

The Seafarers Log

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

Ocean Giant Hoists Stars & Stripes



The *Ocean Giant* (above), operated by Crowley for Intermarine, is a new addition to the SIU-contracted fleet. The vessel reflagged American in late June. Page 3.

Congress Voices More Support for Jones Act Page 4

U.S. Navy Honors CIVMARS



Bosun Billy Bushey (third from left) and the rest of the SIU Government Services Division crew aboard the submarine tender *USS Frank Cable* early this year received an efficiency award from the U.S. Navy. The vessel carries a hybrid crew of civilians and military personnel. "This award is the result of a team effort by the MSC crew," Bushey said. "It validates the training, dedication and hard work of Government Services Division mariners." Pictured from left aboard the ship are Capt. Nelson Hildreth (USN), Chief Mate Joseph Siddell, Bosun Bushey, Capt. James Ransom (USN Chief of Staff for Submarine Force Pacific Fleet), CWO John Lewis (USN) and Second Officer Baron Garvey. The bosun added that this is believed to have been the first time civilians received the "Battle Efficiency" or Battle E award.



All Hands Safe Aboard Rappahannock

The fleet replenishment oiler *USNS Rappahannock* (above), crewed by members of the SIU Government Services Division, defended itself during a mid-July incident near Jebel Ali, United Arab Emirates. A shipboard security team, after repeatedly issuing warnings to an oncoming boat, fired at the smaller craft. Page 4.



Harley Marine Crews Ratify 3-Year Pact

A busy year for SIU contracts continued with the recent ratification of a three-year pact by Harley Marine boatmen. The agreement calls for yearly wage increases and other gains. Pictured from left to right on the tug *HMS Liberty* in New York are tallying committee members AB/Deckhand Tom Powell, Engineer Lewis Canterbury and Lead Tankerman Kenny Shaw. Page 3.

President's Report

Register and Vote

You know it's election season when you can't escape from the political ads, whether they're on television, radio, online or in print. It's only July as of this writing and, at least here around the nation's capital, the ads are everywhere.

Political forecasters say billions of dollars will be spent on the White House election alone. You can bet that very few if any races for the Senate or House of Representatives or state governorships will be inexpensive, either.



Michael Sacco

The effects of money on elections are nothing new, but we in the labor movement got a stark reminder during the recent recall election in Wisconsin. We fought well and made it competitive at the ballot box despite being outspent by a wide margin. Analysts disagreed about whether the recall was more of a referendum on those types of elections rather than the specific office-holder, but the anti-worker money (tens of millions of dollars) that flowed to the governor didn't require painstaking study. It came from anti-union, anti-

worker business interests and anyone with an ounce of common sense knows it made a difference.

So where does that leave us with Election Day on the horizon? For starters, even though we already know we'll be outspent, the SIU and our allies in the American maritime industry will continue financial support of those candidates and office-holders who support the U.S. Merchant Marine. With that in mind, your continued support of SPAD, the union's voluntary political action fund, is more vital than ever. Our old salts have heard this line before, but for those of you who are newer members, be assured that while contributing to a candidate doesn't assure we'll get everything we want, it normally will at least allow us to voice our side. And on the other hand, if you don't contribute, you all but guarantee no voice at all.

Fortunately, we still have another asset that cannot be measured on bank statements. Our ability to generate grassroots support for candidates and issues is something our enemies simply cannot match. And that's why we all must be activists. That means registering to vote and then following through on Election Day. This includes the members of your family who are eligible. It means waving signs, taking part in precinct walks, crewing phone banks and helping get out the vote.

Historically, the SIU has always had an excellent amount of grassroots activism from rank-and-file members. We can't afford to let up now. Our industry is under attack from all sides, largely due to budget slashers and the economy. Election-year politics affect us, too.

So stay in touch with your port agents. If you're asked to help out, please do so. For those of you interested in doing even more, get in touch with your area labor federation or state AFL-CIO. We have information on the back page of this issue of the *LOG* to help you get started.

Our industry's future is at stake on November 6. Don't sit this one out.

Excellent Contracts

In many places, givebacks and reductions are what pass for contract negotiations these days, but not in the SIU. On the heels of the standard contract ratifications, members have approved several more outstanding agreements, some of which are reported in this edition and others of which we'll be reporting soon.

Congratulations to our contracts department and everyone else who's been involved in negotiations, on both sides of the table. You've all done a remarkable job securing agreements that benefit Seafarers and our companies. We are proving once again that collective bargaining, done firmly but respectfully, is good for workers and good for business.



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

SIU-Crewed Ships Earn Top Safety Awards

The SIU-crewed ships *Horizon Reliance* and *Ocean Titan* earned top honors at this year's Chamber of Shipping of America (CSA) safety and environmental awards event, which took place June 12 in New Orleans. Overall, more than 20 Seafarers-contracted companies received awards for "outstanding feats of safety" or sustained safe operations, or both.

The *Ocean Titan* was recognized for its December 2011 rescue of seven European mariners in the Bay of Biscay. Operated by Pacific-Gulf Marine for Intermarine, the *Ocean Titan* overcame extremely rough nighttime weather and other challenges in pulling off the rescue.

Similarly, Horizon Lines' ship *Reliance* faced severe weather conditions when saving the lives of three people, including a 9-year-old boy, in early February near Hawaii. The captain and crew handled the pre-dawn rescue despite 55-mph wind gusts and waves ranging from 20-25 feet.

Meanwhile, the CSA also recognized recipients of its Jones F. Devlin Awards, given to vessels that have operated for at least two years without a mariner involved in a lost-time injury. SIU-contracted companies earning the Devlin Awards included Alaska Tanker Company, Crescent Towing, Crowley Maritime (and several of its subsidiaries), E.N. Bisso & Son, Farrell Lines, American Overseas Marine, Harley Marine, Higman Barge Lines, Horizon Lines, Interocean American Shipping, Keystone Shipping, Maersk Line Limited, Moran Towing, Ocean Shipholdings, OSG Ship Management, Patriot Contract Services,



USCG Rear Adm. Kevin Cook (right in both photos) presents plaques to Horizon Lines Director of Marine Services Mike Bohlman (above) and *Ocean Titan* vessel master Capt. Christopher D. Hill (photo below at left). Both awards were presented June 12 in New Orleans. (Photos by Barry Champagne)

Sea Star Line, Seabulk Tankers, Seabulk Towing, Totem Ocean Trailer Express, and USS Vessel Management.

CSA President Joseph Cox pointed out that the organization has been conducting its safety awards events since 1958. He credited this year's honorees for an "extraordinary record (that) is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

He added, "CSA's involvement in safety is longstanding. We continue to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is, therefore, only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in keeping with the highest traditions of the sea – aid to those in peril."

The Chamber of Shipping of America represents 37 U.S.-based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.



Admiral Papp: Coast Guard Appreciates Professionalism of American Mariners

Admiral Robert J. Papp, the commandant of the U.S. Coast Guard, recently voiced strong appreciation of the U.S. Merchant Marine in a letter to SIU President Michael Sacco. He also reiterated the agency's eagerness to work cooperatively for the benefit of everyone involved in the maritime industry.

The admiral was responding to a joint letter from the presidents of the SIU, American Maritime Officers, Marine Engineers' Beneficial Association and International Organization of Masters, Mates & Pilots. As reported in last month's *LOG*, that letter expressed great concern about an article written by a Coast Guard captain; the presidents asserted that the editorial by Eric Christensen was very misleading, and that it unfairly portrayed U.S.-flag vessels as unsafe.

Papp, after mentioning that Christen recently had been transferred, wrote, "Be assured the Coast Guard appreciates the professionalism and dedication of the United States-flag commercial ship operators and the crews you represent. We are also keenly aware it is these operators and crews, not regulators and inspectors, who have the most direct and effective impact on safety, particularly when they and the organizations that represent them go beyond the minimum standards set in regulation."

He added that the agency is committed to working with the industry to help U.S. ship operators and crews comply with all international standards.



Adm. Robert Papp
Commandant, U.S. Coast Guard



The *Ocean Giant* reflagged in late June and sailed with an SIU crew.

Giant Addition: Heavy-Lift Ship Joins SIU Fleet

The SIU in late June welcomed new shipboard jobs as the heavy-lift ship *Ocean Giant* reflagged under the Stars and Stripes in Jacksonville, Fla. Operated by Crowley Maritime for Intermarine, the 545-foot-long vessel was built last year and is equipped with three cranes with a combined lifting capacity of 800 tons.

"The SIU is proud to represent the unlicensed crew members sailing aboard the *Ocean Giant*, and we definitely are

excited about this outright addition to the union-contracted fleet," stated SIU Vice President Contracts George Tricker. "In addition to gaining new jobs, another positive aspect of this development is that ships like the *Ocean Giant* help maintain a pool of reliable, well-trained U.S. mariners who support our troops wherever and whenever needed."

Following its reflagging, the *Ocean Giant* sailed to Norfolk, Va., and then

began a voyage under U.S. Military Sealift Command charter to Thule, Greenland. After that, the 19,100-dwt ship is scheduled to join Intermarine's American-flag commercial and project fleet, which has worldwide service, noted a company spokesman.

The SIU crew for the *Ocean Giant's* first voyage included Bosun **Joseph Casalino**, AB **Aristotle Bone**, AB **David Crisp**, AB **Alexander Ward**, QEE **Randy**

Slue, QE4 **Lamont Robinson**, Oiler **Jeffrey Nicholson**, Steward/Baker **Gregory Broyles** and ACU **Steven Holmes**.

