



The Seafarers Log

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Crowley Orders New Tankers

Construction Agreement Calls for up to 8 Jones Act Vessels

New jobs for SIU members are on the horizon as Seafarers-contracted Crowley Maritime Corp. in early August announced an agreement calling for construction of up to eight new Jones Act tankers. The vessels will be built at a union shipyard: Aker Philadelphia. This photo shows Crowley's tanker *Florida* earlier this year at Aker Philadelphia just prior to christening. *Page 3.*



Bosuns See Worlds Of Opportunities In SIU, Paul Hall Center

The union's newest group of recertified bosuns graduated Aug. 5 at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Their graduation speeches consistently emphasized the great opportunities available through the union and its affiliated school in southern Maryland. Pictured immediately following the August membership meeting at the school are (front, from left) Richard Szabo, Carlos Arauz, (standing) Cleofe Bernardez Castro, Virgilio Rosales, Saleh Ahmed, Mohamed Mohamed, Lonnie Porchea, Moises Ramos, Joseph French and Christopher Janics. *Pages 12-13.*



Congressmen Meet in Piney Point

The SIU-affiliated Paul Hall Center (PHC) recently hosted members of the Congressional Black Caucus for a weeklong series of meetings. Pictured with officials and apprentices at the school in Piney Point, Md., are two of the maritime industry's most ardent backers: U.S. Rep. Elijah Cummings (D-Md.) (second from left in photo below), and U.S. Rep. Bennie Thompson (D-Miss.) (fourth from right in the photo at left). Joining them for these photo opportunities are (with Rep. Cummings, from left) Kenneth Hardy, Frank Harris and James Wilder; and (with Rep. Thompson, from left) Ali Alhadad, PHC VP Don Nolan, PHC Hotel Manager Howard Thompson, Markese Haynes, SIU President Michael Sacco, Mahdi Ali, George Johnson and Ezequiel Macias-Troncoso.



President's Report

Shipbuilding, Jones Act Vital for U.S.

Our lead story this month shines a great spotlight on two crucial parts of the American maritime industry that are vital to U.S. national and economic security.

The agreement between Crowley Maritime Corporation and Aker Philadelphia Shipyard to build up to eight new tankers for the Jones Act trade is fantastic on many levels, first and foremost (for us) because it means job security for SIU members well into the future.



Michael Sacco

But we've always taken a wide view of the industry, even while standing up for our own interests, because we know the various components have to work for everyone involved in order for the whole operation to remain viable on the deep seas, Great Lakes and inland waterways. With regard to the newly ordered tankers, shipboard jobs aren't the only ones being created or maintained. The new vessels mean ongoing work at Aker Philadelphia (a union shipyard) for years to come, and they will help sustain related shore-side jobs, too.

Shipbuilding remains one of the most important industries in America, and it's also an incredibly ripe source of potential new jobs. Our nation currently operates around 100 yards, many of them union facilities, and they do outstanding work. We've seen it for years at Aker, at union-contracted NASSCO in San Diego, at union-contracted Ingalls Shipbuilding in Pascagoula, Miss., and elsewhere. But we've also seen our nation lose more than 300 shipyards in the last 60 years – a dangerous direction, putting it mildly.

The industry is still very productive and it can grow. The expected replacement of ships in the domestic trades offers hope for U.S. shipbuilding. Not just shipyards but the country as a whole would also benefit from developing a national maritime policy, led by the Department of Transportation, that includes adequately funding the Title XI shipbuilding loan guarantee program while streamlining the application process.

Another key is maintaining the Jones Act, and electing politicians who will support this critical law. The Jones Act reserves domestic commerce for vessels crewed, built, flagged and owned American. Take it away and you can kiss most if not all of American commercial shipbuilding goodbye. That's been said more than once not only by shipyard executives but also vessel operators. It was no coincidence that Crowley prominently mentioned the law when announcing its new tanker orders.

The SIU has stood up for the Jones Act throughout all of our 75 years, and at times it feels as if there's no letup in the attacks from those who want to send our jobs overseas. In fact, we're currently protecting America's freight cabotage law in Michigan, where that state's transportation department has released a plan taking aim at the Jones Act. They describe the law as having "restrictive provisions" that "hinder the development of short-sea shipping or other domestic services."

As I pointed out in a formal response, the Jones Act generates more than 500,000 jobs and results in an annual economic output of well over \$100 billion nationwide. It also helps ensure the United States has a fleet of American-flag ships and well-trained, dependable U.S. Merchant Mariners who can serve the country during times of war and crisis.

In this particular instance, I pointed out that thousands of good-paying Michigan jobs on the Lakes, on the docks, in offices and elsewhere are involved in the Jones Act trade.

Aside from the jobs and economic stimulus it provides, the Jones Act also promotes a less-costly mode of transportation. According to the Army Corps of Engineers, Great Lakes shipping saves customers \$3.6 billion annually when compared to rail and truck.

As was also pointed out by an ally in this fight, this is domestic commerce. It should create jobs for American workers and opportunities for American companies.

Again, that's just one of the current battles, but it reflects why we constantly remain on guard and why we mobilize in the halls of Congress and at the state and local levels – and internationally, for that matter – to defend the U.S. Merchant Marine. Our industry is too important to the nation to let it slip any further. Companies like Crowley, shipyards like Aker Philadelphia, and unions like the SIU prove that we can not only survive but flourish for many years to come.



The *Ahbra Franco* (above) and another recently constructed boat, the *Robert Franco*, are state-of-the-art additions for SIU-contracted Harley Marine.

Harley Marine Christens New Tug

Seafarers on the West Coast are sailing aboard Harley Marine's newest z-drive tractor tugboat: the *MV Ahbra Franco*, christened Aug. 15 in Alameda, Calif.

Six weeks earlier, the company added a sister tug, the *MV Robert Franco*. Each of the new boats is 100 feet long and 40 feet wide; they're performing ship assistance and tanker escort duties in Los Angeles and Long Beach.

SIU Vice President West Coast Nick Marrone and Assistant Vice President Nick Celona represented the union at the *Ahbra Franco* ceremony.

"This is truly a state-of-the-art tugboat, as is the *Robert Franco*," Marrone stated. "New tonnage is always great news for SIU members and that's certainly the case here."

Both tugs – named after Harley Marine CEO and Chairman Harley Franco's children – were constructed at Nichols Brothers Boat Builders in Freeland, Wash.

Harley Franco said the new builds "symbolize Harley Marine Services' dedication to the safety of our employees, protection of the environment, and to providing the most advanced, dependable, and committed service to all of our customers."

The boats are almost identical; the lone mechanical difference is the *Ahbra Franco* has continuous horsepower Caterpillar Tier 3 engines while the *Robert Franco* has intermittent horsepower Caterpillar Tier 3 engines.

According to the company, both vessels "were built with the most technically and environmentally advanced equipment available." They feature cold ironing/shore power capabilities and are equipped with 6,800 horsepower while providing 91 tons of bollard pull. Harley Marine said the new boats are believed to be the most powerful ones to ever provide ship assist services in Los Angeles and Long Beach.

"With the growing size of container ships (14,000 TEU) and tankers over 300,000 DWTs calling on these ports, Harley Marine Services is committed to building higher-horsepower tugs in order to accommodate them," the company said in a news release. "Tugs like the *Robert Franco* and *Ahbra Franco* will provide these larger ships with safe navigation in the Los Angeles/Long Beach harbors, as well as emergency towing services off-shore."

Both tugs also are equipped with state-of-the-art Mackay marine electronics, Markey tow winches, and fire fighting and safety equipment.



SIU VP West Coast Nick Marrone (left) and Asst. VP Nick Celona (right) join Chairman/CEO Harley Franco at the Aug. 15 ceremony.

Labor Board Finally Has Full Membership

The labor movement is celebrating the recent Senate confirmation of all five of President Barack Obama's appointees to the National Labor Relations Board (NLRB). After a decade of not having its full panel of members, the NLRB is now fully staffed and able to do its job of protecting workers' rights and investigating labor practices.

"This is good news for all workers seeking to exercise the rights they are guaranteed by law," said AFL-CIO President Richard Trumka in a statement following the confirmation. "Those essential rights include the ability to bargain together for fair wages and living standards, and a workplace safe from abuse, harassment and intimidation."

Created by President Franklin D. Roosevelt in 1933 to protect the collective bargaining rights of American workers, the NLRB is the entity that mediates labor disputes and investigates unfair labor practices. The board also approves the certification of newly formed unions. If the board is unable to meet quorum then it cannot perform these duties, leaving aggrieved employees without any course of action and workers without the ability to formally unionize.

While the board is bipartisan and made up of members from both labor and management backgrounds, the NLRB has become a target in recent years of anti-

worker politicians and groups hoping to disrupt the nation's labor movement. The result has been Congressional gridlock surrounding the appointment of the NLRB's members.

That gridlock "delayed the confirmation of a full board and caused unnecessary anxiety and pain for working families," Trumka said.

As is tradition, Obama appointed three members of his own party and two members of the opposing party – resulting in the board having three Democrats and two Republicans. The Democrats are: Mark Pearce, the current chairman; Nancy Schiffer, an AFL-CIO labor lawyer; and Kent Hirozawa, who served as chief counsel to Pearce. The Republicans are management-side lawyers Harry Johnson III and Philip Miscimarra. The board members serve five-year staggered terms.

In his statement, Trumka applauded the new members, adding American workers would have strident defenders on the NLRB looking out for their interests.

"With [the] vote, our country has qualified public servants on duty to defend America's workers, businesses and families," he said. "We congratulate all of the nominees and look forward to having a functioning NLRB that will fairly and impartially oversee the workplace rights of millions of Americans."



Richard Trumka
AFL-CIO President



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

Union-Contracted Crowley Orders New Tankers

Jones Act Vessels Mean New Jobs for Seafarers

In a major maritime development, SIU-contracted Crowley Maritime Corporation on Aug. 9 announced an agreement with Aker Philadelphia Shipyard (APSI) to build up to eight product tankers for delivery between 2015 and the end of 2017.

Construction contracts have been signed with APSI for the first four 330,000-barrel tankers, with deliveries in 2015 and 2016. Additional agreements between Crowley and the shipyard include options for building up to four more tankers "and for expanding the cooperation initiated with Aker's sale and delivery of two product tankers, the *Florida* and *Pennsylvania*, at Crowley in 2012 and 2013," Crowley

said in a news release. "If all options are exercised, Crowley's industry-leading Jones Act petroleum fleet will grow to ten 330,000-barrel tankers and 17 articulated tug barges (ATBs), ranging in capacity from 155,000 to 330,000 barrels."

APSI is a union shipyard that also has built ships for Seafarers-contracted Overseas Shipholding Group and for Matson Navigation.

"This new agreement is a big win for the SIU, for Crowley, for the shipyard and for America's national and economic security," said SIU Vice President Contracts George Tricker. "It's definitely exciting and I know that our members will wel-

come the new jobs while protecting the company's investment."

"Through this expansion and cooperative agreement with Aker we will be providing our customers with more options for transporting their product with greater safety and efficiency than they can get from any other U.S. service provider," said Tom Crowley, company chairman and CEO. "We expect these new ships to be well-received by longstanding customers as well as new customers, who should clearly be able to see the advantages of utilizing Crowley's multi-dimensional fleet and operational expertise."

The new 50,000 DWT product tankers are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The vessels will be constructed with consideration for the use of LNG for propulsion in the future. HMD and APSI collaborated on the successful construction of 14 product tankers at APSI between 2007 and 2013. Design and procurement activities are already underway to support the start of construction of Crowley's first newly contracted tanker in January 2014.

APSI expects to invest in the partnership for the first four vessels, consistent with the requirements of the Jones Act. Crowley will maintain control over the ownership, technical operation and commercial management of the vessels. APSI and Crowley will share in the economics of the operation and chartering of the new vessels, both parties reported.

"The shale revolution is creating industrial opportunities throughout the United States and specifically here in Philadelphia. We are pleased to expand our partnership



with a first-class operator like Crowley to help meet the nation's longstanding goal of energy security," Kristian Rokke, president and CEO of Aker, said. "This strategic opportunity allows us to capitalize on the increased demand for Jones Act tankers in a way that will transform APSI in the years ahead. Diversifying our assets enhances Aker Philadelphia Shipyard's resilience and creates long-term value for both our customers and shareholders."

"We are very pleased to be partnering again with Aker in the construction of these new tankers," said Rob Grune, Crowley senior vice president and general manager, petroleum services. "They are a well-established and highly respected shipbuilder. We appreciate working with Aker to supply our customers and the nation with the necessary tonnage to bring U.S. petroleum to market."



Aker Philadelphia Shipyard (shown earlier this year in both photos) already has built vessels for SIU-contracted Crowley, OSG and Matson. The new agreement with Crowley calls for up to eight tankers.

New Crowley Tugs Going Strong

The newest tugboats in SIU-contracted Crowley Maritime's fleet are staying plenty busy these days, smoothly carrying out diverse operations from the Gulf of Mexico all the way to Alaska.

"Our jobs definitely are not the same thing as just towing a barge from point-A to point-B," said Chief Mate **Darrel Koonce** aboard the *Ocean Wind*. "Crowley spent a good bit of money on these tugs and we're doing lots of different jobs."

Capt. **Ted Caffy** on the *Ocean Wave* stated, "We realize the potential of these boats. There have never been dynamic-positioning tugboats in the Gulf of Mexico working in the oil fields until now. We're making it happen, and in Alaska, too. I've taken this one from Lake Charles (La.) to Alaska and back."

Crowley's next-generation tugboats

include the *Ocean Wave*, *Ocean Wind*, *Ocean Sun* and *Ocean Sky*. Their dynamic-positioning technology allows the vessels to maintain positions and headings automatically, using a centralized manual control that continuously calculates environmental conditions and adjusts to the nuances. The tugs range in size from 146-156 feet long and can sail at 15 knots with 15,000 hp and 165 tons of bollard pull.

"What's happening with these tugs is exciting," said SIU Vice President Gulf Coast Dean Corgey. "Crowley is really poised for growth in the offshore gas and oil field in the Gulf of Mexico, and our members are helping make it happen. And while they're doing so, our members are enjoying competitive pay and superior benefits for the industry."

