this 60-hour course Dec. 21. Graduating (above, in alphabetical order) were: Joshua Burnette, Hector Caballero, Randall Campbell, Derek Chestnut, Timothy Dougherty, Curtis Everett, Keyon Gregory, Catherine Hopkins, Michael Kloos, Henry Marchant, Christopher Mendoza, Daniel Nicholson, Adam Poole, Christina Price, Wrightly Reed, Scott Reynolds, Hakeem Shoatz, Jeffrey Thrash and Douglas Vaughn. Class Instructor Ben Cusic is at the far right. (Note: Not all are pictured.)



**Welding** – Five upgraders finished this course Dec. 14. Graduating from the four-week class (above, in alphabetical order) were: Azad Ardehirdavani, Nicole Geideman, Michael Gray, Michael Mermell and Steve Shaffer. Class Instructor Buzzy Andrews is standing second from the left.



**GMDSS** – The following upgraders (above, in alphabetical order) graduated from this 70-hour course Dec. 7: Michael Andrew, Richard Crutchfield, Emmanuel Garcia, David Goodwin, Michael Harris Jr., Ross Robinson and Perry Schroff. Brad Wheeler, their instructor, is at the far right.



**Certified Chief Cook** – Two upgraders recently completed their requirements in this 12-week course. Graduating (above, from the left) were Frances Bautista and Clifton Medley III.



**ECDIS** – Four Seafarers completed the enhancement of their skills in this 35-hour course Dec.21. Graduating (above, in alphabetical order) were: Alfred Drake, Mark Knight, Clifton Noe and Richard Weaver. Brad Wheeler, their instructor, is at the far left.



**ECDIS** – The following individuals (above, in alphabetical order) graduated from this course Dec. 14: Juan Barandiaran, Henry Gamp, Bryan Kneeland, Jose Marrero, Martin Meravy, Gary Schulte, Timothy Smithwick and Jeremiah Turner. Class Instructor Brad Wheeler is at the far left.



**Combined Basic and Advanced Fire Fighting** – Eight upgraders completed this 41-hour course Dec. 7. Those graduating (above, in alphabetical order) were: Dionce Bright, Elijah Huff, James Kayser, Ryan Kinser, Peter Meglow, Melvin Smalls, Carrie Stockton and Timothy VanWeezel. Joe Zienda, their instructor, is at the far right.

**BST** – The following Seafarers (photo at right, in alphabetical order) completed the enhancement of their skills in this course Dec. 7: Omar Aswad, Michael Blair, Henry Brown Jr., Romeo Codilero, Andy Derry, Charles Ford, Cirico Geonanga, Weston Hines, Dwight Hunt, Ryan Legario, Terrell McMillian, Jesse Mixon, David Parker, Raymond Roldan, Ali Saleh, David Sexton, Adrian Schubert, Delbra Singleton-Leslie, Benjamin Sivells, Leonard Soriano and Mariette Wright.



# Paul Hall Center Classes



**Tank Barge Dangerous Liquids** – Seventeen upgraders finished this 38-hour course Dec. 14. Those graduating (photo at left, in alphabetical order) were: Omar Aswad, Frank Battaglia, Martin Baker, Henry Brown Jr., Romeo Co-dillero, Charles Ford, Weston Hines, Gary Hirsch, Dwight Hunt, James Kayser, Ryan Legario, Jesse Mixon, Melvin Smalls, Leonard Soriano, Thomas Swanson, Timothy Van-Weezel and Kwamena Watson. Class Instructor Mitch Oakley is standing at the far left.

## Important Notice to Students

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



**Basic Auxiliary Plant Operations (BAPO)**– Ten Phase III unlicensed apprentices graduated from this 63-hour course Dec. 7. Completing their requirements and receiving certificates (above, in alphabetical order) were: Ely Desingano, Elliot Duncan, Olympia Harley, Randolph Harrell, Rene Hernandez-Ramos, Tristan Jones, Andrew Kritz, Grant Simonson, Joseph Spencer and Tyree Watkins. John Wiegman, their instructor, is at the far right. (Note: Not all are pictured.)



**BAPO** – The following upgraders (above, in alphabetical order) graduated from this course Dec. 7: Rodolfo Caldo, Daniel Daligcon, Brian Deans, Ely Desingano, Ricardo Fuentes, Corey Leonard, Anthony Moore Jr., Ryan Papa, and Tyree Watkins.



**Medical Care Provider** – Seven Seafarers completed the enhancement of their skills in this course Dec. 14. Those graduating (above, in alphabetical order) were: Cleveland Foy, Elijah Huff, Ryan Kinser, Victorino Labrilla Jr., John McCabe, Peter Meglow and Perry Schroff. Class Instructors Wayne Johnson Jr. and Wayne Johnson Sr. are at the far left and far right, respectively.



**Marine Electrician** – The following mariners (above, in alphabetical order) finished their requirements in this 280-hour course Dec. 14: Haeven Bautista, Matthew Bryant, James Corprew, Jason Greene, Domingo Hurtado, Kakesha Miller, Roger Nesbeth, Loreto Orosco, Shawn Pantschyschak, Tijani Rashid, Jonathan Tucker and Kevin Tyson. Jay Henderson, their instructor, is at the far right. (Note: Not all are pictured.)