Other SIU-crewed Intermarine heavy-lift ships include the *Ocean Atlas*, *Ocean Titan*, *Ocean Charger* and *Ocean Crescent*. The vessels are enrolled in the Voluntary Intermodal Sealift Agreement and Maritime Security Program, each of which has been described by top U.S. military leaders as vital to America's security.

Harley Marine Crews Ratify 3-Year Contract

Seafarers employed by Harley Marine Services Inc. recently ratified a three-year contract featuring annual wage increases and other gains.

All of the votes were in favor of the new pact, which covers two dozen SIU boatmen sailing on tugboats and barges in the New York Harbor. Negotiations began in March, with the SIU bargaining team consisting of Vice President Atlantic Coast Joseph Soresi, Patrolman Mark von Siegel and AB/Deckhand **Bill Richardson**.

"I think the guys will be happy with it," said Richardson, who added that this was his first time participating on a bargaining committee.

"I didn't know what to expect, but it was a positive experience," Richardson stated. "I'm glad I was part of it and could help my fellow shipmates out."

The contract calls for yearly wage increases and also boosts company contributions to the Seafarers Pension Plan and the separate Seafar-

ers Money Purchase Pension Plan. It establishes a "training" pay rate for attending classes at the union-affiliated school in Piney Point, Md.

Other highlights include additional holidays, annual increases in food allowances, greater consideration of seniority, and the opportunity for members to enroll in the Seafarers 401(k) Plan.

"Under any circumstance, a contract like this one is something the membership can be proud of," Soresi stated. "But particularly in light of the current economy, this is a very solid agreement that will help both the crew members and the company."

Similarly, von Siegel noted, "The end result is a good contract that was negotiated in good faith. It is fair and equitable to both parties and, most importantly, beneficial to the membership."

Harley Marine was founded in 1987. The New York-area boatmen who work for the company primarily perform bunkering operations.



Bargaining team members from the union and company (pictured above) reached an agreement that benefits both sides.

Members Approve Crowley Contract

Seafarers sailing aboard Crowley Towing & Transportation vessels have recently agreed to a new contract that provides a wide variety of gains for SIU members. The new four-year agreement has been ratified by the membership.

The contract gives workers at Crowley Towing & Transportation pay increases for each of the four years that the agreement is effective. The company also agreed to reimburse boatmen for purchasing safety equipment and uniforms for their work. In addition, the company has altered its holiday transportation policy and will now pay for up to two checked bags when they fly home.

The negotiating committee also arranged for shipwreck compensation from the company and secured additional contributions to the Seafarers Pension Plan based on days worked. Additionally, the bargaining team gained wage increases for repair workmen and for barge riders.

The agreement went into effect retroactive to July 1.

One of the most important elements of this contract for SIU members is that nothing was given back, in spite of tough economic times and other external elements that are challenging the industry.

"This is a great contract for all involved," said SIU Vice President Contracts George Tricker. "It's important to note that not only was the negotiating committee

able to not make any concessions, but we were also able to make some pretty substantial gains. This is a great contract that provides security for the future."

Tricker also noted that the smoothness of the negotiations is a testament to the solid working relationship between the union and the company.

"The rank-and-file members who served on the negotiating committee fought hard for their brothers' and sisters' interests while, at the same time, making it clear to the company that they're all committed to success," said Tricker. "This is a job well done for everyone."

Assistant Vice President Archie Ware, who also served on the negotiating committee, agreed with Tricker's assessment.

"The SIU delegates and our officials did a great job in these negotiations, fighting hard each step of the way," said Ware. "We've accomplished a great deal in these past few weeks and I think we've walked away with something we can all be proud of and happy with."

In addition to Tricker and Ware, the SIU negotiating committee consisted of Port Agent Jeff Turkus, Port Agent Mike Russo, and delegates **Ted Caffy**, **Roger Eastwood**, **Kyle Sweep**, **Roger Stewart**, **Craig Perry**, and **Satchel Caffy**. Crowley representatives included Lee Eglund, Lee McGuire, Sandy Teng, Ira Douglas, Chris Peterson, and Jeremiah Stokes.



Harley Marine's fleet includes the Seafarers-crewed *St. Andrews*.



The SIU-crewed tug *HMS Liberty* is pictured at the Brooklyn Navy Yard, with Mate Mike Parks on the upper deck and AB/Deckhand Bill Richardson on the lower one.

Congressmen Voice Support for Jones Act

On June 27, the House Subcommittee on Coast Guard and Maritime Transportation conducted a hearing, chaired by Representative Frank LoBiondo (R-N.J.), to review the process used to determine the availability of American-flag vessels during the summer 2011 draw-down of crude oil from the Strategic Petroleum Reserve (SPR) and what steps are being taken to improve that process.

During the hearing, Chairman LoBiondo and Ranking Member Rick Larsen (D-Wash.), both great friends of the U.S. Merchant Marine, made strong statements in support of the Jones

Act, which is one of the foundations of the American maritime industry.

LoBiondo said, "The Jones Act protects our national security and promotes job growth in the U.S. maritime sector." Speaking about waivers that were issued last year for the SPR draw-down, he continued, "I find these actions extremely disturbing, particularly because it came at a time when so many Americans were out of work."

Congressman Larsen stated, "The Jones Act exists for good reason. It sustains a vibrant and strong domestic maritime industry. It creates

job opportunities for U.S. mariners. It underpins U.S. maritime defense policy."

He added, "U.S. industry has available capacity to move U.S. strategic oil reserves on U.S. flagged ships, putting U.S. mariners to work. I don't know of anyone on this committee who agreed with these controversial waivers, and Congress has responded accordingly to uphold the integrity of the Jones Act."

Larsen was referring to language passed by Congress to prohibit the use of funds to issue future Jones Act waivers for SPR draw-downs for the balance of this fiscal year until the ad-

ministration has taken adequate steps to ensure the use of U.S.-flag vessels. Also, as previously reported, the House adopted an amendment offered by Congressman Elijah Cummings (D-Md.) and Congressman Jeff Landry (R-La.) that strengthens information and notice requirements for any future Jones Act waivers.

Part of the Merchant Marine Act of 1920, the Jones Act mandates that cargo moving between domestic ports must be carried aboard vessels that are built, crewed, owned flagged American. The law is a major contributor to national and economic security.



USNS Rappahannock Fires After Boat Ignores Warnings

An embarked security team aboard a fleet replenishment oiler crewed by members of the SIU Government Services Division – the USNS Rappahannock – fired upon a small motor vessel after it disregarded warnings and rapidly approached the U.S. ship near Jebel Ali, United Arab Emirates on July 16.

One person aboard the smaller boat was killed and three others reportedly were wounded. No one aboard the Rappahannock, a government-owned ship, was harmed.

Although the incident remained under investigation as this edition went to press, a detailed timeline released by the Navy supports assertions that the Rappahannock properly followed protocol. The small boat got as close as 90 yards from the oiler in an incident that lasted three minutes.

"In accordance with Navy force protection procedures, the [security team] on the USNS Rappahannock used a series of non-lethal, preplanned responses to warn the vessel before resorting to lethal force," the Navy reported. "The U.S. crew repeatedly attempted to warn the vessel's operators to turn away from their deliberate approach. When those efforts failed to deter the approaching vessel, the security team on the Rappahannock fired rounds from a .50-caliber machine gun."

News accounts described the boat's occupants as Indian fishermen. Pentagon spokesman George Little told CNN, "We certainly regret the loss of life in this incident.... There were, in fact, warning measures that were taken based on what we know now."

Lt. Greg Raelson, a spokesman for the Navy's Fifth Fleet, stated, "Our ships have an inherent right of self-defense against potential threats. In this situation you had a small motor vessel that was deliberately approaching and did not respond to any warnings."

Within the first few days after the incident, military and civilian security experts who were contacted by reporters pointed out that the Navy's strategies have changed since the USS Cole was attacked by terrorists in October 2000. The American destroyer was refueling in Aden Harbor, Yemen, when a small boat carrying explosives detonated, killing 17 U.S. sailors and nearly sinking the ship.

That attack is "constantly on your mind," retired Vice Adm. Pete Daly, who was in charge of a destroyer squadron when the Cole was attacked, recently told a reporter. "I would say that the Navy, as a result of the Cole, significantly reevaluated what the Navy calls the waterborne threat."



The U.S. Navy released the photo immediately above of the boat that disregarded warnings from the USNS Rappahannock, pictured at the top.

Sealift, Inc. Awarded New Contract For Charter of MV Bernard Fisher

SIU jobs remain secure aboard the prepositioning ship MV MAJ Bernard F. Fisher following a July 5 contract announcement by the U.S. Department of Defense. The Fisher's current operator, SIU-contracted Sealift, Inc., has been awarded a new charter for the vessel which includes options that would extend through September 2017.

According to the government's announcement, the Fisher's mission will be "to preposition ammunition and related supplies in support of the Air Force's at-sea prepositioning program." It is expected to operate mainly in Diego Garcia and Korea.

The Fisher is 652 feet long and has a beam of 105 feet. It can sail at up to 19 knots.