Asked about the contract covering the tugs and a recent wage increase, Caffy replied, "I think everybody is happy with it - I haven't heard any complaints.... All the parties have done the right thing, and that's very much appreciated. We're very appreciative of the increase in wages and we look forward to continuing to make Crowley money."

Koonce added, "We've come a long way. There's still a ways to go, but contract negotiations can be tough."

Russo commended the work of Seafarers aboard each of the tugs: "All of the guys are committed to safety and are doing a bang-up job," he said, adding that any qualified Seafarers who want to apply for work on the new boats should contact the SIU hall in Houston.



The *Ocean Wind* is pictured Aug. 13 in Lake Charles, La.



Houston Port Agent Mike Russo (third from left in photo at left) meets with Crowley boatmen (from left) AB Dave Heindel Jr., Chief Mate Darrell Koonce, Capt. Ted Caffy, AB Chris Harper and AB Justin Webb.

Mariner 'Bill of Rights' Takes Effect

Seafaring organizations around the world welcomed the implementation of the Maritime Labor Convention, 2006 (MLC) on Aug. 20.

Along with maritime allies across the globe, including the International Transport Workers' Federation (ITF), the SIU is confident that this new but long-anticipated agreement has great potential to make a genuine difference in the lives of mariners.

As pointed out by the ITF, some of the benefits of the MLC for foreign mariners include the potential to stop blacklisting and charging for jobs by some manning agents; the recognition of all crew – including hospitality crew on international cruise ships – as seafarers, who will now all get the same protections; enhanced checks by port state control, including examining pay disputes such as double bookkeeping; and the establishment of welfare facilities in ports and of shipboard safety committees.

ITF President Paddy Crumlin stated, "The MLC represents a significant leap forward in the global trade union campaign to improve the labor rights and labor standards of seafarers. It is a true watershed in international shipping, which adds the pillar of workers' rights to existing standards of safety, security and crew standards."

ITF General Secretary Steve Cotton noted, "We've been waiting over a decade to say this, and now we can: As of Aug. 20, a seafarers' bill of rights exists. The MLC has come into force. The MLC lays out your minimum rights as a seafarer and pro-

notes good employment practices across the shipping industry. It incorporates and builds on 68 existing maritime labor conventions and recommendations to ensure decent working and living conditions.

"The convention also stipulates that everyone working on board a cruise ship making international voyages is a seafarer and entitled to the protections it guarantees," he continued. "These include the right to a safe and secure workplace; fair terms of employment; decent living and working conditions; access to medical care, health protection and welfare."

SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers' Section, pointed out that the MLC is expected to be strictly enforced by flag states and port state control authorities.

"It should provide a one-stop shop for labor standards," he observed. "This will mean that all seafarers should be able to enjoy comprehensive protection of their fundamental rights, and it should also ensure good employment practices across the industry, creating a level playing field in which good ship operators are not put at an economic disadvantage by bad ones."

The MLC addresses a range of matters, including the obligations of shipping companies with respect to seafarers' contractual arrangements; the responsibilities of manning agencies; working hours; health and safety; existing International Labor Organization maritime standards; and accepted good-employment practices.



Paddy Crumlin
ITF President



Steve Cotton
ITF General Secretary

Under it, every ship over 500 gross tonnage operating in international waters or between ports of different countries will have to have a maritime labor certificate issued by its flag administration following an inspection. There will also a requirement for ships to complete and maintain on board a declaration of maritime labor compliance.

While U.S. laws and regulations, coupled with collective bargaining agreements, ensure U.S.-flag ships exceed the MLC's provisions, American ships may

still be subject to inspection and possible detainment if the U.S. fails to ratify the convention. Under the MLC's "no more favorable treatment clause," any vessel flagged to a country that has not ratified the convention will be subject to inspection and detainment when arriving in the port of an MLC member nation.

The ITF is supporting the MLC's launch with a range of advice and materials designed to help seafarers understand and apply it. This includes a dedicated online area at www.itfseafarers.org/ILOMLC.cfm

International Maritime Labor Teams Up for Great Cause

'Poker Run' Nets Thousands for Port Arthur Seafarers Center

The SIU recently joined with maritime labor friends from around the world to raise money for a worthy cause.

In mid-July, SIU Secretary-Treasurer David Heindel, Port Agent Pat Vandegrift and members **Rob Weinhardt** and **Fr. Sinclair Oubre** were among a dozen motorcycle riders that participated in an inaugural charity "poker run" benefiting the Port Arthur (Texas) International Seafarers Center. Sponsoring the event – which raised more than \$4,500 – were the SIU, SIU of Canada, International Transport Workers' Federation (ITF), Maritime Union of Australia, Nautilus International (British officers union) and SINDMAR (Brazilian officers union).

Poker runs normally involve participants collecting playing cards from various locations. In this case, the cards were placed in three states (Illinois, Wisconsin, and Michigan) on a scenic route covering approximately 1,400 miles. Vandegrift ended up with the best hand.

Future fundraisers are planned for other mariner centers around the world. As with the inaugural one, they will be organized near locations of ITF meetings.

"This is an opportunity to help the centers and a new way to make a difference for seafarers," noted Heindel, who spurred the July 13-15 run. "The Port Arthur center does a great job for both foreign and U.S. crews, and Fr. Sinclair (who oversees the facility in addition to sailing with the SIU) has been such a tremendous ally over the years."

He added that seamen's centers across the globe offer not only spiritual ministry but also other services like local transportation and basic personal supplies.

"A lot of the centers are struggling to keep their doors open because of shorter

port time for vessels," Heindel noted.

Oubre said the initial run "was a great opportunity outside of the usual business meetings for leaders from maritime labor to gather, share time in a relaxed atmosphere and at the same time experience a passion that we all have as motorcyclists. I enjoyed seeing the beauty of Michigan and it's great that through the efforts of Dave and the ITF we were able to raise so much money."

Vandegrift said the ride "was a blast and it raised money for a good cause, which is to help sailors. It was nice to tour rural Michigan and just a great experience overall."



SIU Secretary-Treasurer David Heindel (left) says mariner centers like the one overseen by Fr. Sinclair Oubre (right) provide a wide range of important services.



Some of the participants in the charity poker run gather for a group photo. Pictured from left are SINDMAR President Severino Almeida, Nautilus International General Secretary Mark Dickinson, photographer Melanie Starns, SIU Secretary-Treasurer David Heindel, MUA Deputy National Secretary Mick Doleman, MUA ITF Coordinator Dean Summers and SIU Piney Point Port Agent Pat Vandegrift.

U.S. Representative Hunter Stands Up for Maritime

Calif. Congressman a Key Ally to Industry, SIU

U.S. Rep. Duncan Hunter (R-Calif.) is once again showing why he is one of the maritime industry's most strident defenders in Congress.

Hunter, who serves as chairman of the House Subcommittee on Coast Guard and Maritime Transportation, has spent the summer standing up for policies that lie at the heart of maritime. In Congressional hearings and editorials appearing in popular Internet publications, Hunter has touted the benefits of laws and programs including the Jones Act and the Maritime Security Program (MSP), while warning of the dire consequences that would come if Washington tampered with them.

Seeing opponents of maritime attack these key programs, Hunter is quick to set the record straight.

"For reasons that are due to either a lack of understanding or appreciation for the U.S. maritime industry, the Jones Act is being misidentified once again as an impediment to job creation and even lower production costs," Hunter wrote in a July 30 editorial appearing on CNBC.com.

While critics of the Jones Act – which requires all shipping between U.S. ports to be on American-made vessels with U.S. flags and American crews – often say the Jones Act leads to higher gas prices, Hunter said the argument simply doesn't hold water.

"That presumption is nothing more than wishful thinking. There are many reasonable and relevant proposals to lower gas

prices for American families and secure greater energy independence, but repealing the Jones Act is not one of them," Hunter wrote. "At present, nearly 90 percent of the cost of gasoline is driven by three things: the price of crude oil, refining and taxes. The remaining 10 percent is attributed to marketing, distribution and retailing, leaving room, however big or small, for profit."

The effects of repealing the Jones Act, Hunter said, would be disastrous. Aside from generating more than 500,000 American jobs and more than \$100 billion in annual economic output, the Jones Act also ensures the nation has a fleet of American merchant vessels staffed with well-trained, dependable mariners who are available to the military during times of war and national emergency.

"From supplementing global defense sealift capability to revitalizing elements of a waning industrial base, the U.S. maritime industry is a security and economic asset kept strong and healthy by the Jones Act," Hunter wrote. "America's economic future depends on a strong maritime industry as much as it depends on domestic energy production and the success of other notable industries that are inextricably linked to its success."

Concerned with the effects of across-the-board budget cuts on the MSP, Hunter penned another editorial to warn of the consequences of a shrinking U.S.-flag fleet. Writing for the popular website gCaptain.com, Hunter said the MSP – which pro-

vides an annual stipend to ensure 60 militarily useful U.S.-flag, U.S.-crewed ships are available to the military – is vital to the country's national security.

A reduction in programs like the MSP, he added, would lead to an unacceptable shortage in the U.S.-flag fleet.

"The U.S. is carrying just 2 percent of global cargo tonnage, down considerably from decades ago. The ramifications are not simply economic," Hunter wrote. "There is also a direct impact on national security, resulting from the limitation of commercial trade vessels for military sealift under the Maritime Security Program (MSP)."

Because of the MSP, the U.S. military has a sealift capability worth billions of dollars for a small fraction of the price.

"Especially with an undersized naval fleet, the use of commercial vessels is needed to support operations by transporting military resources," Hunter wrote. "With the emerging threats requiring straining naval assets worldwide, along with a shift in defense posture in the Pacific region, the support provided through the MSP, which is supported by 60 U.S.-flag vessels, is even more essential."

Hunter's aggressive defense of the maritime industry and its key programs comes on the heels of a May hearing by the Coast Guard and Maritime Subcommittee which focused on the good those programs do for the country's national and economic security.

The SIU was among the organizations testifying at the hearing, which went



U.S. Rep. Duncan Hunter (R-Calif.)

into great detail about the benefits of the Jones Act, MSP and the country's PL-480 food aid program. As usual, Hunter took a strong pro-maritime stance at the hearing, arguing those programs – and the U.S. Merchant Marine – are vital to the nation.

"Beyond the important contributions to our economy, a healthy maritime industry is vital to our national security," Hunter said during the hearing. "Throughout our history, the Navy has relied on U.S.-flag commercial vessels crewed by American Merchant Mariners to carry troops, weapons, and supplies to the battlefield."

SIU Takes Maritime Message to DOT, Congress

SIU President Michael Sacco (second from left) and other maritime labor officials recently met with new DOT Secretary Anthony Foxx (center), U.S. Rep. Elijah Cummings (third from right) and Maritime Administrator Paul "Chip" Jaenichen (far right) to discuss the U.S. Maritime Security Program and other aspects of the U.S. Merchant Marine. Also pictured are AMO President Tom Bethel (second from right), MM&P President Don Marcus (far left) and MEBA President Mike Jewell (third from left). This was one of the first meetings involving Secretary Foxx and representatives of any industry. The Maritime Security Program is vital to America's economic and national security. It helps ensure the availability of 60 militarily useful, civilian-crewed, U.S.-flag ships for the Defense Department, and at a fraction of what it would cost the government to replicate the program's assets.



Former U.S. Rep. Betty Sutton

Great Lakes Welcomes New Seaway Administrator

Former Ohio Congresswoman Betty Sutton has been appointed the administrator of the St. Lawrence Seaway Development Corporation, a move that is being celebrated as a major milestone for the Great Lakes maritime community.

Sutton, a celebrated defender of maritime and the Great Lakes region while representing Ohio in the U.S. House of Representatives from 2007 to 2013, is well-versed in shipping issues and committed to American labor and manufacturing.

"We could not be more pleased with Sutton's appointment as seaway administrator," said Great Lakes Maritime Task Force (GLMTF) President Donald Cree, adding that Sutton was named GLMTF's Great Lakes Legislator of the Year in 2010.

James H.I. Weakley, who serves as GLMTF's first vice president and president of the Lake Carriers' Association, praised Sutton's work with maritime.

"She has been at the forefront of nearly every piece of legislation promoting shipping on the lakes and seaway," Weakley said. "She has supported legislation to increase short sea shipping on the lakes and seaway, increasing dredging, a second Poe-sized lock at Sault Ste. Marie, Michigan, and adequate U.S. Coast Guard icebreaking resources."

Aside from her maritime-related achievements, Sutton was also a key player in 2009's successful "Cash for Clunkers" program, which provided economic incentives to those who traded in old cars for newer, more fuel-efficient vehicles.

Now she will head the St. Lawrence Seaway Corporation, which is a government-owned entity, operating the U.S. portion of the St. Lawrence Seaway between the Port of Montreal and Lake Erie.

Tom Curelli, who serves as GLMTF's third vice president and director of operations for Fraser Shipyards, Inc., said the

further utilization of that seaway would be a win for both the environment and the economy.

"Ships use less fuel and produce fewer emissions than trains and trucks," he said. "The seaway could handle more of our imports and exports that currently are produced in or bound for this region, but landed or loaded at East Coast ports. We look forward to working with Sutton and the administration to bring more international cargoes to the system."

President Barack Obama praised Sutton and several other key appointees in a news release following the announcement of their nominations.

"These fine public servants bring a depth of experience and tremendous dedication to their new roles," Obama said. "Our nation will be well-served by these individuals, and I look forward to working with them in the months and years to come."

Unions, Operators, School Team Up For Wellness Project

The SIU is a major player as labor and management throughout the maritime industry come together to devise comprehensive, helpful health and wellness guidance for mariners. The goal, officials said, is to foster a health-centered culture that results in healthier mariners and more affordable medical policies – without placing any burdens on individual seafarers.

The first step in that plan took place Aug. 13 with a wide-ranging meeting at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md. During the gathering, officials from Crowley Maritime Corp., Alaska Tanker Company (ATC) and the Seafarers-affiliated American Maritime Officers (AMO) outlined the tenants of their individual wellness policies, while officials with the PHC and SIU discussed implementing some of those ideas into the PHC's curriculum and generally the maritime culture. A representative from Maersk Line, Limited also contributed valuable ideas to the discussion.

"This is the first coordinated effort to bring everything together," said John Mason, CEO of American Service Technology Inc. "We're taking everything the school has been doing and everyone else has been doing and gathering ideas together."