**Steward Department Courses** – Five upgraders recently completed their requirements in assorted steward department courses. Those graduating (above, from the left) and the courses they completed were: Lamond Fulton, advanced galley operations; Cesar Dela Cruz, steward; Ricardo Arauz, galley operations; Al Yandoc, galley operations; and Salah Kassem, galley operations.



**Watchkeeping** - The following students (above, in alphabetical order) graduated from this course Nov. 2: Brandon Braam, Daniel Bradberry, Satchel Caffy, James Copeland, Nicole Geideman, Nicholas Kempker, Karen Laylock, Elmer Marko, Jermaine McGhee, Samantha Murphy, Stacy Murphy, Jeremy Scheil, and Whitney Sheridan.



The

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# Seafarers Log

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Paul Hall Center  
Course Dates  
Page 21

## SIU Mourns, Fondly Remembers Senator Inouye

### Longtime Union Ally was War Hero, Maritime Industry Champion

The nation lost a dedicated leader, and the SIU a cherished friend, when U.S. Senator Daniel K. Inouye (D-Hawaii) died from respiratory complications Dec. 17 at Walter Reed National Military Medical Center in Bethesda, Md. He was 88.

In an online post the next day, the SIU said that even as it "joins with the multitude of other organizations and individuals who are mourning" the senator's death, "at the same time, we look back with great affection, respect and appreciation for Senator Inouye's decades of friendship. Next year (2013) will mark the SIU's 75<sup>th</sup> anniversary. In all that time, we've had no greater ally than Senator Inouye."

SIU President Michael Sacco stated, "Senator Inouye's record of service to our country is worthy of an entire book, so there's no way to do it justice in a few sentences. But I want everyone to know that the Senator was a true champion of the U.S. Merchant Marine. In the last 50 years, no one in Congress has been a greater, more influential friend to the maritime industry. His efforts were critical to every piece of maritime legislation enacted in that time. His support of the Jones Act, the Maritime Security Program, cargo preference and other vital maritime initiatives has been invaluable. He also was instrumental in the rebirth of the U.S.-flag cruise industry in Hawaii."

The SIU president added, "I'm sure most people know that Senator Inouye is a true American hero – a World War II veteran who received the nation's highest medal, the Medal of Honor, for his courage and leadership on the battlefield. Throughout his distinguished career in Congress, Senator Inouye has been no less passionate in promoting and defending the interests of working families. He is someone I will always respect and admire. He is someone I'm proud to have called a friend, and someone I'm so very grateful to have had on our side."

Senator Inouye, who lost an arm because of

injuries sustained in the war, was an honorary SIU member. Throughout the years, he received virtually every award the American maritime industry presents, including the prestigious Admiral of the Ocean Sea award.

He started serving the people of Hawaii in 1959 (the year the islands received statehood) as a member of Congress before being elected to the Senate in 1962. He was re-elected every six years thereafter, becoming the second-longest serving member in U.S. history. He most recently was elected in 2010.

AFL-CIO President Rich Trumka described Inouye as "the person every American aspires to be. His courage under fire, visionary leadership and love for his country and his constituents are an inspiration for everyone. He fought valiantly, broke down barriers and was a fierce advocate for what is right and good."

Secretary of Defense Leon Panetta said he worked closely with Inouye while serving as a member of Congress and in the Clinton and Obama administrations.

"His life of service to the people of Hawaii and to this nation embodied the essence of the American

dream, and the heroism of the greatest generation," Panetta said. "Daniel Inouye's legacy will long endure in the better quality of life he helped bring to generations of military personnel and their families, to the people of Hawaii, and in the contribution he made to a stronger defense of the United States of America."

Labor Secretary Hilda Solis described Inouye as "a fighter [who] exuded quiet leadership but wielded a powerful voice for working families in Hawaii... He will be missed by so many of us."

James Henry, chairman of the American Maritime Partnership (a key coalition whose members include the SIU), stated, "Senator Inouye will be remembered forever by a grateful maritime nation. The U.S. Senate and all Americans have lost an honorable man and genuine statesman."



Inouye is pictured in 1962 – the year he first was elected to the U.S. Senate.



Senator Daniel K. Inouye  
1924-2012



Clockwise beginning with the black and white photo at the immediate right, the senator speaks at a Maritime Trades Department meeting in 1977. SIU President Michael Sacco (second from left) said the senator's efforts "were critical to every piece of maritime legislation enacted" in the last 50 years. Pictured in this 2011 photo are (from left) SIU Political and Legislative Director Brian Schoeneman, Sacco, Senator Inouye and SIU Exec. VP Augie Tellez. Flanked by SIU President Paul Hall (left) and Secretary-Treasurer Al Kerr, the senator speaks at the 1971 SIUNA convention.



**"Senator Inouye's record of service to our country is worthy of an entire book, so there's no way to do it justice in a few sentences. But I want everyone to know that the Senator was a true champion of the U.S. Merchant Marine. In the last 50 years, no one in Congress has been a greater, more influential friend to the maritime industry. His efforts were critical to every piece of maritime legislation enacted in that time. His support of the Jones Act, the Maritime Security Program, cargo preference and other vital maritime initiatives has been invaluable." - - - SIU President Michael Sacco**