Extended Expiration Date TWIC Available Beginning August 30

As previously reported, the Transportation Security Administration (TSA) on June 15 announced that, starting August 30, certain individuals holding Transportation Worker Identification Credentials will have the option of replacing their expiring TWICs with a three-year Extended Expiration Date TWIC. That credential will cost \$60 and may be obtained with a single trip to an enrollment center.

The TSA has posted a one-page "Policy Bulletin" covering the basics at www.tsa.gov/twic, along with a four-page "Overview and FAQ" and the related update to the Code of Federal Regulations. All of those papers may be accessed from the TSA's TWIC home page, and all are directly linked in a June 15 news post on www.seafarers.org.

Part of the TSA Policy Bulletin announcement reads as follows:

Effective August 30, 2012, TWIC holders who are U.S. citizens or U.S. nationals, and whose TWICs will expire on or before December 31, 2014, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires.

The EED TWIC is a one-time temporary extension option intended to provide convenience and cost-savings to workers pending the deployment of TWIC readers. TWIC holders who are not U.S. citizens or U.S. nationals are required to enroll for a standard 5-year replacement upon expiration of their current TWIC.

Option 1 – Replacing expiring TWIC

with 3-year EED TWIC

(Limited to U.S. Citizens and U.S. Nationals) - \$60 Fee & 1 Trip to an Enrollment Center

Eligibility:

Individuals are eligible to obtain a 3-year EED TWIC if they meet the following requirements:

They are a U.S. Citizen or U.S. National AND

Their current TWIC is valid and not revoked AND

Their current TWIC is currently unexpired, but expires on or before December 31, 2014.

If any of the above requirements are not met, then the individual is not eligible for a 3-year EED TWIC and should apply for a standard 5-year renewal TWIC (option 2).

As long as an individual maintains eligibility, he/she can obtain a 3-year EED TWIC prior to the expiration of their current TWIC before December 31, 2014.

Application Process:

Call the help desk (1-866-347-8942, Mon-Fri, 8AM to 10PM Eastern) to begin the application process.

The help desk will confirm whether the individual meets the eligibility requirements.

Once the EED TWIC arrives at the enrollment center specified by the individual, the individual will be notified for pick up and activation of their 3-year EED TWIC.

The individual should turn in the original TWIC upon receipt of the EED, as it will be revoked at the time of activation of the EED TWIC.

Longtime Labor Relations Advocate Tom Murphy Passes Away at Age 75

The SIU was saddened to learn of the passing of Thomas Murphy of Crowley Maritime, who served the industry for 60 years. Murphy died July 13 at age 75, just days before his birthday.

Murphy spent his whole career with Crowley Maritime and its subsidiary Marine Transport Lines (MTL). The son of a New York shipyard worker, he started working in the maritime industry at age 16. He served in the U.S. Army beginning at age 19 but returned to maritime after completing his military years and never left the industry.

SIU Executive Vice President Augie Tellez said, "Although the majority of his career was spent working with MEBA and the NMU, I got to know and work with Tom when Crowley acquired MTL. We developed a strong relationship built on mutual respect, understanding and trust. He was a great family man and a devoted husband to his wife, Judy. He was a good Joe. I will miss my friend and his sharp Irish wit. My heartfelt condolences go out to Judy and all the Murphy clan."

SIU Secretary-Treasurer David Heindel stated, "Tom was a great guy and someone I came to respect as a colleague, and someone that was a joy to be around. I considered

him a trusted friend. Tom was old school but not out of touch. He was revered by some and relied upon by his colleagues. He will be missed and in my prayers."

Earlier this year, Murphy was a co-honoree with Tellez at an annual Seafarers and International House event in New York. During his address to the crowd,

Murphy noted that he sailed on several Marine Transport Lines ships in order to hone his skills as the company prepared him to work in labor relations.

"It was my intention to do more than just observe," Murphy said. "I worked with the crew and, in short order, found out what it was like to handle mooring lines, hook up runarounds to the cargo manifolds, crawl through cofferdams, set up wind chutes, stand watch on the bridge as well as in the engine room. In the evenings, I would record in a log what I had observed during the day. At first, the ship's personnel viewed me with some skepticism, but, in due course, they accepted me as a shipmate. It was helpful to me."

Ed Hanley, vice president of labor relations for Maersk Line, Limited, stated, "Tom was a man of great integrity who was doubly blessed with extra rations of brains and backbone. He dedicated his entire professional life to the U.S. Merchant Marine."



Tom Murphy

Piracy Study Gives Extensive Details About Dangers Faced by Mariners

The human cost of piracy remained high in 2011, with more than 4,000 mariners from around the world being subjected to armed attacks at the hands of Somali pirates.

A new report released by the Oceans Beyond Piracy group goes into exhaustive detail about the plight seafarers face when traversing the Gulf of Aden, Persian Gulf, Indian Ocean and other high-traffic and economically significant waterways. The study, called *The Human Cost of Somali Piracy*, was released June 6 at Chatham House in London.

The report found that a staggering number of mariners suffered from a wide variety of attacks over the course of 2011. For example, in addition to more than 4,000 mariners who were attacked by armed pirates, 342 survived by waiting out the attacks in citadels. More than 1,000 mariners were taken hostage by the pirates. Of those taken hostage, nearly 60 percent reported being abused, used as a human shield, or both. Ultimately, 35 innocent mariners lost their lives in 2011 alone at the hands of Somali pirates.

For those captured, 2011 also marked a significant change in the tactics used by the pirates. Although there were notable exceptions, prior to last year piracy had been viewed, more or less, as a menacing but not necessarily violent crime.

"In late 2010 and the first part of 2011, troubling accounts from hostages released after months in captivity forced maritime stakeholders to reassess their perception of piracy," the report said. "Specifically, hostages recounted incidents of physical and psychological abuse by their pirate captors, which eroded the perception of Somali pirates as humane captors."

In addition, the pirates have also changed the way they collect ransom for the crews and cargo. Before, pirates would simply stay aboard a captured ship until the ransom was paid. Today, the pirates have separated crews from their ships and from each other.

"To further complicate shipowners' ability to negotiate for the release of their crew, hostages are not always kept aboard their vessels," said the study. "In some cases, they are moved

to other boats. In one known case, only the crew was taken while the ship was left behind (the *MV Leopard*). In the case of the *MV Vega 5*, two Spanish crew members, the only Western seafarers aboard the vessel, were held separately. As a result, they were not freed when the vessel was rescued by the Indian Navy, and the Spanish government later paid a reported \$7 million for their release."

While governments – spurred by maritime labor – have stepped up and confronted pirates, potentially saving the lives of hundreds of seafarers worldwide, there still are numerous challenges to ending piracy. Creating a legal deterrent for piracy is a major source of contention for mariners suffering from attacks, according to the report. While there has been some progress with different nations making piracy a crime, there is no international and very little national enforcement of anti-pirate laws.

Further, the international community has contributed a modest amount of resources to fighting piracy, the report states, and has limited coordination with various navies with presences in the region.

One of the study's overarching themes was the increase in pirate attacks and the fact that these confrontations often go unreported and generally are misunderstood by the public. The lack of public outcry over the threat of attack has many implications that hamper the safety of merchant mariners. Without recognition and vocal support, the report argues, governments are less inclined to take more serious steps to address piracy. In addition, the families of captured seafarers may be left with little support by local communities when their relatives go missing.

Many maritime industry groups, including unions like the SIU and coalitions such as the International Transport Workers' Federation (ITF), have made eradicating piracy a top priority. This solidarity from the industry has resulted in positive strides by governments from all around the world. However, as this report indicates, there is still much to be done in the fight against piracy.

The full report can be found at www.oceans-beyondpiracy.org/.

ITF Report Exposes 'Black Sea of Shame'

The International Transport Workers' Federation (ITF), a global labor group whose affiliates (including the SIU) represent more than 4.5 million workers worldwide, has released a report that describes some of the horrific conditions for mariners who sail the Black Sea.

The study, titled "Black Sea of Shame," goes into detail about some of the hardships and extreme challenges faced by seafarers from numerous countries who sail the Black Sea. The report aims to draw attention to their plight and to help spur improvements to working conditions.

The study provides several pages of individual examples of withheld wages, wrecked vessels, and abandoned crews. These case studies provide shocking revelations into the reality of working aboard runaway-flag and other questionably owned and operated vessels. The report found that several violations of workers' and human rights consistently happened on the Black Sea.

According to the findings, workers in the Black Sea region face a high frequency of vessel accidents, groundings and sinkings. While the Black Sea is susceptible to extreme weather, particularly in the winter months, the report alleges that other, preventable factors come in to play.

"In addition to poor weather conditions and geographical features, [the high incidence of accidents] is likely to be due to the proliferation of older vessels operating with substandard conditions," the report states. "There would appear to be a lack of investment and poor maintenance due to a flawed economic model that does not sustain minimum safety measures."

Other significant problems that workers face on the Black Sea are

wage theft and almost constant delays in receiving wages when they receive them at all. This issue is compounded by the fact that, due to lax regulations and virtually no international oversight, there is little legal recourse for obtaining the wages, the report finds. Effectively, according to the ITF, many seafarers end up working for months for no pay.

"It seems acceptable behavior on the part of shipowners to manage shortfalls in cash flow by neglecting to pay wages," said the report. "This shows a total disrespect for basic human rights. In such circumstances the employment relationship is utterly dysfunctional and results in seafarers being forced to go on strike ... or, in some cases, take more extreme measures such as hunger strikes."