SIU Secretary-Treasurer David Heindel said the idea for the meeting and new policy came about following discussions with Crowley regarding the success of its health and wellness program. While the SIU, PHC and many other companies already have wellness policies and training in place, Heindel said the goal of the new approach is to form a unified policy that stimulates a cultural shift toward health-conscious lifestyles across the industry.

"We thought we'd broaden the scope and bring in other people from within industry and see what they are doing. We thought we could bring in the SIU and make it a cultural change," Heindel said. "That's why we're all here. Obviously, the SIU is interested in making sure our people are healthy."

When it comes to promoting a sense of wellness and a culture that values healthy eating and proper exercise and activity, officials agreed that the key lies in education and personal drive. SIU Executive-Vice President Augie Tellez said the PHC could play a significant role in driving those values.

"Like anything else, it comes down to individual motivation, which is what this place has to instill," he said. "It comes down to the culture of the crews you have on that ship. It has always been that way."

Discussing how to change that culture for the better, the officials at the meeting said the galley would be a good place to start.

"For our members, there are both short-term and long-term benefits with the wellness project," said SIU Vice President Contracts George Tricker. "As members adopt healthier lifestyles, they'll be able to enjoy not only a healthier environment during their working years but also hopefully in a long and gratifying retirement. The bottom line is this program is being developed for the members."



Augie Tellez
SIU Executive VP



David Heindel
SIU Secretary-Treasurer

AMO Plans Executive Director Steve Nickerson said his organization has addressed that issue with reduced serving sizes, smaller serving plates, nutritional counseling and educational grocery shopping.

"It's a matter of education," Nickerson said. "It's a matter of people starting to understand."

PHC Executive Chef John Hetmanski said SIU stewards and chefs are currently taught with such standards in mind, but added additional steps could be taken to bolster a culture of health and wellness.

"A healthier person is a safer, more productive, better-prepared employee for all of us," Hetmanski said. "We certainly have the ability to change our course work again and implement more of this philosophy and way of thinking into all of the steward department courses. As we make progress in our efforts in this conference, I want to assure everyone here that our curriculum is going very strong in that direction."

Other ideas included creating programs designed to educate mari-

ners about reducing stress, sleeping better and making healthy choices. There was also talk of implementing onboard exercise and workout programs.

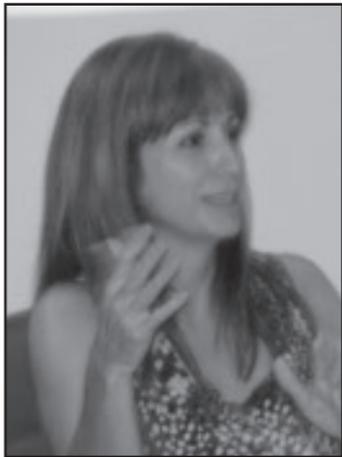
"We've had a great day and exchanged a lot of information," said SIU Plans Administrator Maggie Bowen as the meeting came to an end. "Now we need to figure out how we get it all together and make it work."

The officials then agreed to assemble a mission statement and set of objectives to be discussed at future meetings. There was also talk of putting the PHC advisory board's medical subcommittee back together to generate further ideas and methods of implementation.

"Let's complement what you guys have done and basically figure out what would work for us. Let's take a step back and put together a white paper of everything we talked about today," Heindel said. "Hopefully we can take this meeting as an inaugural meeting for something that will be put forward for everybody."



George Tricker
SIU VP Contracts



Maggie Bowen
SIU Plans Administrator



John Mason, CEO
American Service
Technology Inc.

Reps Offer Health Program Insights

Representatives from shipping companies and a maritime union are offering ideas from their health and wellness programs as the SIU and maritime industry in general work to establish industry-wide guidelines to help keep mariners healthy.

In presentations to SIU officials and others at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., representatives from Crowley Maritime Corp., Alaska Tanker Company (ATC) and the American Maritime Officers (AMO) discussed the aspects of their respective wellness programs and answered questions about their benefits and implementation. The purpose of the meeting was to gather ideas for an industry-wide approach to mariner health and wellness that could lead to a new health-centered maritime culture.

The presentations offered a glimpse of what those future industry-wide health and wellness guide-

lines may look like. The following are summaries of the presentations made by Crowley, ATC and AMO during the Aug. 13 meeting.

Crowley Maritime Corporation

Known as Live Well, Crowley's program was designed to "promote the health and wellness of our people by creating a work environment that nurtures all dimensions of wellness while heightening engagement, reinforcing healthy behaviors, increasing performance and recognizing health care expenditures," said Margaret Reasoner, Crowley's managing director of marine personnel.

Reasoner said Crowley has started building a health culture within the company by beginning every meeting with "wellness moments" that discuss health-related issues, providing consistent electronic and hard-copy health-related communications and creating an incentive program. That program includes things like health insurance

discounts and gift cards, among other incentives.

Crowley has also been considering adding new aspects to the program.

"We're striving to really help individuals manage their health," Reasoner said. "What we experience at Crowley is not unique to all mariners."

Alaska Tanker Company

According to its program description, ATC's wellness is "not necessarily about weight loss or running a marathon, it is about implementing healthier habits and embracing a lifestyle of wellness that we can pass down through generations."

Like Crowley, much of ATC's program focuses on education and incentives. Speaking for ATC, Registered Nurse Susanna Reiner said the company tries to find out what its employees are interested in and then brings in experts from those fields to lead related discussions. They talk about subjects such as sleeping better, food, exercise and reducing stress.

"These are very simple concepts," Reiner said. "You get people to catch on and then they spread the story. They tell their stories and then other people want to follow, too."

ATC Labor Relations Director Bill Cole said they've also addressed food and portion sizes and had discussions with stewards.

"We're talking about giving them more guidance," Cole said. "We found there was a lot you could do, particularly on the education side."

American Maritime Officers

AMO's wellness program is multi-faceted. It offers a nutrition center where individual menus can be created for specific dietary needs, nutritional counseling, educated grocery shopping training and a two-week intensive program known as Fit for Duty.

Under the Fit for Duty program, employees interact with a health and wellness coach who works with them on behavior modification, motivation and expectations; a nurse advocate

who works with them on medical diagnosis, lab work and setting health goals; a chef who prepares meals and introduces healthy meals; and guest speakers who provide additional support and guidance.

Those participating in the AMO's wellness program also fall under a case management umbrella that helps create positive outcomes. Health personnel stay in touch with wellness program participants to ensure they are still able to receive the guidance and support they need to maintain a healthy lifestyle.

"We'll work with anybody who wants to work on it. We'll work on a home program as well as a vessel program," said AMO Plans Executive Director Steve Nickerson. "We try to establish a game plan not only for the vessel, but for at home as well."

Ed Hanley, vice president of labor relations at Maersk Line, Limited, added that investing resources into a wellness program should pay healthful dividends for mariners, their families and their employers in the long run.



Margaret Reasoner
Managing Director
Crowley's Marine Personnel



Susanna Reiner
Registered Nurse



Bill Cole
ATC Labor Relations Director



Steve Nickerson
AMO Plans Executive Director



Ed Hanley
MLL Labor Relations VP

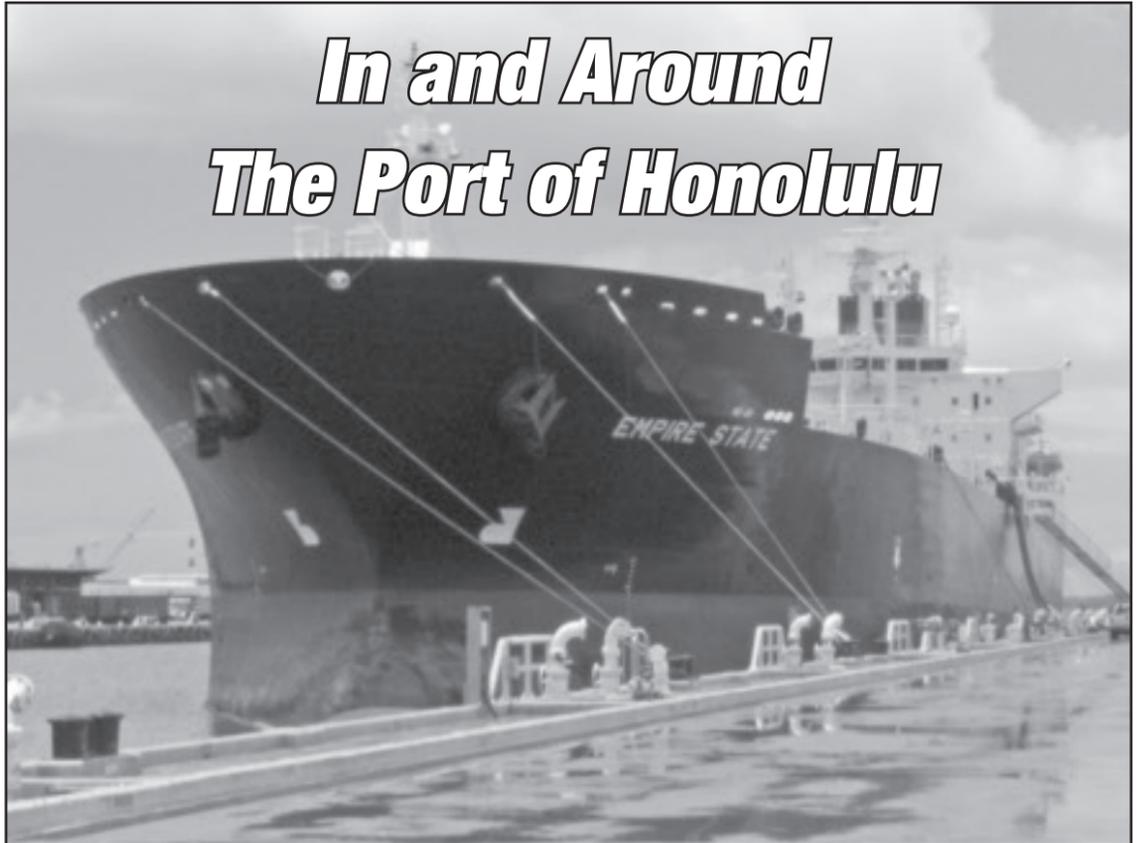
In and Around The Port of Honolulu



Bosun Mark Hoffman
Pacific Collector



2nd Cook Gregory Blaylock
Pacific Collector



The Crowley-managed *Empire State* docks in Pearl Harbor.



Patrolman Warren Asp (left) presents a full B-book to AB Rico Ecalnir at the union hall.



SA Armando Amante
Pacific Collector



Pictured from left to right aboard the *Horizon Reliance* are Chief Cook Matthew Carroll, AB Muthana Koraish and OMU Wilshire Cortez.



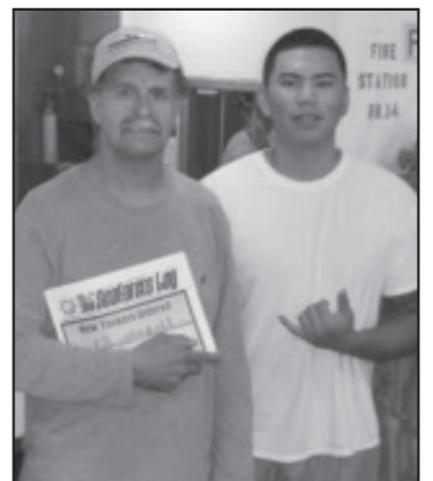
Steward/Baker Allan Bright, Chief Cook Albert Hermoso
Pacific Collector



Seafarers vote in favor of the new contract with Matson during the July membership meeting.



Operated by Interocean American Shipping, the *Pacific Tracker* ties up in Honolulu Harbor.



SA Thomas Curley, SA Arjay Hermoso
Pacific Collector

At Sea And . . .



WELCOME ASHORE IN MOBILE – Two Seafarers recently picked up their first pension checks at the hall in Mobile, Ala., where they were congratulated by Port Agent Jimmy White. Shown at right in the photo at left above is QMED/Electrician Charles Kirksey, whose last ship was the *USNS Henson*. Pictured at left in photo at right above is QMED/Electrician Robert Farmer, who most recently sailed on the *Maersk Texas*.

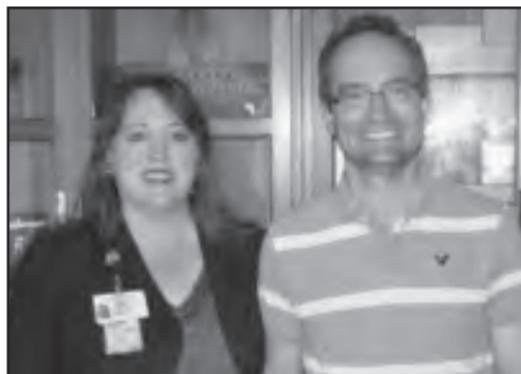
A-BOOK IN OAKLAND – ACU Qais Ahmed (right, with Patrolman Nick Marrone II) recently received his A-se-niority book at the union hall in Oakland, Calif. Ahmed's most recent vessels were the *APL Cyprine* and Water-man's *Green Dale*.

MATSON PACT APPROVED

– As previously reported, Seafarers have ratified a new three-year agreement with Matson Navigation featuring annual wage increases and other gains. Among those voting "aye" (photo at right, from left in front) were ACU Walter Harris, Chief Cook Teresito Reyes and Chief Steward James Harper, pictured with Guam Port Agent John Hoskins aboard the *Pfeiffer*; and, in the other photo, taken at the hall in Oakland, Calif., Chief Steward James Watson (left) and ACU Tracy Crum (right). They are pictured with SIU VP West Coast Nick Marrone, who negotiated the contract for the union.



ABOARD OVERSEAS MAREMAR – These snapshots of crew members from the *Overseas Maremar* were taken aboard ship and at an airport en route to the vessel. The ship is operated by Overseas Shipholding Group.



FOOD AID SHIP DELIVERS EVEN MORE – The Seafarers-crewed *MV Capt. Steven L. Bennett* (operated by Sealift Inc.), in addition to delivering PL-480 "Food for Peace" cargo to Bangladesh and West Africa, also is scheduled to drop off clothing that recently was donated through the Apostleship of the Sea of the United States of America (AOS-USA). Pictured in Galveston, Texas, with vessel master Capt. Jeremy Allen (right in both photos) are Fr. Sinclair Oubre, who in addition to being an SIU member is president of AOS-USA, and Doreen Badeaux, secretary-general of AOS-USA.