In keeping with the above sentiment, the study argues that seamen who sail the Black Sea are left with a feeling of hopelessness when it comes to protesting their working conditions.

"It would appear that the labor market in the Black Sea is dominated by seafarers either at the beginning or towards the end of their careers," the report states. "Seafarers can feel that they have no choice but to accept conditions that would be unthinkable ashore or in other regions of the world. In addition there is strong evidence to suggest that crewing agents in the region make extensive use of blacklisting to intimidate crew and discourage them from making complaints."

These facts have a serious impact on the lives of seafarers and their families, the report concludes.

The ITF plans on making a case before the International Maritime Organization and other bodies to draw attention and ratchet up enforcement of labor regulations.



Navy Adm. James Winnefeld (center), vice chairman of the Joint Chiefs of Staff, joins Navy Adm. Samuel Locklear, commander of U.S. Pacific Command; Air Force Gen. William M. Fraser, commander, U.S. Transportation Command; Navy Adm. Jonathan W. Greenert, chief of Naval Operations; Coast Guard Commandant Adm. Robert J. Papp; and Army Gen. Charles H. Jacoby Jr., commander, U.S. Northern Command as they testify on the Law of the Sea Convention. (Photo by Air Force Sgt. Chuck Marsh)

Military Leaders Back Law of Sea Treaty

Air Force Gen. William M. Fraser, the commander of the U.S. Transportation Command (TRANSCOM), has joined other high-ranking military, government, and maritime industry officials in calling on the U.S. government to ratify an important international treaty dealing with the world's oceans. Known as the United Nations Convention on the Law of the Sea (UNCLOS), the treaty would serve important functions that would help solidify the nation's naval power if ratified by Congress.

Fraser testified before the Senate Foreign Relations Committee on the matter on June 14. He joined several other top military officers who were called to give their opinions on the treaty, including the vice chairman of the Joint Chiefs of Staff Navy Adm. James Winnefeld, Coast Guard Commandant Robert Papp, U.S. Pacific Command commander Navy Adm. Samuel Locklear, and U.S. Northern Command commander Army Gen. Charles Jacoby Jr.

Fraser noted that the treaty will provide a legal framework that will help the country to get a firmer grip on the nation's maritime territory while also allowing for disputes to be settled easier, faster, and with more efficiency.

"In today's environment, we assess our navigation and overflight rights through customary international law," Fraser said. "To better secure our global access, joining the Law of the Sea Convention would provide a solid legal foundation to our military and commercial partners that transport the lifeline of supplies and equipment to our warfighters around the globe."

For Fraser and other military leaders, maintaining and expanding our nation's reach on the world's seas is paramount to national defense. Fraser mentioned the importance of private ship operators, including those with SIU contracts, as being a particularly significant partner in assisting the U.S. warfighter in times of conflict. Ratifying UNCLOS, according to Fraser, would be a major boon to all these components.

"On any given day, TRANSCOM has approximately 30 ships loading, unloading or under way," Fraser said. "We have a mobility aircraft taking off and landing every 90 seconds. These assets are operated by our military components and our commercial partners. It's vital we maintain freedom of the high seas and international overflight routes

for our military and our commercial operations as these freedoms are essential to our nation's strategic mobility."

Winnefeld pointed out another issue, which is the emergence of new global powers and the effect that they may have on the world's waters.

"[There are] ongoing and persistent efforts on the part of a number of nations, including those with growing economic and military power, to advance their national laws and set precedents that could restrict our maritime activities, particularly within the bounds of their exclusive economic zones," said Winnefeld.

That fact could have a major impact on global trade and the U.S.'s ability to maintain its naval dominance in the decades to come.

Ultimately, according to Fraser, Winnefeld, and the other military leaders in attendance at the hearing, ratifying UNCLOS is a sensible move for our nation's future.

"As we move forward and look to the future challenges, support of [the] Law of the Sea Convention is essential to our national strategy and security," said Fraser.



The late bosun (photo above) holds his grandson, Thomas Joseph Soresi – who was named after him. In the photo at right, Soresi is pictured behind the old New York hall in November 1963, two years after joining the union.



Union Bids Emotional Farewell To Chief Bosun Tommy Soresi

In many ways, Chief Bosun **Tommy Soresi** embodied the most dedicated SIU members of his era. Physically tough but with a heart of gold, he devoted decades to the advancement of both the union and its affiliated school in Piney Point, Md.

Soresi passed away June 22 at age 70, following a heart attack. A Staten Island, N.Y.-area resident and a native of nearby Bay Ridge, Brooklyn, he had retired November of last year.

Apart from his time with the SIU, he was a motorcycle enthusiast – and, most of all, enjoyed spending time with his family and especially his grandson, Thomas, his namesake.

The emotional reactions to Soresi's death from union officials and fellow rank-and-file members reflected his popularity and respect. A familiar figure on northeastern shore gangs, at SIU and Maritime Trades Department meetings, and in Piney Point during the school's earliest days, Soresi was a mainstay with the union since 1961.

Tom's son, Joseph, is vice president of the union's Atlantic District.

Remembering his father, Joseph stated, "He was the greatest guy in the world. Everything I am today is because of him. I will miss him more each day."

Tom Soresi was a longtime confidant of SIU President Michael Sacco.

"We worked together in New York for a number of years, on and off the waterfront," Sacco said. "We were in a lot of beefs together. He was a good friend and a good family man who loved life. Tommy was a good union man and he definitely will be missed."

SIU Executive Vice President Augie Tellez remembered working closely with Soresi "since 1978, when I was hired in New York and he was the chief bosun at the Sea-Land shore gang. We were together on numerous assignments throughout the country and Tom's true colors always showed



SIU VP Joseph Soresi (left) is pictured with his father, Chief Bosun Tommy Soresi, during a recent Maritime Trades Department meeting in Florida. The bosun spent 50 years in the SIU.

through. He was an SIU man from head to toe, a real standup guy and truly a man's man. He came up at a time when the waterfront was a more rough-and-tumble place and he could come off as a big grizzly bear. He was serious when called for, but also funny, warm and generous. In truth he was a big teddy bear with a big heart that ironically finally gave out. He was my friend and brother and I will miss him terribly."

Assistant Vice President Nick Celona recalled, "I go back with Tommy a long time, from when I was shipping out in Brooklyn as a young kid. I had just come out of Piney Point and first met him at the union meetings. We always got along really well, and I always admired him. As the years progressed, we continued working together. I have fond memories of Tommy as a good, solid SIU union man. He was very kind to me."

Fellow shore gang Bosun **John Cain** said he "was crazy about Tommy. The shore gang was Tommy; he made it what it is. He was one of the icons of the union."

Close friend and fellow Seafarer **John Natoli** knew Soresi for nearly 50 years.

"We had a lot of good times and he's a guy I'm really going to miss," Natoli said. "He was a great guy. Even after he retired, I talked to him every day or at least every other day. I just can't believe he's gone."

After spending his early years with the union sailing, Soresi was one of the first people assigned to Piney Point when the Seafarers Harry Lundeberg School of Seamanship was being built, starting in 1967. (The overall campus was renamed the Paul Hall Center for Maritime Training and Education in the early 1990s.)

In a 2007 interview about the school's founding, Soresi spoke in terms and tones that typified him: He wasn't complaining, but he didn't sugarcoat the experience. He and many others who were on hand in the late 1960s usually spent seven days a week performing physically demanding tasks.

"We worked very hard and very long," Soresi told a reporter for the *Seafarers LOG*. "I really don't know how all of us hung in there.... I came to Piney Point from Brooklyn and it was like a no-man's land."

But, he added, the vision of the late SIU President Paul Hall paid off.

"It was hard work, but we had a lot of faith in his leadership and in the leadership of our other union officials," Soresi said in the same interview. "It wasn't a very gratifying job at that time, but later on, when you saw what you helped develop, it all worked out."

Soresi's survivors include his wife of 47 years, Barbara; his daughter, Justine; his son, Joseph; his daughter-in-law, Joanne; and his grandson, Thomas.

SIU headquarters and regional officials and members were on hand to pay their respects during the memorial services in late June.

United Seaman's Service Announces Recipients of 2012 AOTOS Awards

Two U.S. shipping company executives and a United States Senator have been chosen as recipients of the United Seamen's Service's (USS) 2012 Admiral of the Ocean Sea (AOTOS) Awards.

Niels M. Johnsen, CEO and chairman of International Shipholding Corporation; Captain Robert Johnston, senior vice president and head of U.S. Flag Strategic Business Unit for Seafarers-contracted Overseas Shipholding Group (OSG); and U.S. Sen. Mary Landrieu, (D-La.) have been designated as winners of the distinguished prize. They will be presented their respective awards Oct. 26 during a maritime industry dinner and dance gala in New York. The dinner will be chaired by SIU President Michael Sacco.

In addition to the AOTOS award winners, several American mariners also will be recognized during the festivity for specific acts of bravery and heroism while at sea.

"Niels M. Johnsen represents the finest in ship management just as Bob Johnston brings seagoing and operational excellence to our industry," said Retired U.S. Army Gen. Kenneth Wykle, chairman of the USS AOTOS Committee, in announcing the award recipients. "Senator Landrieu has spent her career in elected office bringing a leadership voice to efforts that benefit all Americans.

"It is our honor to honor these three with the AOTOS Award this year," he added.

Niels M. Johnsen

Johnsen joined International Shipholding Corporation in 1970 after service in the U.S. Army. He has been executive chairman and chief executive officer of the company since 2007. Johnsen also serves as chairman of the business' principal subsidiaries: SIU-contracted Central Gulf Lines, Inc. and Waterman Steamship Corporation. Since 1988, he has served on the company's board of directors. Johnsen is a native of New Jersey and a 1967 graduate of Tulane University.



Niels M. Johnsen
Chairman & CEO
International Shipholding Corp.

Capt. Robert Johnston

Captain Johnston was head of OSG's Shipping Operations from 2005 until he received his current appointment. In his previous role, the captain established numerous programs dedicated to improve safety, environmental and operational performance of OSG's international and U.S.-flag fleet. Prior to that, he

held numerous positions including chief commercial officer and vice president of U.S. operations.

Before coming ashore in 1976, Captain Johnston served on crude oil tankers and product carriers in capacities ranging from third mate to master. He holds a bachelor of science degree in marine transportation from SUNY Maritime College and is a graduate of the executive program at Dartmouth University's Tuck Business School. Captain Johnston also is vice chairman of Intertanko.



Capt. Robert Johnston
Senior VP
Overseas Shipholding Group

Sen. Mary L. Landrieu

Senator Landrieu is currently the chair of the Senate Small Business Committee, chair of the Appropriations Subcommittee on Homeland Security and a member of the Energy and

Natural Resources Committees. The nonpartisan Congress.org has ranked Senator Landrieu as one of the most effective legislators in the Senate.

Senator Landrieu was first elected to public office at the age of 23. In 1996, after serving eight years as a Louisiana state representative and two terms as State Treasurer, she became the first woman from Louisiana elected to a full term in the U.S. Senate. The senator has been a leading voice in Washington for the Gulf Coast recovery effort. In the wake of Hurricanes Katrina and Rita and the failures of the federal levee system, she secured billions in recovery dollars and has worked extensively to jumpstart recovery projects.

The USS provides services for the U.S. Merchant Marine, the American Armed Forces, and seafarers of the world. A non-profit agency established in 1942, it operates centers in six foreign ports in Europe, Asia, and Africa and in the Indian Ocean. The organization also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

All proceeds from the AOTOS event benefit community services abroad for the U.S. Merchant Marine, seafarers of other nations, and U.S. government and military overseas.



Mary L. Landrieu
U.S. Senator
(D) Louisiana

High Court Finds Affordable Care Act Constitutional

The U.S. Supreme Court, in its most anticipated rulings in recent years, on June 28 upheld the constitutionality of the Affordable Care Act of 2010.

In reaching its 5-4 decision, the nation's highest court noted that the measure's mandate that most Americans obtain insurance or pay a penalty was authorized by Congress's power to levy taxes. The verdict was a victory for President Obama and Congressional Democrats, affirming the central legislative achievement of Obama's presidency.

"Today's decision was a victory for people all over this country whose lives are more secure because of this law," President Obama said in a televised White House statement shortly after the court's verdict became public.

"The Affordable Care Act's requirement that certain individuals pay a financial penalty for not obtaining health insurance may reasonably be characterized as a tax," Chief Justice Roberts said in the majority opinion. "Because the Constitution permits such a tax, it is not our role to forbid it, or to pass upon its wisdom or fairness." Justices Ruth Bader Ginsburg, Stephen Breyer, Sonia Sotomayor and Elena Kagan joined Roberts in the majority. Justices Antonin Scalia, Anthony Kennedy, Clarence Thomas, and Samuel Alito dissented from the majority opinion.

While upholding the Affordable Care Act's constitutionality, the court rejected the administration's central argument that the measure's individual mandate was justified by Congress's power to regulate interstate commerce. The vote on this specification was again 5-4, but in this instance Chief Justice Roberts and the court's four more conservative members were in agreement. In another development, the court greatly limited the law's expansion of Medicaid, the joint federal-state program that provides health care to poor and disabled people. Seven justices agreed that Congress had exceeded its constitutional authority by forcing states to participate in the expansion by threatening them with the loss of existing federal payments.

"We are pleased and relieved that the Supreme Court has upheld the constitutionality of the Affordable Care Act," said AFL-CIO President Richard Trumka. "Today's deci-



sion means that we can continue moving full speed ahead to implement and build upon the Affordable Care Act. We have no illusion that the destination has been reached, and we are more committed than ever to the hard work necessary to achieve our dream of quality health care for all.

"With this decision more than 105 million Americans will continue to benefit from the elimination of lifetime limits and the coverage or preventive services without cost-sharing, and more than 6 million young adults will remain covered by their parents' health care plan," Trumka added. "Seniors will continue to save money on prescription drugs as the Part D donut hole closes over the next eight years; already over 5 million seniors have saved \$3.7 billion on prescriptions in 2010 and 2011. And insurance companies will not be able to deny coverage due to preexisting conditions, charge women more or drop coverage for those who get sick."

The Affordable Care Act is valuable legislation for a host of reasons, according to Elsie Gould, director of Health Policy at the Economic Policy Institute (EPI), an independent, nonprofit think tank that researches the

impact of economic trends and policies on working people in the United States.

"Most notably, it provides coverage for millions of Americans who would not have been able to secure insurance, and therefore, health care when they need it," Gould wrote in an EPI news release issued following the court's ruling. "The Supreme Court decision to uphold ACA was also important because it gives clarity and certainty to states and private industry that they should start preparing for the main provisions to kick in in 2014. It resolves any uncertainty that was felt throughout the country by the important players, and now provides the necessary push for its implementation."

Following the ACA's passage in 2010, Journalist Nick Baumann, who serves as the new editor at *Mother Jones* listed 10 ways President Obama's signature health care law will impact the healthy and sick, young and old, rich and poor. Following are Baumann's findings:

- Insurance companies can no longer impose lifetime coverage limits on your insurance. Never again will you face the risk of getting really sick and then, a few months in, having your insurer tell you, "Sorry, you've

'run out' of coverage."

- If you don't know someone who has run into a lifetime cap, you probably know someone who has run into an annual cap. The use of these will be sharply limited. (They'll be eliminated entirely in 2014.)

- Insurers can no longer tell kids with preexisting conditions that they'll insure them "except for" the preexisting condition. That's called preexisting condition exclusion, and it's out the window.

- A special, temporary program will help adults with preexisting conditions get coverage. It expires in 2014, when the health insurance exchanges—basically big "pools" of businesses and individuals—begin. That's when all insurers will have to cover everyone, preexisting condition or not.

- Insurance companies can't drop you when you get sick, either—this plan means the end of "rescissions."

- You can stay on your parents' insurance until you're 26.

- Seniors get \$250 towards closing the "doughnut hole" in their prescription drug coverage. Currently, prescription drug coverage ends once you've spent \$2,700 on drugs and it doesn't kick in again until you've spent nearly \$6,200. Eventually, the health care reform bill will close the donut hole entirely. Next year, 50 percent of the doughnut hole will be covered.

- Medicare's preventive benefits now come with a free visit with your primary care doctor every year to plan out your prevention services. And there are no more co-pays for preventative services in Medicare.

- This is a big one: Small businesses get big tax credits—up to 50 percent of premium costs—for offering health insurance to their workers.

- Insurers with unusually high administrative costs have to offer rebates to their customers, and every insurance company has to reveal how much it spends on overhead.

Since the ACA passed in 2010, researchers at *Mother Jones* have added one other benefit to Baumann's original list:

- Free birth control and other preventative services for women, unless you work for a faith-based organization that opposes birth control.

Notice

Seafarers Health and Benefits Plan Advises Members of Their Right to Purchase COBRA Continuation Coverage

The Seafarers Health and Benefits Plan (SHBP) would like to notify you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered

employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you **must** notify the Plan **within 60 days of the divorce or death** in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further

coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If

you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU web site, www.seafarers.org, under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at 1 (800) 252-4674.

Seafarers Health and Benefits Plan Important Notice To Participants with Children Between Ages 19 and 25

The Seafarers Health and Benefits Plan would like to remind you that since January 1, 2011, the Plan has offered health coverage to children between the ages of 19 and 25, regardless of whether the child is a full-time student. Your child does not have to live with you or be supported by you to be eligible for coverage from the Plan; however, you must provide a notarized affidavit which certifies that your child does not have other health coverage.

If your child is about to turn 19, you must send the Plan a completed Enrollment Form and Affidavit for Dependent Child in order to maintain your child's coverage. If the Plan does not receive

this form by your child's 19th birthday, your child will lose coverage from the Plan. Coverage will not be reinstated until the first of the month following the month in which the Plan receives the form.

The Enrollment Form and Affidavit for Dependent Child is available at www.seafarers.org, under the Member Benefits Section. You must click on the link for the Seafarers Health and Benefits Plan. The Plan will also mail this form to you upon request. If you have any questions about the form or about enrolling your child, you may contact the Claims Department at 1-800-252-4674.

Notice

SHBP is a Grandfathered Plan under Affordable Care Act

The Seafarers Health and Benefits Plan would like to remind you that it believes that it is a "grandfathered health plan" under the Patient Protection and Affordable Care Act (the Affordable Care Act). As permitted by the Affordable Care Act, a grandfathered health plan can preserve certain basic health coverage that was already in effect when that law was enacted. Being a grandfathered health plan means that this Plan may not include certain consumer protections of the Affordable Care Act that apply to other plans – for example, the requirement for the provision of preventive health services without any cost sharing. However, grandfathered health plans must comply with certain other

consumer protections in the Affordable Care Act – for example, the elimination of lifetime limits on benefits.