... Ashore With The SIU

SUPPORTING OUR TROOPS – Recertified Bosun Christopher Janics submitted these photos from the *USNS Pillaau*, taken as the AMSEA-operated ship recently participated in a military exercise known as Combined Joint Logistics Over the Shore (CJLOTS). The event took place in early May off the shore of Pohang, Republic of South Korea. The *Pillaau* is shown in the photo at top right. In the photo at bottom right, members of the deck gang prepare to tie up. Electrician Bob Rush is pictured in the photo below.



LENDING A HELPING HAND – SIU members working for the Army Corps of Engineers (ACOE) have done their part to help the New York-New Jersey area recover from the effects of Hurricane Sandy. In the group photo at left are various crew members from the ACOE's New York District in Caven Point, N.Y. SIU Delegate Johann Aguilera is shown in the photo below.



SEAFARING BROTHERS – Terrance (left) and Reginald Colbert have significantly more in common than just being brothers. Both joined the Seafarers on the same date, were classmates in the same apprentice class at the Paul Hall Center (PHC) for Maritime Training and Education in 2002 and since have simultaneously upgraded their skills at the school. Currently, both are QMEDS who are enhancing their skills in the electronics course at the PHC. Both are natives of Los Angeles and sail from the Port of Houston. Incidentally, the Colberts also often sail aboard the same union-contracted vessel, the *USNS Seay*.



EXPRESS MARINE – Norfolk Port Agent Georg Kenny submitted these photos of Seafarers employed by Express Marine. Pictured above from left to right are Capt. Gil Pruitt, AB/Cook Worlise Knowles and OS/Cook Samuel Heath.

Research Offers Reminder Of Seafarers' Bravery

Editor's note: In answering a recent request from a Seafarer's descendant, we dusted off the following article from the Jan. 8, 1943 edition of the Seafarers LOG. It is shared here in the spirit of the union's 75th anniversary and as a reminder that SIU members have been part of America's fourth arm of defense throughout that history.

SIU Men Brave Jungle To Avoid Internment

The SIU crew aboard the *Alcoa Pathfinder* was not only torpedoed and had to spend days in open boats and rafts, but when they hit shore they were faced with miles of jungle which had to be traversed if they wanted to avoid internment for the duration of the war. That they came through the ordeal alive is a testimony of their strength and courage.

The story of their suffering received much space in the *Natal Daily News* in Durban, South Africa, where they received hospital treatment. A three-column picture of six brothers was run in the paper and showed them recuperating in the hospital; those pictured were brothers J. Szwed, E. Steeneken, E.R. Libecki, R. Tyler, Jesse Joy and John Flannery.

The following is the write-up given them in the African paper:

Fifty-two survivors of the American ship *Pathfinder*, recently sunk off the Portuguese East African coast, are now in a Durban hospital recovering from the effects of sunburn and exposure. Some of the men have terribly swollen feet and blistered backs.

When the *Pathfinder* was torpedoed on November 22 the men feared that if they

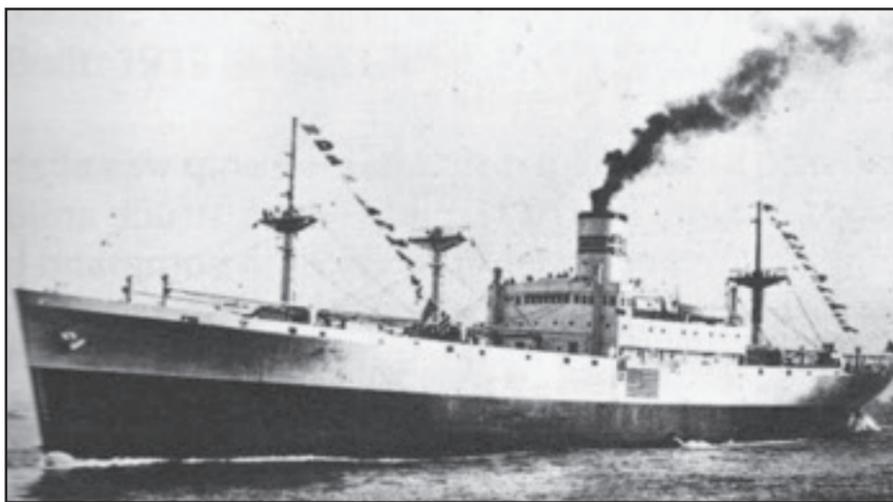
made direct for land they would be interned. So they decided to make the farther trip down the coast to Union territory.

Relating the story of their adventures to a *Daily News* representative who visited the survivors in the local hospital today, Mr. B. Burton, the purser, said the ship went down in under three minutes at 2 o'clock on Sunday morning.

"We managed to get away one of our two lifeboats and a raft," said Mr. Burton. "The other lifeboat was blown up. Five of our crew had been killed by the explosion, the remainder got away safely, and 40 crowded into the lifeboat. Twelve of us got on to a raft, which was taken in tow by the boat.

"We made for the Union, but made little progress. By 2 o'clock on Sunday afternoon we were about 200-300 yards off the beach. It was decided then that the men on the raft would make the shore and travel southwards by foot, and that the men in the boat should try to sail to the Union.

"At 7 o'clock that night we were 10 miles north of Punta el Oro, the lighthouse on the border of the Union. We lit two beacons to attract the attention of the men in the boat. Shortly afterwards the boat landed and we



The Seafarers-crewed *Alcoa Pathfinder* went down in less than three minutes.

camped that night on the beach."

The following day, the entire party made for the lighthouse at el Oro. There they were directed by the Portuguese lighthouse keeper to a mission station at Kosi Lake, across the border.

The men suffered many hardships in their trip down the coast. Most of them were scantily clad and those without shoes suffered especially, their feet being not only burnt, but cut by rocks and grasses in the swamps through which they had to walk.

"It was wild, desolate country, and apart from a few natives we saw nobody," said Mr.

Burton. "On this last stage of our journey we split into three parties, one of which pushed on to the trading store. We were met by a party of policemen who took us by truck to the Maputa police outpost.

"The following day the captain's party, which had remained on the beach, was picked up, and we all went into camp at the Maputa outpost."

Mr. Burton paid a tribute to the wireless operator, one of the men who had been killed, who stuck to his keys sending out signals while the ship sank. He went down with the ship.

Mariners Experience Misadventure In the North African Desert - 1943

Editor's note: Retiree Vincent Patterson sailed with the SIU from June 1942 to July 1951. He sent this story to the LOG in order to share recollections of some of his earliest days at sea.

Brother Patterson made his first trip as a messman and then switched to the engine department. He sailed throughout World War II, and afterward sailed on *Alcoa* and *Delta* passenger liners. He also sailed in the Korean War before coming ashore.

Our vessel, the Liberty ship *SS James E. Howard*, is in convoy from New Orleans through the Caribbean Sea headed to the island of Trinidad. Our convoy suffers a couple of submarine attacks, but we have not lost any vessels.

We reach Trinidad and most of the ships remain in convoy. They are headed toward the North Atlantic Ocean and England. Our ship is ordered to sail on its own through the South Atlantic Ocean in the direction of Cape Town, South Africa.

Something new is added to our vessel: "torpedo nets," which are two large booms on the forward mast and two large booms on the aft mast. When the booms are lowered, large steel netting is strung from one boom to the next. This may stop any torpedo from exploding against our hull.

We are notified that two German raiders disguised as merchant ships are in our area and are well-armed with five-inch and eight-inch guns. We hope to avoid these ships.

After a number of weeks at sea we are in Cape Town. Our ship has boiler trouble, some of our tubes are leaking and we have to cool down a boiler in order to work on the tubes.

For a few days we have shore leave. Cape Town is a beautiful city. The people are very friendly. It is situated below a mountain called Table Top, with ocean on both sides.

With our boiler repaired we take leave of Cape Town. Up through the Indian Ocean and Red Sea, our ship is now headed for Egypt. The Germans control all of the Mediterranean Sea and North Africa; this is why we go around the southern tip of Africa. Japanese submarines patrol this area; the Japanese are fierce and mean adversaries. Their intention is to kill everyone, even if captured.

Arriving at a small port near the mouth of the Suez Canal, the ship drops anchor. This is where we will spend the next month unloading supplies for the invasion of Sicily and Italy. Our vessel is

anchored not too far from an Army camp. Camp Attica is located a few miles outside the town of Suez, which itself is off limits to all military personnel. Roaming bands of Arabs will cut your throat and leave you naked in the desert after they rob you.

The Army guys pick us up at night in jeeps and trucks and take us into camp. We hold on tight as they race each other. One night, Jack Benny and a USO show are performing, and we all enjoy the show.

My buddy Eddie and I decide to take a few days off to see the Pyramids and the Sphinx. The next morning we start thumbing our way across the North African desert. Rides we catch are mostly with the English and Canadian Army drivers.

We arrive in Cairo, climb the pyramids, and see the Sphinx, where Napoleon's men shot off the nose. We spend the night in Cairo, and the next morning we are on our way to Alexandria, Egypt.

The Germans at this time have lost most of North Africa. When we arrive in Alexandria there is no place to stay. The German Embassy is now vacant, so we spend the night there. The Germans have stripped most of the furniture but the marble staircases and the rest of the place is beautiful. The bathrooms are working, but no tissue paper. Eddie, who had been in the Civilian Conservation Corps (CCC) camps before the war, always carries tissue paper in his back pocket when working in the forest, as he did on this day. Hooray for Eddie!

After breakfast we tour the city, go underground into the catacombs, see the sights and then head back to Cairo.

Once again we hitch a ride with a British soldier. About halfway between Alexandria and Cairo is an Army camp. The three of us were thirsty and stopped for a drink. This camp is filled with girls, English WAFS (women's auxiliary ferrying squadron). Wow, what a surprise: hundreds of them. They have lemonade and we have nothing to drink from, so we bought a cup. Us two Yanks are a hit for a while, but we need to head back into the desert.

It is early evening when we arrive in Cairo, have dinner, buy a bottle of wine and discuss staying the night. Since it is still light we decide to head back toward Suez and the army camp. It is a poor, almost fatal decision.

Continued on Page 15

Supporting MSC Missions



Vessel master Capt. Bud Conroy emailed this recent photo of the SIU-crewed, AMSEA-operated *BBC Seattle* off Gibraltar. "She was returning from the Persian Gulf, having recently completed her first year on charter to the Military Sealift Command," the captain wrote. Crew members on this voyage included Bosun Arthur Cross, ABs Rolando Salamat and Marcus Hugee, QMEDs Antoine Best and Jessie Parente, Chief Steward Julio Marcone and SA Sheilla Daguio.

Furloughs End Early for Defense Workers

A series of unpaid furlough days ended in August for 4,200 SIU CIVMARS and nearly 700,000 additional civilian employees working for the Department of Defense (DOD). The good news came following DOD's move Aug. 6 to reduce the number of mandatory furlough days from 11 down to six.

While the workers – including Seafarers working for the U.S. Military Sealift Command – were initially required to take one furlough day per week starting July 8 and continuing through the end of the fiscal year, the reduction meant employees had their final furlough day in mid-August.

The furloughs were the result of across-the-board spending cuts enacted when Congress and the administration failed to reach an agreement on the federal budget in 2012. While 22 furlough days were originally scheduled, the number was cut 14 in March, then 11 in May following the lobbying efforts of the SIU and its allies.

According to the Associated Press, Defense Secretary Chuck Hagel approved the final furlough day number of six after meeting with Pentagon officials. The Pen-

tagon was able to identify an additional \$1.5 billion in savings, thus reducing the need for the furloughs.

"I want to thank our civilian workforce for their patience and continued dedication to our mission during these extraordinarily tough times," Hagel said in a memo to military officials. "I regret the difficulties they and their families had to face during this furlough period."

The Federal Workers Alliance (FWA) – a coalition of unions to which the SIU is a member – announced as the furloughs were starting in July that it would fight against them. It established a grassroots campaign that included in-office visits, electronic constituent letters, phone calls and social media activism.

In a statement just before the furloughs began, FWA Chairman William Dougan said it was vitally important to the country that these federal workers stay on the job.

"Behind every good soldier is a team of dedicated Defense civilian employees," Dougan said. "These are dedicated men and women who support the mission of our troops abroad and defend our families against threats at home."



A member of the Paul Hall Center's vocational staff briefs a group of apprentices and upgraders on the steps they need to take to secure the Vessel Personnel with Designated Security Duties endorsement.

Don't Miss The Boat! Your Job May Be At Stake!

Reminder and Instructions for Obtaining STCW Security Endorsements

As previously reported, because of requirements stemming from the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), all mariners serving on vessels engaged on voyages to which the STCW applies must have training in and an endorsement for Security Awareness (SA). If any of their assigned duties on ship will include security of the vessel, they must also hold the Vessel Personnel with Designated Security Duties (VPDSD) endorsement, according to the U.S. Coast Guard's National Maritime Center. Sea time may be substituted for training if it meets specified requirements.

For most Seafarers, complying with these new regulations will simply be a matter of securing a letter from their respective employers (companies or vessel masters) indicating that the mariner has performed security functions aboard ship for a period of at least six months during the preceding three years. The letter then is submitted to a Coast Guard regional exam center (REC) so the member may acquire an appropriate sticker indicating the corresponding security endorsement. SIU officials and personnel from the union-affiliated Paul Hall Center for Maritime Training and Education have been assisting as many Seafarers as possible through this process.

For Seafarers who don't have the required sea time with security duties, the Paul Hall Center regularly offers courses to meet the new requirements.

Other Notes

■ SIU members who currently have a Vessel Security Officer (VSO) endorsement already comply with the new requirement.

■ If demonstrating completion of an approved course, the certificate of completion should be attached to Coast Guard form 719B as an application for an endorsement. If the mariner is also seeking a renewal of an existing document, form 719K (Medical Evaluation Report) would also have to be filed. Those forms are linked in an SIU web post mentioned at the end of this article.

■ The three STCW security endorsements are:
SA – VI/6 – Security Awareness

VPDSD – VI/6 – Vessel Personnel with Designated Security Duties
VSO – VI/5 – Vessel Security Officer

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

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

Dear Sir:

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

Sincerely,

NAME OF MASTER OR
COMPANY OFFICIAL

For More Information

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

■ Questions may be directed to your port agent.