Questions regarding which protections apply and which protections do not apply to a grandfathered health plan and what might cause a plan to change from grandfathered health plan status can be directed to the Plan Administrator at 5201 Auth Way, Camp Springs, MD 20746. You may also contact the Employee Benefits Security Administration, U.S. Department of Labor at 1-866-444-3272 or www.dol.gov/ebsa/healthreform. This website has a table summarizing which protections do and do not apply to grandfathered health plans.



Seafarers hold the operations guide to the new system in preparation for testing out the software. Pictured from left to right are Instructor Brad Wheeler, Randall VanHorn, Richard Dozier, Timothy Smithwick, Andrew Higbee, Peter Madden and Martin Meravy.

Labor Federation Pushes 'Bring Jobs Home Act'

The AFL-CIO, its member unions and working families across the nation since the week leading up to July 4 have been gathering at events across the country outside the offices of politicians and corporations to demand they take action now to bring good jobs home and invest in America.

In the past decade, 50,000 manufacturing sites have closed in the United States and 6 million American jobs were lost because of outsourcing, according to the labor federation. Some in Congress however, have failed to act on a legislative agenda that will create and keep jobs here at home. Meanwhile, many of our existing tax and trade policies continue to reward multinational companies who offshore jobs.

Participants in the events to date – including activities in Pennsylvania, Michigan, Wisconsin, Nebraska, Ohio and Georgia, to name a few – have been urging corporation heads, members of Congress and other elected representatives to do their parts to help keep and create jobs in the U.S. by:

- Passing the Bring Jobs Home Act legislation which was introduced by Sen. Debbie Stabenow (D-Mich.) in the Senate (S. 2884) and by Rep. Bill Pascrell (D-N.J.) in the House (H.R. 5542). If passed, the legislation would eliminate the tax deduction U.S. companies receive for moving expenses and would reward businesses that bring jobs back to the U.S. with a tax credit.

- Addressing currency manipulation by other countries, which is a key driver of offshoring.

- Taxing the overseas income of U.S. corporations the same way we tax their domestic income, so they can no longer lower their tax bill by shifting income and jobs overseas.

- Pushing for fair trade policies that benefit workers—not just multinational corporations.

- Passing the United States Call Center Worker and Consumer Protection Act to prevent offshoring more service-sector jobs.

“Every major industrial country has a strategic plan to create and keep good jobs. It’s time for us to follow suit.” said AFL-CIO President Richard Trumka. “We need a real plan that lives up to our patriotic ideals – a plan to put our people back to work and end the tax breaks and flawed trade policies that encourage rampant offshoring.”

School Adds More High-Tech Training Tools

Seafarers who train and upgrade at the SIU-affiliated Paul Hall Center in Piney Point, Md., are no strangers to high-tech training tools that enhance their ability to do their jobs, and the school itself is constantly bringing in the latest devices to keep up with the times, as it did with the inclusion of a new technology alliance with Rose Point Navigation Systems.

The new equipment, known as Rose Point ECS + Inland, is a state-of-the-art navigation software tool designed by the Washington state-based company Rose Point Navigation Systems. The system was first put to use on June 25 with a group from Allied Transportation Company who were eager to get to use the new features.

“We’re really excited to have an opportunity to have this great piece of equipment at the school,” said Brad Wheeler, a Paul Hall Center instructor. “It’s things like the Rose Point ECS + Inland software and our other industry-leading train-

ing tools that allow us to not only stay ahead of the curve, but also ensure that all of the people who go through the school come out well-trained and ready to handle any situation.”

Rose Point Navigation Systems was started in 2003 by a former Microsoft software development manager who was passionate about marine navigation. The company creates software for use by commercial marine operators on a PC-based platform. According to the company, “Rose Point ECS improves operational efficiency, situation awareness, and decision making with straightforward, uncluttered displays and controls that provide instant access to the information mariners need to navigate safely.”

All Seafarers interested in learning more about this and other training tools are encouraged to contact the Paul Hall Center at (301) 994-0010 or talk with their port agents.

MERPAC Meets in Piney Point



Two working groups of the Coast Guard’s Merchant Marine Personnel Advisory Committee (MERPAC) gathered at the SIU-affiliated Paul Hall Center in Piney Point, Md., June 11-13. The groups finalized development of assessment criteria for the Coast Guard; it was the third time MERPAC has met on this issue, which involves the deck and engine departments. Later this year, the full committee is expected to vote on the criteria and, if approved, submit details to the agency. SIU representatives at the June meeting included former Paul Hall Center Director of Training Bill Eglinton and AB Fr. Sinclair Oubre. Some of the other participants are pictured above.

Notice

Plan Administrator Announces Additional Changes in Eligibility for Health Benefits for Pensioners Who Return to Work

Note: The following is excerpted from a letter dated June 29 that was mailed to SHBP participants.

On behalf of the Board of Trustees of the Seafarers Health and Benefits Plan (SHBP), I would like to notify you of some additional changes with regard to the **eligibility requirements for health benefits for pensioners who return to work**. As I informed you in a letter dated February 3, 2012, the Trustees implemented some changes in these requirements. The Trustees have recently adopted a few further clarifications with regard to pensioners’ eligibility for health benefits.

As previously stated, if you retire with medical benefits from this Plan and your pension benefits are suspended because you returned to work; your pensioner health benefits will also be suspended. In an effort to make it easier for you to qualify for health benefits as an active employee, you will now become eligible after working 125 days within the first 12 months of returning to active employment. However, if you don’t work 125 days during the first 12 months after returning to employment, then you must satisfy the regular SHBP eligibility rule for qualifying for health benefits, which requires 125 days of covered employment in

the previous calendar year, and one day in the last six months.

If you qualified for pensioner health benefits before retiring, but lost them when you went back to work, the SHBP will immediately reinstate the pensioner health benefits when you retire again. However, the Trustees have made it clear that if you were not eligible for pensioner’s health benefits at the time you first began receiving a pension, you will not be able to establish eligibility for those benefits by returning to work and obtaining additional days of covered employment.

Please note, if you did not receive the

previous letter, it is posted at www.seafarers.org. You can access this letter and all other SHBP communications under the “Member Benefits” section by clicking on the heading “Seafarers Benefit Plans,” then clicking on “Seafarers Health and Benefits Plan.”

The changes described in this letter are effective August 1, 2012. If you have any questions about this letter or about any of your benefits, feel free to contact the Plan at 1-800-252-4674....

Sincerely,
Margaret Bowen
Administrator



AB Travis Hudgins (left) receives his full book from Port Agent Kris Hopkins at the union hall in Ft. Lauderdale, Fla.



OMU Frank Zoumakpe (right) picks up his A-seniority membership book at the hall in Wilmington, Calif. Congratulating him is Safety Director Abdul Al Omari.



At the hall in Houston, Safety Director Brian Kinard (right) presents an A-book to AB John Mbelwa.

Book Presentations From Coast to Coast



Taking the union oath and receiving his full book in Oakland, Calif., is AB Santiago Rodriguez (left). Patrolman Nick Marrone II is at right.



FOWT James Ross (right) takes the oath for his full B-book during the June membership meeting in Oakland, Calif. SIU Asst. VP Nick Celona is at left.



In Piney Point, Md., Port Agent Pat Vandegrift (right in photos directly above and at left) recently presented full books to GUDEs Michael Gray (left) and Abdulkhalek Mohsen (right) and as well as an A-book to Oiler Derek Ivory (center).

Black Eagle Crew Votes for Standard Contracts



Earlier this year, members aboard Sealift's *Black Eagle* voted in favor of the new standard freightship and tanker agreements. SIU members said they are very pleased with the new contracts, which feature yearly wage increases while maintaining benefits. (Detailed coverage of the standard contracts appeared in the June LOG.) Pictured from left to right aboard the *Black Eagle*, which was docked on the West Coast, are OS Manuel Alicaway, AB Editho Barraca, SIU VP West Coast Nick Marrone, SA Joseph Hernandez, AB Romero Jomoc, GUDE Justin Smith, GUDE Andre Graham, AB Anthony Lowe and Bosun Reynaldo Nuqui.



HAPPY RETIREMENT – Longtime maintenance man Charlie Cowan has retired after many years working for the SIU, most recently at the hall in Oakland, Calif. Members and employees gathered with Cowan (middle row, center, in dark shirt) to wish him fair winds and following seas.

At Sea & Ashore With the SIU



CATCHING UP IN NORFOLK – Retiree Henry Williams Jr., 83, (left, with Port Agent Georg Kenny) stopped by the hall in Norfolk, Va., in early June to catch up on the latest union news and also to reminisce about his sailing days. The former deck-department mariner, who retired from the old NMU in the early 1990s, first shipped out in 1956. Some of his earliest vessels were the *Winchester* (Eastern Gas and Fuel), *Tomahawk* (Mathiasen Tanker), *Newton* (Mystic Steamship) and *Flying Foam* (American Export Isbrandsten).



AT THE HOUSTON HALL – Melchor Lapac Jr. waits for the next job call while resting on Seafarer M.J. Lapac's lap. GUDE Dennis Pangan is at right.