■ Questions may be directed to the Paul Hall Center's admissions office at (301) 994-0010.

■ A post on the SIU website includes a sample letter and links to related Coast Guard material. It is located at:

<http://www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm>
(Or, just go to www.seafarers.org and search for "VPDSD")

Manpower Provides Recap Concerning Proper Maintenance Of Mariners Credentials

Officials in the union's manpower office are offering members some reminders regarding the maintenance of merchant mariner credentials (MMC).

It is especially important that new endorsement stickers are placed on the next empty MMC page and added in order as numbered by the National

Maritime Center (NMC). Do NOT place new endorsement stickers on pages that already have endorsements or writing on them.

Please read the instructions provided by the NMC prior to adding your stickers. Also, mariners should NEVER cover up anything in their MMC with new stickers. If a mariner puts stickers over a page that already contains a sticker, their MMC is automatically void and he/she cannot ship on it until a duplicate is issued by the NMC.

Manpower officials therefore urge members to take great care when adding new endorsement stickers to their credentials, making sure

that they are affixed properly. Anyone requiring assistance should contact their local port agent or the admissions office at the Paul Hall Center.

In addition, mariners should be sure that they are aware of what endorsements they currently hold in their MMCs, both international and domestic. This is extremely important when renewing MMCs with the Coast Guard. Be sure to check any newly issued MMC for errors which may occur in issuance. Mariners who notice an error should contact the NMC as soon as possible at 888-427-5662



Bosuns brush up on their computer skills during the three-week course.



The course's hands-on training includes fire fighting.



Classroom instruction augments practical exercises at the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center.

Bosuns Point to Union, School as Golden Opportunities

One by one, the union's newest class of recertified bosuns stepped to the podium to address their classmates, other fellow Seafarers, trainees and SIU officials.

As they spoke at the Aug. 5 membership meeting in Piney Point, Md., an unofficial but common theme emerged: Both the union and its affiliated Paul Hall Center for Maritime Training and Education offer excellent opportunities to sustain meaningful, rewarding careers. Several of the bosuns mentioned that sailing with the SIU enabled them to comfortably support their respective families, including putting kids through college.

In fact, a few of the graduates were joined at the meeting by family members who travelled to the school.

In all, 10 Seafarers completed the three-week curriculum, which is the top one available to SIU deck-department mariners. The graduates are **Lonnie Porchea, Mohamed Mohamed, Virgilio Rosales, Cleofe Bernardez Castro, Carlos Arauz, Joseph French, Saleh Ahmed, Christopher Janics, Moises Ramos and Richard Szabo.**

The Seafarers covered many subjects throughout the recertification class. They worked with Paul Hall Center instructors and met with representatives from various departments of the SIU as well as the Seafarers Health and Benefits Plan and the Maritime Trades Department, AFL-CIO. Topics and training included new security requirements stemming from amendments to the STCW convention; basic safety training; communication skills; computer proficiency; other international maritime conventions; working with apprentices at the school; SIU contracts, and grassroots political action.

Following are highlights of the graduation speeches, in chronological order.

Lonnie Porchea

A Seafarer since 1997 who ships from Philadelphia, Porchea said the three weeks spent in recertification were among the best times of his life.

"I've learned so much, and now have so much to share with shipmates," he noted. "This class enhanced my knowledge and will help me set efficient goals aboard ship while sustaining high morale among the crew."

He added, "If you come to the Paul Hall Center to upgrade, you will learn

a lot, because the instructors will work with you and teach you. Thank God for the SIU and our strong leaders."

Mohamed Mohamed

A frequent upgrader who sails from Tacoma, Wash., Mohamed said that in addition to learning or refining skills that will help him aboard ship, the course reminded him that "the SIU has shown me the right way, and the school has given me opportunities to acquire training that leads to security and a way to earn a living and support my family. The SIU has given me so many opportunities."

Mohamed, who joined the SIU in 2003, said he has sailed around the world several times, and he urged fellow mariners to support the union's voluntary political action fund (SPAD) as well as the Maritime Defense League (MDL) "to keep our jobs going and getting more ships."

He described the Paul Hall Center as "a great facility," and encouraged the apprentices to "take full advantage of everything the union and the school offer. Think 'safety first' and listen and ask questions."

"God bless America and God bless the SIU!"

Virgilio Rosales

Next to the podium was Rosales, who joined the SIU in 1999 in Ft. Lauderdale, Fla., which is still his home port.

He said the class will make him "a better leader aboard ship. My experience at Piney Point has been excellent. The teachers are fantastic."

Rosales said the SIU has been "essential to me and my family, and I thank the union leadership for that."

Carrying on a tradition of recertification graduates addressing apprentices, he concluded, "You can stand where I stand today. Put in the effort and hard work."

Cleofe Bernardez Castro

Castro joined the union in 1992 in Hawaii and now sails from New York.

"I learned a lot in this class and I'm so proud to be a union member," he said. "It was a pleasure to be here and I thank all the members of every department we met with. I had time to ask many questions and I will take the answers with me to the vessels."

Castro said his career is a testament

to the opportunities available through the SIU. He began sailing as an assistant butcher on the white ships.

But along with making progress, he also said it's important to support the organization.

"It's not what your union can do for you; it's what you can do for your union," he stated. "And what you can do is get out there and work to the best of your abilities. Protect the name of this organization.... I couldn't be more proud of this union. Thank you so much for being there for me and my family."

Carlos Arauz

A Seafarer since 1991, Arauz joined in Houston and still ships from there.

Like his classmates, he said that in addition to honing safety skills and brushing up on maritime conventions, he was very interested to learn more about how politics affects the livelihoods of all SIU members.

He also enjoyed reuniting with several class members whom he'd sailed with at various times.

"We learn a lot at this school," said Arauz, who has upgraded four times. "It's important that students learn all they can when upgrading, and pass on important information when you go on the ships."

Reflecting on his career, he added, "I've made a good living thanks to the SIU. Headquarters is working hard for us. Thanks!"

Joseph French

French became a Seafarer when the NMU merged into the SIU in 2001. Overall, though, he has sailed for more than 30 years.

He got the audience's attention when mentioning that he already put his son through medical school and that his daughter currently is enrolled.

"I'm grateful and I thank our president, Mike Sacco, and all the other officials," French said. "Thanks to the Paul Hall Center instructors, too. The school is awesome and they're doing wonderful work here."

Speaking to the trainees, he concluded, "Ask questions and work hard on the ships. You are the future of the SIU and you are the future of the U.S. Merchant Marine."

Saleh Ahmed

Taking his turn at the microphone,

Ahmed mentioned that he joined the SIU in 1977 in Algonac, Mich., and still ships from there.

He said the recertification class proved very worthwhile, and encouraged all SIU members to upgrade whenever possible. He also urged fellow Seafarers to donate to SPAD.

"This union has given me the opportunity to learn, to make money and to travel the world," he added. "I thank the SIU for protecting our jobs and I thank the instructors here at the school. I've learned a lot of new information."

"To the trainees, take advantage of what the union and school offer you. This union is your best friend."

Christopher Janics

Pointing out he was a member of Trainee Class 322 in 1980, Janics, who sails from Jacksonville, Fla., said the August membership meeting "feels like a family reunion. I've sailed all the way around the world. The union gave me an opportunity to have a good life, and for my family to have a good, stable life. That's a fact."

He thanked the dais officials by name and said he appreciated the behind-the-scenes look at how the union and school operate. Janics also encouraged fellow Seafarers to donate to SPAD: "Without it, our jobs could very well fall by the wayside."

Wrapping up by addressing the apprentices, he said, "Work hard at school, learn from the instructors, and help each other here and on the ships. A question not asked is knowledge not learned."

Moises Ramos

Ramos joined the NMU in 1977 in New York and became a Seafarer when the unions merged in 2001. His home port is Ft. Lauderdale, Fla.

"Thank you to my union for many days of smooth sailing," he said. "I'm grateful for your hard work and dedication. Thanks also to the instructors - this has been an informative course. It is

fun but serious at the same time."

Ramos described the school's fire fighting training as "a real confidence builder," and expressed similar sentiments about the CPR and First Aid course.

He told the apprentices, "You have a great opportunity here. Trust your union. In part, our legacies will be carried by you. Be professional, be proficient, work hard, and together we will all feel proud."

Richard Szabo

Good-naturedly called "captain" because, at 68, he's the oldest class member, Szabo joined the union in 2001 in

Wilmington, Calif., and now sails from Tacoma.

"I'm really impressed with our whole organization and how terrific this school is," he stated. "I know I'll be a much better leader as a result of this class. The people who teach here are so dedicated and they care."

After asking everyone else in the auditorium to join him in applauding the school's staff and union officials, Szabo said the trainees had asked good questions when meeting with the bosuns during class.

"Keep asking them," he continued. "Do your very best and keep up the good work."



SIU officials join the newly recertified bosuns for a traditional photo in front of the stage following the August membership meeting in Piney Point, Md.

Union Plus Scholarships

Online application now available!

Describing the sacrifices his father made for his family
Robert says: *"His selfless sacrifice motivated me to work hard in school and become the first person in my family to attend college"*

Robert Firme



Robert Firme
of Ewa Beach, HI, Son of SIU member Roberto Firme. Robert is a \$4,000 Union Plus scholarship recipient.

Over 2,300 students in union families have received money for college through the Union Plus Scholarship. **The online application is now available!** You can complete the application in stages and save your answers before you submit.

Who can apply:

Current and retired participating union members, their spouses and their children.

What kind of school is eligible:

The scholarship is open to students who attend or plan to attend a U.S. college, university, community college, or a technical/trade school. Students attending undergraduate or graduate schools are eligible.

Scholarship amounts:

Recipients will receive \$500 to \$4,000.

Deadline to apply:

January 31, 12pm (noon), Eastern Time

Scholarship recipients announced:

May 31

Details and online application available at:

UnionPlus.org/Scholarships

To receive mobile text alerts about education-related deadlines and information, **text STUDENT to 22555.**

Msg&Data Rates May Apply. Reply STOP to opt-out. Reply HELP or contact info@unionplus.org for help. Expect no more than 2msgs/mo.



UnionPlus.org/Scholarships

Seafarer Counts His Blessings

Continued from Page 10

Our next ride is in the back of a stake body truck carrying large coils of rope, driven by two Egyptians. We climb in and settle down in the coils of rope passing the wine bottle back and forth.

The night has turned dark, with just a blacktop road and our truck rolling along in the lonely desert. Half asleep, I feel the truck slowing down, and when I look this Arab is climbing up the back of the truck and some others are running along waiting to get aboard. I yell to wake Eddie up, and then I swing the wine bottle at the Arab, knocking him down off the truck. He falls on the others, spreading them across the road.

The truck keeps going, and a quarter of a mile farther down there is a crossroad. The truck stops and the driver says, "Army camp that way." We climb out of the truck and I tell Eddie, we are in deep [stuff]. Those guys who tried to get onto the truck are mad as hornets and we have nothing but open desert around us. Maybe the dark night will help.

We start walking toward the camp, not knowing how far we have to go or if those people would catch up to us. It could be that two guys found the next morning with their throats sliced and naked in the sands of the desert would be us.

Out of the dark comes two little slits of light, blackout lights on an English Army Austin truck. It has a canvas back like a covered wagon. I jump in the middle of the road and flag it down. When it stops, I stick my head in the window and stare at the prettiest girl I've seen in over seven months. I say, "There are a number of Arabs looking for us somewhere out in the dark and we need a ride to camp."

She asks, "What are you two Yanks doing out here in the desert at night? They will kill you!"

I reply, "We just arrived on a rope truck from Cairo and did have a little altercation with a few of them down the road and I think they are very angry."

She tells us to climb in the back. The truck makes it to Camp Attica and we jump out, telling her there's no way we can thank her enough - however, I can manage to be in camp tomorrow night and would like to thank her again. She was laughing as the little truck pulled away.

A small boat took us out into the bay and on to the ship. At the time we were young (17) and did not think too much of the encounter. However, now that I am older it makes me shudder.

Personal

I'm hoping to contact Thomas Curtis of Mississippi, who worked out of the Mobile, Alabama, merchant seamen's union hall approximately 30 years ago. Please contact Christopher Bryant, 16 Coolidge Point, Manchester by the Sea, Massachusetts 01944. Call me at (978) 223-0563, or email: christopher@caplines.com.

October & November 2013 Membership Meetings

Piney Point.....	Monday: October 7, November 4
Algonac.....	Friday: October 11, November 8
Baltimore.....	Thursday: October 10, November 7
Guam.....	Thursday: October 24, November 21
Honolulu.....	Friday: October 18, November 15
Houston.....	*Tuesday: October 15, November 12
Jacksonville.....	Thursday: October 10, November 7
Joliet.....	Thursday: October 17, November 14
Mobile.....	Wednesday: October 16, November 13
New Orleans.....	Tuesday: October 15, November 12
New York.....	Tuesday: October 8, November 5
Norfolk.....	Thursday: October 10, November 7
Oakland.....	Thursday: October 17, November 14
Philadelphia.....	Wednesday: October 9, November 6
Port Everglades.....	Thursday: October 17, November 14
San Juan.....	Thursday: October 10, November 7
St. Louis.....	Friday: October 18, November 15
Tacoma.....	Friday: October 25, November 22
Wilmington.....	Monday: October 21, November 18

* Houston changes created by Columbus Day and Veterans' Day holidays.