BBC SEATTLE JOINS SIU FLEET – Seafarers and officers are pictured aboard one of the newest additions to the union-contracted fleet, the AMSEA-operated *BBC Seattle*. The photo was taken in early June in Sunny Point, N.C., as the vessel prepped for its first voyage under the Stars and Stripes. Those pictured include AB Gerald Kelly, QMEDs Bernard Smalls and David Terry, Chief Steward Juan Gonzalez, SA Sheila Daguio, Chief Engineer Matt Campbell, 1AE Kevin Hogle, Chief Mate Peter Kirk, Second Mate John Finer, Second Assistant Larry French, 3AE Leowen Punzalan and Third Mate Robert Belfield. Bosun Arthur Cross and AB Paul Jagger also were part of the crew but aren't pictured. Thanks to vessel master Capt. Bud Conroy for sending the photo.



SNAPSHOTS FROM USNS SEAY – These photos were taken during a recent voyage on the *USNS Seay*, operated by AMSEA. Bosun John Wells (above, left) hand-cranks lifeboat No. 4 into place, while AB Antonio Jones (above, center and right) rides the lifeboat to the water and then admires the *Seay's* waterline during the lifeboat test. In photo below, (from left) AB Russell Lofing, AB Tony Burbank and Bosun Wells chat in the crew mess during a break. Thanks to AB Dino Cam for the photos.



ALL IN FAVOR – Seafarers aboard OSG's *Overseas Anacortes* unanimously voted in favor of the new standard freightship and tanker agreements on June 15 in Richmond, Calif. Some of the crew members are pictured along with Patrolman Nick Marrone II (fourth from left).



Recertified Bosun Raphael James



Recertified Bosun Ray Henderson (left in photo above, with Patrolman Mark von Siegel) had lots to celebrate recently as he and his wife, Karen, welcomed their firstborn son, Kody (pictured with mom in photo at right above).



With Seafarers In New York



SIU-crewed NY Waterway ferries help commuters in New York and New Jersey.



SIU CIVMARS are pictured aboard the *USNS Robert Peary* with Government Services Division Representative Kate Hunt (fourth from right). The ship was docked in nearby Earle, N.J.

The SIU has maintained offices in New York since its founding in 1938. The current hall, located in Brooklyn, is shown here.



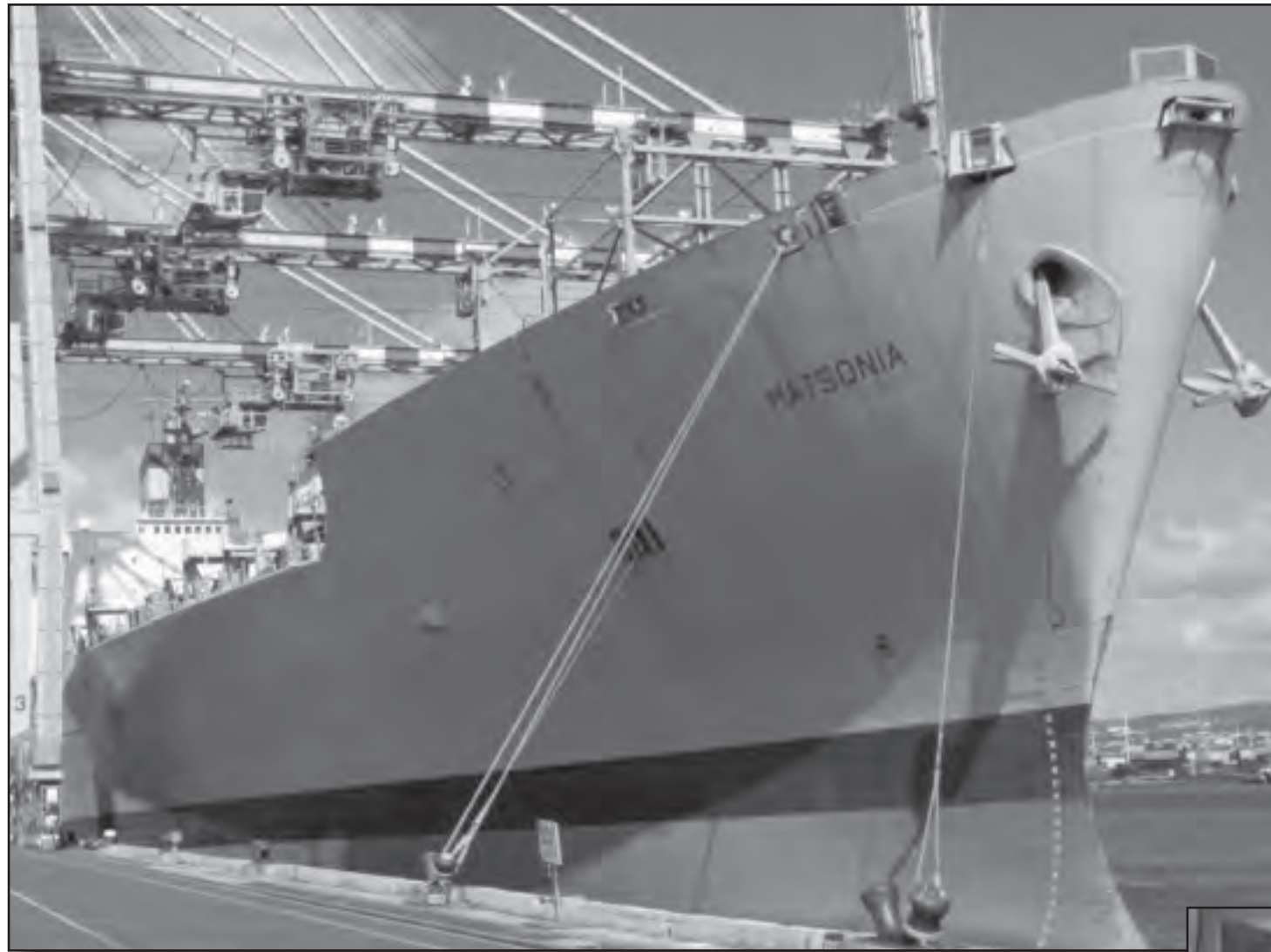
Recertified Bosun Domingo Leon



Seafarers fill the hall for the June membership meeting.



Port Agent Bobby Selzer (right) congratulates Recertified Bosun Tom Flanagan on the good news that Flanagan's daughter, Kathryn, recently won a Seafarers Health and Benefits Plan scholarship.



Each week, Seafarers and other locals (photo above) display signs near the union hall in support of pro-worker candidates. In the photo at right, Seafarers pack the hall for the June membership meeting.



Around the Port of Honolulu

SIU members sail in the steward department aboard Matson's *Matsonia*.



Engine-department member Federico Giray (right) picks up his first pension check and is congratulated by Amber Akana, secretary at the Honolulu hall.



ACU Shawn Canon recently had five of his poems published in a 2012 anthology titled "Fifty-Eight Stones." A U.S. Army veteran who served in Vietnam, Canon began sailing with the SIU in 1980. Information about the book is available online at SavantBooksAndPublications.com



Engine Storekeeper Aristotle Cortez emailed these photos of fellow crew members celebrating Independence Day aboard the *Pride of America*. The vessel – the only American-flag deep-sea cruise ship – was docked at Kona.



Recertified Steward Robert Wilcox, QEP Joseph Noach, Overseas Tampa



In photo at the immediate right, SIU Asst. VP Ambrose Cucinotta (left) meets with SA Mohamed Ahmed, Chief Cook Teresito Reyes and Recertified Steward Joseph Laureta aboard the *Horizon Reliance*. Cucinotta and Port Agent Hazel Galbiso (second from left in photo directly above) are joined by Bosun Kissinfor Taylor (left) and AB Jerome Luckett.



Union Plus Scholarships

Online application now available!

Robert Firme
has witnessed ecological degradation in his home state of Hawaii, which has motivated him to become a conservationist and environmental activist.

Now
Apply
Online!



Robert Firme

of Ewa Beach, HI, whose father, Roberto Firme, has been an SIU member since 1986, is a 2010 \$4,000 scholarship award winner.

Over 2,100 students in union families have received money for college through the Union Plus Scholarship.

The new application is now available entirely online! 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:

Thursday, January 31, 2013

Scholarship recipients announced:

Friday, May 31, 2013

Details and online application available at:

UnionPlus.org/Scholarships

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



UnionPlus.org/Scholarships

September & October Membership Meetings

Piney Point.....*	Tuesday: September 4, *Tuesday: October 9
Algonac.....	Friday: September 7, October 12
Baltimore.....	Thursday: September 6, October 11
Guam.....	Thursday: September 20, October 25
Honolulu.....	Friday: September 14, October 19
Houston.....	Monday: September 10, October 15
Jacksonville.....	Thursday: September 6, October 11
Joliet.....	Thursday: September 13, October 18
Mobile.....	Wednesday: September 12, October 17
New Orleans.....	Tuesday: September 11, October 16
New York.....	Tuesday: September 4, October 9
Norfolk.....	Thursday: September 6, October 11
Oakland.....	Thursday: September 13, October 18
Philadelphia.....	Wednesday: September 5, October 10
Port Everglades.....	Thursday: September 13, October 18
San Juan.....	Thursday: September 6, October 11
St. Louis.....	Friday: September 14, October 19
Tacoma.....	Friday: September 21, October 26
Wilmington.....	Monday: September 17, October 22

* Piney Point changes created by Labor Day and Columbus Day holidays.