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

Dispatchers' Report for Deep Sea

July 16, 2013 - August 15, 2013

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	13	16	4	16	4	2	5	17	20	3
Anchorage	1	0	0	1	1	0	2	4	3	1
Baltimore	4	9	1	7	4	2	4	11	10	0
Fort Lauderdale	18	11	4	19	9	2	10	24	14	8
Guam	1	1	1	1	3	0	0	4	3	1
Honolulu	12	6	0	6	4	0	1	22	6	1
Houston	37	12	1	39	6	2	17	90	20	5
Jacksonville	42	23	5	31	13	2	21	63	36	6
Joliet	7	2	1	6	5	1	0	6	4	0
Mobile	11	5	0	5	1	2	1	17	6	1
New Orleans	8	0	2	14	1	0	9	15	3	4
New York	51	18	4	28	13	0	13	105	23	6
Norfolk	17	23	5	16	21	6	12	28	34	7
Oakland	31	7	0	11	3	2	5	52	10	0
Philadelphia	5	2	2	5	2	1	0	10	4	1
Piney Point	2	2	1	1	2	1	0	4	2	0
Puerto Rico	7	6	1	9	3	0	1	14	8	3
Tacoma	31	16	6	33	12	3	12	73	30	12
St. Louis	1	2	1	1	1	0	0	3	3	3
Wilmington	32	26	3	22	11	1	14	58	60	11
TOTALS	331	187	42	271	119	27	127	620	299	73
Engine Department										
Algonac	4	2	2	6	0	1	0	5	8	1
Anchorage	0	2	0	0	0	0	0	1	2	0
Baltimore	2	4	1	4	1	1	1	5	7	2
Fort Lauderdale	13	3	1	8	2	2	4	15	5	4
Guam	1	1	0	1	1	0	0	3	0	0
Honolulu	8	2	2	8	2	0	1	17	4	2
Houston	21	9	1	8	4	1	2	41	13	3
Jacksonville	20	18	1	19	7	1	7	43	24	15
Joliet	2	6	0	4	3	0	1	2	6	0
Mobile	5	1	1	2	1	1	0	13	2	4
New Orleans	1	4	0	2	3	0	1	4	5	0
New York	14	13	4	12	9	0	3	26	22	5
Norfolk	6	11	2	6	9	1	4	20	25	2
Oakland	9	7	3	5	5	1	2	18	8	2
Philadelphia	4	3	1	2	2	1	2	4	5	1
Piney Point	1	4	0	3	0	0	0	3	3	0
Puerto Rico	3	4	0	3	3	0	1	5	6	0
Tacoma	13	9	1	12	3	0	7	33	12	1
St. Louis	1	1	0	1	0	0	1	0	3	0
Wilmington	14	11	0	12	4	0	7	25	22	1
TOTALS	142	115	20	118	59	10	44	283	182	43
Steward Department										
Algonac	4	1	4	4	1	2	0	6	2	2
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	3	6	1	2	3	0	0	6	3	1
Fort Lauderdale	7	6	1	8	0	1	1	17	8	3
Guam	3	5	0	1	2	0	0	5	2	0
Honolulu	20	4	1	11	2	0	2	29	7	1
Houston	19	8	2	10	4	0	5	32	14	3
Jacksonville	13	7	2	10	3	2	6	30	10	1
Joliet	2	1	1	2	0	1	0	0	1	0
Mobile	3	1	2	4	2	1	0	8	3	1
New Orleans	6	1	0	4	0	2	2	11	2	2
New York	13	3	1	10	3	0	3	31	6	2
Norfolk	7	15	5	8	6	2	6	20	24	5
Oakland	18	6	2	18	7	1	9	21	4	3
Philadelphia	3	0	0	5	1	1	2	3	0	2
Piney Point	3	4	1	3	2	0	0	4	3	1
Puerto Rico	2	4	0	3	2	0	4	4	3	0
Tacoma	18	4	0	13	2	1	6	30	7	0
St. Louis	1	2	0	1	1	0	0	2	3	0
Wilmington	28	1	0	17	3	0	5	42	1	1
TOTALS	173	80	23	134	44	14	51	301	104	28
Entry Department										
Algonac	6	12	7	2	7	4	1	7	30	16
Anchorage	0	0	2	0	0	0	0	0	1	1
Baltimore	2	2	1	2	4	1	0	0	2	4
Fort Lauderdale	1	8	0	0	6	3	1	1	8	3
Guam	0	1	0	0	0	0	0	0	2	0
Honolulu	1	3	7	3	3	7	0	2	5	16
Houston	9	17	5	3	7	3	3	7	26	20
Jacksonville	2	16	13	0	15	5	2	3	20	17
Joliet	0	0	2	0	0	2	1	1	0	1
Mobile	0	4	2	0	0	0	0	0	4	2
New Orleans	1	2	1	2	2	1	1	1	2	4
New York	5	14	11	2	7	3	0	10	42	27
Norfolk	1	18	23	2	7	8	3	6	29	37
Oakland	2	11	6	2	7	2	1	4	19	15
Philadelphia	0	0	3	1	0	0	0	0	1	3
Piney Point	0	1	3	0	1	3	1	0	0	7
Puerto Rico	0	2	2	1	1	0	1	2	1	2
Tacoma	2	9	4	7	7	2	2	8	24	6
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	1	14	3	2	8	0	1	15	53	39
TOTALS	33	134	95	29	82	44	18	67	269	221
GRAND TOTAL:	679	516	180	552	304	95	240	1,271	854	365

Seafarers International Union Directory

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



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by SIU members who are enrolled in upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Question: What surprised you most about seafaring when you first began sailing?



Gladiz David
SA

I first thought how I liked the crew and meeting people. It wasn't anything like home. It was very different. I didn't get up early when I was at home. On the ship I had to get up very early. I had to schedule my time for the work. Everything is on a schedule. At home, I could do everything on my own time.



Tony Harrell
Chief Cook

The first time I was just excited to see all these different things. It was a new experience. Everything was new to me. I went from not making much money to making a nice chunk of change. I went from being on the street to visiting different countries. I've been all over – places like Singapore and Spain. It was everything I thought it would be.



Reinaldo Roman
QMED

I started with an LNG (ship) and thought, wow, this is a big ship. You don't get to see them up close until you're a seafarer. It was pretty big, about 900 feet. It was a lot more than I expected. I originally thought we would just go from port to port. But you actually get to have leave time and can meet people. And the money is really good. They've been getting some really good contracts for us. I've been doing 20-something years on steamships and because of the SIU I can upgrade and go on to diesel (ships).



Ron Lukacs
QMED

You end up learning a lot by going out on the ship. And at the school you get a lot of hands-on training. That's what you really need. I'm glad to see they realize they've got to get these guys at the school. The one thing about this school is it's a stepping stone for you. I've learned you can't be stagnant; you've got to be moving. The opportunities are here. The money is good. You have a lot of advantages.



Justin Bing
Wiper

We have to take advantage of what the old-timers have been showing us. Having this school is a real opportunity. The merchant mariner lifestyle is different from the nine-to-five people. The money is excellent. You can't go wrong with the money. I like to use the word "ambition." You have to look forward to the future. I'm really happy to be around all these positive people. People give me inspiration. And if it wasn't for the old-timers a lot of us young-timers wouldn't be here.



Mario Batiz
Wiper

At first I thought it might be harder to do better. But so far everything is working out great for me. Everything I need to do is happening. I'm very proud to be a part of the SIU. I'm doing the school and moving up a lot. It's a lot more open than I thought it might be. You just have to work hard and put in the time. That's why I want to let the members know – don't be afraid to go ahead and come to the school.

Pic-From-The-Past



These Seafarers were among the first AB upgraders at the union-affiliated school in Piney Point, Md. Pictured from left to right in this photo from August 1969 are (kneeling) Andrew Stortroen, Johnnie McClenton, Joseph DeJessa, (standing) Fred Legg, Paul Giordano, Dennis Rowland, James Hotsko and Robert Meredith.

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

Welcome Ashore

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



DEEP SEA

HARVEY BARLOW

Brother Harvey Barlow, 65, started sailing with the Seafarers in 1968. He was originally employed aboard a U.S. Steel Corporation ship. Brother Barlow was a deck department member. He upgraded in 1968 at the SIU-affiliated school in Piney Point, Md. Brother Barlow's most recent ship was the *OMI Wabash*. He is a resident of Sussex, N.J.



JOHN CARTOS

Brother John Cartos, 66, signed on with the SIU in 1964 while in Norfolk, Va. He initially shipped on the *Chatham*.



Brother Cartos, who sailed in the deck department, enhanced his skills on two occasions at the Paul Hall Center. He concluded his career aboard a Penn Maritime Inc. vessel. Brother Cartos lives in Norfolk.

LEONCIO GONZALEZ

Brother Leoncio Gonzalez, 68, joined the SIU ranks in 1991 in New York. His first ship was the *Independence*; his most recent, the *Maersk Carolina*. Brother Gonzalez worked in the steward department. He frequently took advantage of educational opportunities available at the Seafarers-affiliated school in Maryland. Brother Gonzalez was born in Honduras but calls Jacksonville, Fla., home.



ARTHUR KENDALL

Brother Arthur Kendall, 71, became an SIU member in 2001 when the NMU merged into the Seafarers International Union. He was last employed on the *Sgt. William R. Button*. Brother Kendall shipped in the steward department. He resides in Brooklyn, N.Y.



JOHN MCCABE

Brother John McCabe, 61, began sailing with the union in 1972. He initially shipped aboard the

Long Lines.

Brother McCabe was born in Brooklyn, N.Y. and sailed in the engine department. He often attended classes at the union-affiliated school in Piney Point, Md. Brother McCabe's final ship was the *Pfc. Eugene Al Obregon*. He makes his home in Newport News, Va.



JOHN SANCHEZ

Brother John Sanchez, 65, was born in Wilmington, Calif. He became an SIU member in 1988, initially sailing on the *Beaver State*. Brother Sanchez worked in the deck department, most recently aboard the *Green Point*.



In 1988 and 2011 he upgraded at the Piney Point school. Brother Sanchez lives in Tacoma, Wash.

WILLIAM SCHUPPMAN

Brother William Schuppman, 65, donned the SIU colors in 1995. He worked in both the deep sea and inland divisions. Brother Schuppman first sailed with Port Imperial Ferry. He shipped in the deck department. Brother Schuppman was a frequent upgrader at the maritime training center in Piney Point, Md. His most recent trip was on the *Maersk Missouri*. Brother Schuppman was born in New York City and settled in Port Saint Lucie, Fla.



JUAN TORRES

Brother Juan Torres, 65, started shipping with the union in 1994 while in Puerto Rico. His first voyage was aboard the *Expedition*; his most recent was on the *American Tern*. Brother Torres was born in **Fajardo, P.R.** On two occasions he attended classes at the Paul Hall Center. Brother Torres, a member of the deck department, resides in Hudson, Fla.



INLAND

BILLY EPPS

Brother Billy Epps, 61, joined the SIU in 1976 in the port of Baltimore. The engine department member was born in Maryland. Brother Epps primarily sailed with Moran Towing of Maryland. In 1981 and 2001, he upgraded at the Piney Point school. Brother Epps calls Parkton, Md., home.



ment member was born in Maryland. Brother Epps primarily sailed with Moran Towing of Maryland. In 1981 and 2001, he upgraded at the Piney Point school. Brother Epps calls Parkton, Md., home.

JOHN FRANCESCHI

Brother John Franceschi, 64, signed on with the union in 1973. He initially shipped on an Interstate Oil Transportation Company vessel. Brother Franceschi's most recent trip was with Mariner Towing. He makes his home in College Station, Texas.



MICHAEL FURMAN

Brother Michael Furman, 63, began his seafaring career in 1967 while in Baltimore. He mostly worked aboard OSG Ship Management vessels. Brother Furman is a Maryland native. He sailed in the engine department. Brother Furman lives in Baltimore.



CHARLES HADLEY

Brother Charles Hadley, 59, first donned the SIU colors in 1987. For the duration of his career he sailed with G&H Towing. Brother Hadley was born in Texas and sailed in the deck department. He attended classes on two occasions at the Seafarers-affiliated school in Piney Point, Md. Brother Hadley is a resident of Paige, Texas.



RUSSELL HUDSON

Brother Russell Hudson, 55, joined the SIU in 1981. He sailed with Express Marine, Inc. for 25 years as mate aboard various tugboats. Brother Hudson finished his career with Maritrans/OSG, sailing as AB



Tankerman for eight years in the Gulf of Mexico and the Delaware River. His most recent vessel was the *OSG Horizon/351*. Brother Hudson resides in Vandemere, N.C.

BRUCE WERTS

Brother Bruce Werts, 66, became a union member in 1998. He was originally employed with Riverboat Services. Brother

Werts was a deck department member. In 2012, he enhanced his skills at the Paul Hall Center. Brother Werts last worked with Ameristar Casino East Chicago. He resides in Lake Ann, Mich.



GREAT LAKES

RONALD HALBERG

Brother Ronald Halberg, 62, signed on with the SIU in 1971 while in Detroit. He mostly worked with Arnold Transit Company as a member of the deck department. Brother Halberg continues to live in his native state, Michigan.



DANIEL HART

Brother Daniel Hart, 59, was born in Michigan. He began sailing with the SIU in 1971. Brother Hart was primarily employed with Inland Lakes Management. He worked in both the engine and deck departments. Brother Hart settled in Alpena, Mich.



This Month In SIU History

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

1944

One of the most modern union halls in the country was officially opened last week by the SIU. The six-story building at 51 Beaver Street will house both the New York branch and the Atlantic & Gulf District offices. The union occupies the top five floors with the shipping hall taking the entire second floor. The lounge, complete with card and writing tables, takes the third floor. The stewards' offices and the baggage room, which offers free baggage checking for members in good standing, are on the fourth floor [while] branch offices, including the office of the *Seafarers LOG*, take up the fifth floor. Atlantic & Gulf District Headquarters comprise the top floor.

The reaction of the membership to their new home has been very favorable. Commenting on the new building one Seafarer said, "From now on, we don't have to take off our hat to nobody."

1954

After keeping the entire maritime industry in suspense for over a week, President Eisenhower signed the permanent "50-50" bill into law. His action came just two days before the deadline for signing, which would have meant a pocket-veto for the measure. The president's approval means a complete victory for the SIU, which has fought for seven years, along with other maritime groups, to put "50-50" into foreign aid appropriation bills year after year. With the passage of a permanent bill, the

"50-50" principle in foreign aid is now firmly established, which assures American shipping 50 percent of all government cargo falling into that category.

1962

The SIU Medical Department reached a milestone recently when it was noted that the six clinics operating throughout the county have given more than 50,000 physical examinations to Seafarers and their dependents. Seafarers formed the bulk of those examined with more than 88 percent of the physicals, while dependents accounted for about 12 percent. SIU members normally take at least one complete physical examination each year as part of the program of preventative medicine for which the entire clinic operation was set up. Clinics are operating in New York, New Orleans, Mobile, Baltimore, Houston and Puerto Rico.

1968

The SIU Welfare and Vacation plans have now paid out more than \$100 million in benefits. The plan was first launched in 1950 and, since that time, more than \$41.5 million has been paid out for hospital, death, disability, maternity, dependent, optical and out-patient benefits. In February 1952, the SIU Vacation Plan was inaugurated and it has since paid more than \$59.4 million in vacation benefits for SIU members. The total value of welfare benefits is actually considerably higher, since the cost of scholarship payments, mealbooks, training facilities and medical examinations – for SIU members and their dependents – are not included in the above figures.

Final Departures



DEEP SEA

ACYLEE BROOKS

Pensioner Acylee Brooks, 78, passed away Jan. 10. Brother Brooks began sailing with the union in 1952.

He was born in Mobile, Ala. and originally worked on the *Strath Bay*. Brother Brooks was a member of the steward department. Before retiring in 1998, he sailed on the *Liberator*. Brother Brooks made his home in Moreno Valley, Calif.



PERRY GREENWOOD

Pensioner Perry Greenwood, 79, passed away Feb. 1. Born in Seattle, he began sailing with the union in 1951.

Brother Greenwood first sailed on the *Choctaw*. He was a deck department member. Brother Greenwood's final ship was the *Reliance*. He retired in 1998 and was a resident of Yuma, Ariz.



TEDDY LANE

Pensioner Teddy Lane, 89, died Jan. 26. He became a union member in 1951 in Wilmington, Calif. Brother Lane's first vessel

was operated by Tiger Steamship Ltd.; his last ship was the *Freedom*. He was a native of Indiana and sailed in the deck department. Brother Lane went on pension in 1985 and resided in Shoreline, Wash.



GEORGE LUGO

Pensioner George Lugo, 78, died Feb. 7. He signed on with the SIU in 1959. Brother Lugo's earliest trip was with Marine Carrier Corporation.

He was a member of the deck department. Brother Lugo most recently shipped aboard the *Overseas Philadelphia*. He began collecting his pension in 1995. Brother Lugo called Pearland, Texas, home.



JOSEPH MORRISON

Pensioner Joseph Morrison, 83, passed away Feb. 13. He donned the SIU colors in 1960 while in the port of New York. Brother Morrison initially sailed with Interocean American Shipping Corporation. He was born in Iowa and shipped in the deck department. Brother Morrison last

worked aboard the *LNG Taurus*. He started receiving compensation for his retirement in 1992. Brother Morrison lived in Sea Level, N.C.

JOHN PRATT

Pensioner John Pratt, 83, died Feb. 17. Brother Pratt joined the Marine Cooks & Stewards in 1972 while in the port of San Francisco. His first ship was the *Santa Maria*; his last, the *Moku Pahu*. Brother Pratt was born in New Hampshire.

He started collecting his pension in 1995 and called Maupin, Ore., home.



FRANZ SCHWARZ

Pensioner Franz Schwarz, 79, passed away Feb. 18. Brother Schwarz started shipping with the union in 1956.

He first worked with Isco Inc. Brother Schwarz was a member of the deck department. Prior to his retirement in 1991, he sailed on the *OMI Charger*. Brother Schwarz was born in Germany; he made his home in Highland, Texas.



JOSEPH SMITH

Pensioner Joseph Smith, 74, died Feb. 20. Brother Smith was born in North Carolina. He started his SIU career in 1962. Brother Smith was a steward department member. He originally shipped on a Waterman Steamship Corporation vessel. Brother Smith's final vessel was the *Ascension*. He went on pension in 2005 and was a resident of Dunnigan, Calif.



WILLIAM SMITH

Pensioner William Smith, 75, passed away Feb. 10. He began sailing with the SIU in 1961. Brother Smith was originally employed aboard the *Edith*. He was born in Rockville, Md., and primarily worked in the engine department. Brother Smith's last trip was on the *Stephen W. Pless*. He called Gettysburg, Pa., home.



SEE WONG

Brother See Wong, 82, died Feb. 28. He became a union member in 1969 while in the Port of San Francisco. Brother Wong's earliest trip was aboard the *President Eisenhower*. The steward department member last worked on the *Lurline*. Brother Wong resided

in San Francisco.

INLAND

CHARLES BROWN

Brother Charles Brown, 52, passed away Feb. 20. He first donned the SIU colors in 2006. Brother Brown's first voyage was aboard a Penn Maritime Inc. vessel. He was a member of the deck department. Brother Brown's final trip was with OSG Ship Management. He made his home in Beaufort, N.C.

JOSE CARBALLO

Pensioner Jose Carballo, 81, died Feb. 8. Brother Carballo was born in Spain. He joined the union in 1983, primarily working with New York Cross Harbor. The deck department member started collecting his pension in 1993. He was a resident of Woodside, N.Y.



DOMENICO CHIODI

Pensioner Domenico Chiodi, 74, passed away Jan. 23. Brother Chiodi signed on with the SIU in 1983. He was employed with New York Cross Harbor for the duration of his career. Brother Chiodi, a member of the deck department, became a pensioner in 1992. He was born in Italy and made his home in Bronx, N.Y.



PRESTON MILLER

Pensioner Preston Miller, 77, died Feb. 21. Brother Miller started sailing with the Seafarers in 1963. He shipped with Dravo Basic Materials Company. The Mississippi-born mariner began receiving compensation for his retirement in 1997. Brother Miller settled in Saraland, Ala.



LINDA RICHERSON

Pensioner Linda Richerson, 73, passed away Nov. 24. Born in Bell City, Ky., Sister Richerson became an SIU member in 1996. She mostly shipped with Orgulf Transport Company. Sister Richerson, a member of the steward department, went on pension in 2011 and resided in Dexter, Ky.

of the National Maritime Union (NMU), have passed away.

ANTONIO ADORNO

Pensioner Antonio Adorno, 92, died Jan. 29. Brother Adorno was born in Corazal, P.R. He went on pension in 1983. Brother Adorno made his home in New York.

LEROY CHAPMAN

Pensioner Leroy Chapman, 93, passed away Jan. 6. Brother Chapman, a native of Charleston, S.C., started collecting his retirement compensation in 1975. He lived in Port Arthur, Texas.

JORGE CRUZ

Pensioner Jorge Cruz, 93, died Dec. 31. Born in Honduras, Brother Cruz became a pensioner in 1982. He called Corpus Christi, Texas, home.

TAKEO EKIMURA

Pensioner Takeo Ekimura, 92, passed away Jan. 31. Brother Ekimura was born in Hawaii. He retired in 1971 and resided in Florida.

MADISON FONTENOT

Pensioner Madison Fontenot, 89, died Jan. 2. Brother Fontenot was a native of Duralde, La. He began receiving his pension in 1967. Brother Fontenot lived in Mamou, La.

TIMOTHY GLYNN

Pensioner Timothy Glynn, 84, passed away Dec. 5. Brother Glynn, a native of Portland, Maine, went on pension in 1973. He made his home in Taft, Texas.

MARCUS HOPKINS

Pensioner Marcus Hopkins, 77, died Jan. 9. Born in the Cayman Islands, Brother Hopkins started receiving his retirement compensation in 1986. He lived in Homestead, Fla.

JULIUS MCCRAY

Pensioner Julius McCray, 87, passed away Feb. 1. Brother McCray was born in South Carolina. He retired in 1981 and settled in Virginia Beach, Va.

NORMAN MCFIELD

Pensioner Norman McField, 87, died Feb. 15. Brother McField, a native of the Caymans Islands, started collecting his retirement compensation in 1967. He lived in Brooklyn, N.Y.

MERLON PAUL

Pensioner Merlon Paul, 89, passed away Jan. 13. Brother

Paul was a native of Clinton, Maine. He became a pensioner in 1966 and called Benton, Maine, home.

MANUEL PINTOR

Pensioner Manuel Pintor, 83, passed away Jan. 21. Brother Pintor, a native of Texas, began collecting his pension in 1991. He resided in San Antonio.

JOHN PIVOVARNIK

Pensioner John Pivovarnik, 86, died Feb. 25. Born in Bayonne, N.J., Brother Pivovarnik went on pension in 1988. He continued to live in New Jersey.



VICTOR SERRANO

Pensioner Victor Serrano, 90, passed away March 10. Brother Serrano was born in Puerto Rico. He retired in 1967 and was a resident of Orlando, Fla.

JACOB SIMMONDS

Pensioner Jacob Simmonds, 90, died Jan. 30. Brother Simmonds was born in St. Croix, V.I. He became a pensioner in 1985. Brother Simmonds called Willingboro, N.J., home.

HARVEY SLAUGHTER

Pensioner Harvey Slaughter, 83, passed away March 8. Brother Slaughter, a native of Berwyn, Ill., went on pension in 1994. He settled in Reserve, La.

PETER STESNEY

Pensioner Peter Stesney, 87, passed away Dec. 27. Brother Stesney was born in Pennsylvania. He began collecting compensation for his retirement in 1990. Brother Stesney made his home in Allentown, Pa.



HANS STOCKFISCH

Pensioner Hans Stockfisch, 92, died Jan. 29. Born in Germany, Brother Stockfisch started receiving his pension in 1977. He lived in Boca Raton, Fla.

DONATO TANDOC

Pensioner Donato Tandoc, 86, died Oct. 19. Brother Tandoc began receiving his retirement pay in 1992. He was a resident of Vallejo, Calif.



Editor's note: The following brothers, all former members

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.

MAERSK WYOMING

(Maersk Line, Limited), May 25 – Chairman **James Blitch**, Secretary **Lauren J. Oram**, Educational Director **David Vega**, Deck Delegate **Emilio Abreu**, Engine Delegate **James Sieger**, Steward Delegate **Richard Oliva**. Chairman discussed re-flagging procedures with crew members. Secretary reminded everyone to defrost refrigerators in rooms and return excess cleaning gear to gear locker. Educational director suggested mariners upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also talked about the importance of obtaining a rating to be competitive when jobs are tight. Treasurer reported money in ship's fund, from safety awards, will be transferred to *Maersk Memphis* by captain. Deck delegate expressed concerns regarding protocols with security team. No beefs or disputed OT reported. Members were urged to go online to www.seafarers.org for current events while at sea. Steward was thanked for great meals and homemade bread. Next port: Jebel Ali.

ALASKAN LEGEND

(Alaska Tanker Company), June 23 – Chairman **Alvin Martin**, Secretary **Just B. Self**, Educational Director **Jeremias M. Cepeda**, Deck Delegate **Woodrow Brown**, Steward Delegate **Johnson Ashun**. Bosun discussed new health clinic system. Secretary spoke about the significance of attending SIU union meetings aboard ship. Educational director recommended members further training at the Piney Point school. Deck delegate posted a copy of new standard tanker agreement. No beefs or disputed OT reported. *Alaskan Legend* donated a brick to the new waterfront park in Piney

With Seafarers Aboard the Horizon Spirit



Recertified Bosun Gerry Gianan emailed these photos from a recent voyage on the *Horizon Spirit*. Pictured from left to right in the photo at right are Chief Cook Susano Cortez, Chief Steward Susan Bowman and SA Reno Duque. Cortez is also pictured at left. The remaining photos show AB Leo Bognoson (above), holding the scaling machine and AB Harold Harper (above, right), who "built this awesome table for the SIU laundry room," the bosun reports.



Point. Crew requested a Vitamix machine. Next port: Long Beach, Calif.

EAGLE (Maersk Line, Limited), June 2 – Chairman **Samuel M. Uyatode**, Secretary **Johnnie B. McGill**, Engine Delegate **James Corprew**, Steward Delegate **Marcus Logan**. Chairman reported smooth sailing. Secretary noted fresh provisions have been received. Educational director encouraged fellow mariners to separate garbage, plastic and paper. He also suggested crew take advantage of courses available at maritime training center in Piney Point. Treasurer reported \$1,400 in

ship's fund. Beef reported in engine department; no disputed OT. Crew thanked steward department for a job well done. Seafarers were reminded to keep doors closed to keep AC working properly.

MAERSK KENTUCKY

(Maersk Line, Limited), June 23 – Chairman **Eugene Perez Jr.**, Secretary **Wayne R. Wilson**, Educational Director **Brian J. Sengelau**, Deck Delegate **Peter Wojcikowski**. Chairman noted vessel sailed short June 8-16 due to a death in AB's family. He reported an overall good trip. Educational director reiterated the need to wear personal protective equipment. No beefs or disputed OT reported. Request was made for new fans and refrigerator. Crew expressed gratitude to steward department for outstanding meals, especially with extra people aboard. Next port: Newark, N.J.

MAERSK MEMPHIS

(Maersk Line, Limited), June 21 – Chairman **Frank L. Thompson**, Secretary **Elena Lee**, Steward Delegate **Saeed Alahmadi**. Chairman talked about ship's recent re-flag and upcoming repairs. Ship fund money to be used to purchase satellite system. No beefs or disputed OT reported. Communication received and discussed about functional capacity evaluation. It was noted that *Maersk Memphis* is

new to the Maersk fleet and the union. Crew discussed need for re-supply of tools and stores. Next port: Charleston, S.C.

MAERSK MISSOURI

(Maersk Line, Limited), June 16 – Chairman **Cecil M. Yearwood**, Secretary **Glenn C. Bamman**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Juan Gomez Jr.**, Engine Delegate **Roger A. Nesbeth**, Steward Delegate **Abdul Saleh**. Bosun reported good voyage and morale among members. He thanked crew for their hard work. Secretary asked crew to leave cabins clean for reliefs. Educational director urged all mariners to keep necessary documents current and enhance skills at Piney Point school. No beefs or disputed OT reported. Votes of thanks given to steward department, electrician and all ABs. Next ports: Elizabeth, N.J., Charleston, S.C., Savannah, Ga., Houston and Mobile, Ala.

OVERSEAS BOSTON

(OSG Ship Management), June 21 – Chairman **Richard A. Szabo**, Secretary **Gary W. Loftin**, Educational Director **Thomas P. Bain**. Chairman led discussion on different watchstanding schedules. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Crew

would like TV in all member rooms and also access to internet.

RACER

(Maersk Line, Limited), June 7 – Chairman **Hanapiah Ismail**, Secretary **Michael A. Carello**, Educational Director **Michael D. Murphy**, Deck Delegate **Timothy Brock**, Steward Delegate **Manuel Daquio**. Bosun thanked steward department for great meals and reported a smooth trip. Secretary reported great crew to sail with. Educational director reminded fellow members to keep an eye on document expiration dates, allow plenty of time for renewals and pay dues ahead of time. No beefs or disputed OT reported. Clarification requested on physical requirements. It was noted this was last meeting for the *Racer*; *Maersk Atlanta* will be new vessel.

OVERSEAS ANACORTES

(OSG Ship Management), July 9 – Chairman **Felsher A. Beasley**, Secretary **John J. Fallon**, Educational Director **Earl Olson**, Engine Delegate **Marco Oliva**. Chairman advised mariners to maintain good health, exercise when possible, eat healthy and stay hydrated. Everyone was encouraged to take advantage of Paul Hall Center and support SIU. No beefs or disputed OT reported. Crew members talked about Crowley's new ships.

Seafarer Earns Safety Award

OMU Arthur "Buddy" Marshall (right) recently earned a cash award as part of the ongoing safety program conducted by SIU-contracted Maersk Line, Limited. Chief Engineer Dicky Collins (left) presented the award aboard the *Alliance Richmond*. Marshall was credited for setting "an exceptional example of crew safety awareness. He is dedicated to his own safety and the safety of his fellow shipmates at all times." In a specific recent instance, Marshall helped report and repair a faulty grinder guard.



Grateful Scholarship Winner

To all those involved in the Seafarers Health and Benefits Plan Scholarship, I am writing this letter, first and foremost, to sincerely thank you for making an investment in my academic journey at Seton Hall University. Secondly, I wanted to discuss the return on your investment – or in other words, the success I have enjoyed because of your support. In doing so, I wanted to make it clear that your investment was put to good use.

I am proud to say that I graduated Summa Cum Laude in my class, which means I graduated in the top one percent. Additionally, I received a Departmental Honors Citation in finance and a Certificate of Achievement in legal studies, again, for having the highest GPA in both disciplines.

Moreover, I am currently working at Nowell Amoroso Klein Bierman, a law firm in Hackensack, N.J. Suffice to say, I did quite well in my academic career and it carried over into my actual career. However, none of it would have been possible if the people from the Seafarers did not take a chance to help me. Accordingly, it is with great enthusiasm that I can say I followed the example set forth by the union during my academic journey.

For example, I utilized my strength in writing to help students improve their writing skills by tutoring at the writing center at the university. In addition, I used my interest in legal studies to become a teacher's assistant and continue to help aid the education of my peers.

My service stretched past academics as well. During one summer of college, I went to India to volunteer at an orphanage in Mumbai. While I was there, I worked on developing the writing skills of those orphans. Just as the Seafarers invested in me, I did the same with these orphans. My college career was predicated on opportunities given to me by others, so to deny the less fortunate of similar opportunities would be a waste of their potential.

Ultimately, the contribution of the Seafarers International Union and the Seafarers Health and Benefits Plan did more than just allow me to graduate with success and recognition; it taught me that in order to fully realize the opportunities given to me, I, too, must distribute opportunities for others. Just as the Seafarers can have a level of satisfaction in knowing their investment paid off, I can do the same by knowing that I, in some way, have helped my peers, whether through their legal classes or their writing ability. Moreover, I hope to go back to India to witness the return on the

investment with the orphans I worked with.

I truly appreciate your investment in my academic career and I hope to take these lessons you have taught me and carry them over into my actual career.

Jeffrey X. Monteiro
(Son of Frank J. Monteiro)
Millington, New Jersey

He Likes the LOG

Just a quick note of thanks for the *Seafarers LOG*. Although I am retired (didn't retire in the SIU), I like to keep up with American shipping issues.

I will never forget my eight years sailing as AB in the deck department. Living in an area where most people think the U.S. Merchant Marine is some sort of branch of the Marine Corps (how many have been through that one?), I usually try to leave my copy of the *LOG* (after reading) in some public space such as a doctor's office or the barber shop for others to look at it.

I have always thought that it would be worthwhile to add information, photos and explanations of what life is like aboard various ships – perhaps show and describe a typical day in the life of a member of each department.

I did purchase the history publication a year or so ago (the book "America's Seafarers") and enjoyed reading that.

Once again, thanks for the publication and keep up the good work.

Jerry Lopez
Georgiana, Alabama

Sailors' Snug Harbor Offers Assistance

Sailors' Snug Harbor (SSH) is the oldest secular charity in the country, assisting mariners across the nation. We have learned that there are many eligible mariners who are unaware of our possible assistance and we are clearly aware that there are many who meet all of the eligibility requirements, including financial need.

SSH no longer owns or operates a retirement facility for mariners in Sea Level, N.C.,

Staten Island, N.Y., or anywhere else. Today, we assist mariners in their home communities, where they are familiar and more likely to be near family and friends.

Please help us reach out to those retired mariners who may be in need of assistance. We offer support to career mariners who can demonstrate that they have a need for financial assistance and meet the following requirements:

3,650 days of deep-sea time proven through discharge papers (at least 50 percent on U.S.-flag ships)

65 years of age or older (exceptions may be made in rare cases)

Proven need for financial assistance
Assets may not exceed \$50,000 (primary residence excluded)

All public benefits available to an eligible mariner must be accessed before any subsidy from SSH is approved (e.g., VA benefits, Medicaid).

Each mariner must complete an application that requires detailed information about present living arrangements and financial history.

If you have questions or are in need of assistance, please call our mariner counselor at 1-888-257-5456. Our website – www.the-sailorssnugharbor.org – includes our application. If you do not have access to a computer, please call and we will send you an application.

Rae Linefsky
SSH Executive Director
New York, New York



Former Seafarer Perry Ellis painted this picture of an old tanker.

Former Mariner Solicits Help for Merchant Seamen from Above

Not too long ago, I wrote a letter to Pope Francis. I also sent him a print of the picture of a T-2 tanker I was on in 1967. We sailed out of Houston loaded with grain bound for India. The cargo went to the poor and hungry people of India. It took us 48 days at 11 knots to get there. We were the last American ship to clear the Suez Canal before the Six-Day War started.

I painted a picture of the ship on a piece of cardboard, using the paints from the

ship's paint locker. The school in Maryland has a real one in the museum.

I asked the Pope to say a prayer for all the merchant seamen from long ago and today, never mind what country they were or are from. As I understand from the letter sent to me by Monsignor Wells, the print was accepted and His Holiness will remember merchant seamen in his prayers.

Perry Ellis
Galveston, Texas

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

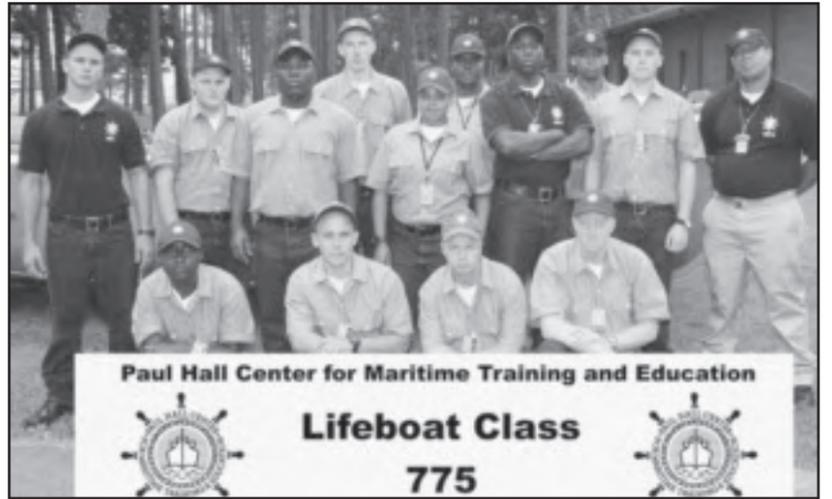
NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail,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

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

Paul Hall Center Classes



Apprentice Water Survival Class #774 – The following Phase I trainees (above, in alphabetical order) graduated from this course July 5: Joseph Bowen, Danielle Brown, Rodney Carr, Michael Cox, Jonamie Encarnacion, Ryan Gallano, Nicholas Garcia IV, Sarah Gray, Terrance Jackson, J. Michael Nardella, Jaquel Nesmith, Roy Patterson, Annie Scott, George Steube and Brian Thurmer. Class Instructor Ben Cusic is at the far left. (Note: Not all are pictured.)



Apprentice Water Survival Class #775 – Fifteen trainees completed their requirements in this course Aug. 2. Graduating (above, in alphabetical order) were: Zachary Blake, Daniel Boye, Kierra Burton, Dean Crisostomo, Buzz Engelke, Julian Head, Cynora Hunter, David Lane III, Sterling McCosh, Karl Mosley, Joshua Puto, John Reyes, Nicholas Selle, Eric Waters and Rynasha Westbrook. (Note: Not all are pictured.)



Welding – Three upgraders graduated from this course July 19. Completing their requirements (above, in alphabetical order) were: Maurice Brodie, Kassim Mohamed and David Quade. Class Instructor Buzzy Andrews is at the far right.



Advanced Refrigeration Container Maintenance – The following upgraders (above, in alphabetical order) finished this course July 26: Jonathyn Bland, Abner Diaz Torres, Archie Eldridge, Stravon Jordon, Jan Morawski and Steve Wilson. Class Instructor Jay Henderson is at the far left in the back row.



FOWT – Twelve individuals completed their requirements in this course July 12. Graduating (above, in alphabetical order) were: Justin Biggerstaff, Rodolfo Caldo, Leonardo Cortez, Elliot Duncan, Eric Garcia, Jason Horn, Joshua Moton, Corey Sanders, Joshua Schwarz, Grant Simonson, Ryan Taylor and Jose Vega. Class Instructor Tim Achorn is second from the right. (Note: Not all are pictured.)



Medical Care Provider – Ten upgraders graduated from this course July 26. Completing their requirements (above, in alphabetical order) were: Christopher Allen, Carlton Banks, John Cedeno Jr., Felix Garcia, Timothy Heil, Derek Ivory, Jeffery Roddy, William Soileau, Ryan Taylor and Jesse Tornabene. Mike Roberts, their instructor, is at the far left.

Government Vessels – Twenty-two Seafarers completed the enhancement of their skills in this course July 26. Those graduating (right, in alphabetical order) were: David Arcilla, Dimitri Baker, Gregorio Cudal, Jules Delgado, Ely Desingano, Bernardino Eda, Walden Galagac, Sherry Griffin, Daniel Heintz Jr., Johnathan Howard, Letwan Jackson, Samuel Javier, Isaka Koanda, Sabrina Long, John McBentum, Eileen Mendiola, Edgar Parong, Jumar Rapuet, Jacqueline Sivels, Jacob Teiko, Andrezej Tlaka and Andrew VanBourg. (Note: Not all are pictured.)



Paul Hall Center Classes



Tankship Familiarization DL – Twenty-four Phase III trainees graduated from this course July 14. Completing their requirements (left, in alphabetical order) were: Kasim Ahmed, Alvin Cabahit, James Demarco, Charles Elam, Curtis Everett, Sean Foote, Joshua Freeland, Jacob Gaskill, John Greggs, Karleen Grenier, Cody Kingsford, Jon Mahannah, Whalen Martin, Raymond Martinez, LeDaron McIntosh, Nicholas Panagakos, Joshua Rawls, James Rodweller, Durham Russell, Chase Smith, Mario Standberry, Nicole Stephenson, Brandon Thornton, and Christopher Vanhoose.

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



Able Seaman – The following individuals (above, in alphabetical order) graduated from this course August 2: Pedro Abuda, Jeffrey Angeles, Gary Congden, Ryan Lindsoe, Matthew Schmitz, George Steube, Freddie Taylor, Jessie Ticer and Slawomir Tlalka. Class Instructor Bernabe Pelingon is at the far right. (Note: Not all are pictured.)



Combined Basic and Advanced Firefighting – Nine upgraders finished their requirements in this course July 19. Graduating (above, in alphabetical order) were: Joseph Alotey, Timothy Heil, Derek Ivory, Scott Palen, Jeffery Roddy, Nicole Snick, William Soileau, Ryan Taylor and Jesse Tornabene. Class Instructors Wayne Johnson Sr., and Wayne Johnson Jr., are at the far left and far right respectively.



Water Survival Class #774 – Seafarer Walden Galaccac (above) completed this 60-hour course July 5. His instructor was Ben Cusic.



Bridge Team Training – Nine individuals completed this course July 19. Those graduating above, in no particular order) were: Igor Loch Jr., James Russell, Lavern McDowell Sr., Bruce Bonnacerrere Jr., John Bilich Sr., Alfred Sanderson, Antonio Carrero Jr., Kevin McCown and Hussein Hussein. Class Instructor Mitch Oakley is at the far right in the back row.



Steward Department Classes – Four upgraders recently completed steward department courses. Those graduating and the courses they completed (above, in alphabetical order) were: Chris King, chief cook; Sabrina Long, galley operations, Stephen Nowell, chief cook; and Edward Smigielski, chief cook.



Steward Department Classes – Two Seafarers recently finished courses in the steward department. Emie Aguinaldo (above, left) graduated from the chief cook class, while Troy Smith completed his requirements in the advanced galley operations class.



Aboard the SIU-Crewed Maersk Ohio



Photo by Will Van Dorp

Maersk Ohio Returns to Norfolk Following Mediterranean Voyage

The SIU-crewed *Maersk Ohio* recently returned to its home port in Norfolk, Va., following its completion of a Mediterranean voyage. Operated by union-contracted Maersk, Line Limited, the *Ohio* is one of 21 container vessels in the company's seagoing fleet. These platforms, which range in capacity from approximately 1,090 to 4,800 TEUs, provide weekly service between the United States, the Middle East, Northern Europe and Asia.

The crew photos appearing on this page were provided by Recertified Bosun Jim "Crown Jewel" Joyce, one of the *LOG's* many faithful stringers who also are top-notch mariners. All brothers and sisters are encouraged to follow Joyce's example and send photos of their vessels and shipmates on their respective jobs for publication in the *Seafarers LOG*.



Clockwise from the top, the *Maersk Ohio* makes its approach to a port. Aboard the vessel are Recertified Bosun Jim Joyce and UA Guy Delyea. QMED William Harrison is on the job in the engine room while Recertified Bosun Brian Corbett, Joyce and AB Damon Lobel pose for an off-duty photo while on deck. Joyce shows off his catch of the day while AB Bernie Bernardez mans his post on the helm in the vessel's wheelhouse.