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

Personals

Kenneth Wells, please contact Kathy Wells at the home address in Jacksonville, N.C.

Brandon Maeda would like to get in touch with Wagner Pelrin. Please contact Brandon at brandonmaeda@gmail.com

James Hill out of San Francisco, please contact your cousin George Bradley at: F-90678, Q.A. 26-A, T-C.C.F., 414 U.S. Highway 49 North, Tutwiler, MS 38963.

Absentee Ballot Procedures

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2012 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

2. Include in the request the correct address where the absentee ballot should be mailed.

3. Send the request for an absentee ballot by registered or certified mail.

4. The registered or certified

mail envelope must be postmarked no later than midnight, Nov. 15, 2012 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2012.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2012.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2012 and received by the bank depository no later than Jan. 5, 2013.

Dispatchers' Report for Deep Sea

June 16, 2012 - July 15, 2012

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	19	8	1	5	7	1	2	20	13	2
Anchorage	1	0	1	0	1	0	0	3	2	2
Baltimore	3	4	2	1	4	0	1	7	7	3
Fort Lauderdale	18	9	3	12	10	1	10	27	15	3
Guam	4	2	1	2	2	0	0	5	6	1
Honolulu	8	3	2	11	1	2	3	14	6	0
Houston	56	12	4	41	6	2	21	96	30	5
Jacksonville	29	19	2	23	20	1	11	58	26	4
Joliet	5	5	2	5	3	1	1	3	5	2
Mobile	9	3	1	4	4	1	4	25	5	2
New Orleans	18	2	2	13	1	0	2	23	5	5
New York	43	19	3	33	13	0	18	79	29	9
Norfolk	13	24	3	12	17	3	9	34	38	7
Oakland	17	7	4	12	5	1	4	35	9	6
Philadelphia	5	2	1	1	5	0	3	12	2	1
Piney Point	0	0	0	0	2	0	0	1	1	0
Puerto Rico	2	9	0	7	7	0	5	14	7	4
Tacoma	37	13	2	38	11	4	29	52	27	5
St. Louis	1	1	0	2	1	1	2	4	2	1
Wilmington	23	14	5	13	9	1	8	61	34	18
TOTALS	311	156	39	235	129	19	133	573	269	80
Engine Department										
Algonac	5	3	1	1	2	0	0	5	3	3
Anchorage	0	0	1	0	0	0	0	0	0	1
Baltimore	1	8	1	4	5	0	5	4	6	2
Fort Lauderdale	10	4	1	3	1	0	2	17	9	2
Guam	2	0	0	1	0	0	0	3	0	0
Honolulu	11	5	1	6	4	2	2	17	9	3
Houston	18	9	2	8	8	2	8	38	18	4
Jacksonville	18	10	2	13	11	1	9	40	23	5
Joliet	4	2	3	4	0	1	1	4	2	1
Mobile	6	1	1	4	2	2	1	14	2	0
New Orleans	2	2	0	3	1	1	2	8	3	1
New York	15	11	5	6	7	0	4	37	17	6
Norfolk	10	9	2	8	4	1	4	18	18	3
Oakland	12	10	1	10	7	1	5	17	11	0
Philadelphia	1	0	0	5	2	0	2	4	1	0
Piney Point	1	1	0	0	3	0	0	3	2	1
Puerto Rico	0	4	1	0	2	0	0	4	5	1
Tacoma	13	4	0	11	8	0	7	29	15	1
St. Louis	2	1	2	1	1	0	0	2	2	2
Wilmington	11	14	3	5	6	1	3	19	27	4
TOTALS	142	98	27	93	74	12	55	283	173	40
Steward Department										
Algonac	1	0	3	1	2	0	1	4	2	4
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	5	4	0	5	2	0	4	2	4	1
Fort Lauderdale	10	3	0	10	3	0	5	11	6	0
Guam	3	0	0	0	0	0	0	6	2	1
Honolulu	9	0	0	10	3	0	2	17	3	0
Houston	23	5	1	14	5	0	11	32	5	1
Jacksonville	14	3	1	6	1	1	4	26	6	1
Joliet	1	2	0	0	2	0	0	2	1	0
Mobile	6	2	1	5	1	0	1	9	2	2
New Orleans	8	0	0	12	2	0	8	6	1	1
New York	22	8	1	17	3	0	8	37	8	4
Norfolk	14	7	0	7	10	0	5	16	12	0
Oakland	15	2	1	13	4	1	8	24	5	2
Philadelphia	5	1	2	0	0	1	0	7	1	0
Piney Point	3	0	0	2	1	0	0	4	0	0
Puerto Rico	1	0	0	1	0	0	0	5	1	0
Tacoma	18	4	0	16	2	0	9	29	4	0
St. Louis	1	2	0	0	0	0	0	2	3	1
Wilmington	21	3	2	15	1	1	7	46	5	3
TOTALS	180	46	12	134	42	4	73	285	72	21
Entry Department										
Algonac	4	15	14	0	6	9	4	4	23	22
Anchorage	0	1	0	0	2	0	1	0	4	1
Baltimore	0	0	0	0	1	0	0	0	3	5
Fort Lauderdale	0	9	1	1	9	0	1	1	12	5
Guam	0	3	0	0	1	0	0	0	4	0
Honolulu	1	4	11	3	7	4	1	4	10	12
Houston	4	13	5	2	9	1	2	8	17	7
Jacksonville	1	14	9	1	5	4	3	2	28	29
Joliet	1	0	2	0	0	0	0	1	0	3
Mobile	0	2	2	0	1	1	0	2	3	2
New Orleans	2	4	2	1	2	0	1	2	5	8
New York	7	26	7	2	23	6	2	9	56	30
Norfolk	0	9	23	0	10	13	0	0	23	39
Oakland	3	11	5	2	6	5	1	2	22	4
Philadelphia	0	2	3	0	2	2	1	1	2	4
Piney Point	0	5	0	0	1	1	0	0	9	8
Puerto Rico	1	0	3	0	0	0	0	3	3	5
Tacoma	9	8	5	4	14	4	4	10	21	8
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	6	14	7	2	15	7	5	11	52	20
TOTALS	39	140	99	18	114	57	26	60	297	212
GRAND TOTALS:	672	440	177	480	359	92	287	1,201	811	353

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

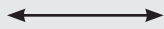
Tom Orzechowski,
Vice President Lakes and Inland Waters

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: Responses to this month's question were provided by members at the union-affiliated Paul Hall Center in Piney Point, Md. The steward-department Seafarers are upgrading to chief cook, while those in the engine department are enrolled in junior engineer (Pavis Whitley) and FOWT (James Cronk), respectively.

Question: What was one of your first ships, and what do you remember about it?

Bob Goren
SA

My first ship was the *Maersk Missouri*, one of the newer ships. We were on a Middle East route and it was fantastic; I learned a lot. That was in 2010, right after I got out of the apprentice program, and I have nothing but good memories. I'd like to add that I appreciate the whole apprentice program and I'm proud to be a member of this union. It's a great opportunity.



Sean Mannix
ACU

It was the *Crowley Empire State* in 2010 and, besides getting there, everything was a blast. We went to Korea, Japan and Guam. Seeing other countries made me appreciate what we have. The experience made me realize I enjoy what I do, and I'm going to be doing it for a long time.



me the ins and outs of the industry – ways to benefit, and things to steer clear of.

Emmanuel Matias
SA

My first ship was the *USNS Sisler*, in 2006. I remember going to Kuwait with heavy equipment for the Army. The ship took about two weeks to unload, so we were ashore for



a while, but it was around 120 degrees and we had to stay on base. I can't forget temperatures like that. There were coolers and bottled water at every station on the base, and you needed an escort to go ashore.



James Cronk
Wiper

The *Maersk Virginia* as part of Phase II, in 2011. I had never been out of the United States, so at the beginning, I was scared. But everybody on the ship was really friendly – officers and crew – and it didn't take long to catch on. That happened on my second ship, too (the *Lummas*). People took me under their wings and I did a good job and learned a lot. You find that there are similarities between working aboard ships and other jobs. Hard work is hard work, and using a wrench on a ship is the same as ashore.

Pic-From-The-Past



In this file photo from the September 4, 1953 edition of the *Log*, three mariners board a bus in New York for the trip to Philadelphia. They were headed to help crew up the *Ampac Nevada*. Pictured from left are Gildo Berdon, J. Raun and Alameda Red.

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

NILE DEAN

Brother Nile Dean, 65, started sailing with the union in 1990. His earliest trip was on the *USNS Triumph*. Brother Dean's most recent ship was operated by Crowley. The engine department member lives in Rusk, Texas.

DOYLE ELLETTE

Brother Doyle Ellette, 65, signed on with the Seafarers in 1969. A member of the deck department, he upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Ellette initially worked on the *Eagle Traveler*. His most recent trip was aboard the *Constellation*. Brother Ellette calls Irvington, Ala., home.



ORLANDO FLORES

Brother Orlando Flores, 55, was born in Rio Piedras, P.R. He became an SIU member in 1976, originally shipping aboard the *Ft. Hoskins*. Brother Flores took advantage of educational opportunities at the Piney Point school. He sailed as a member of the engine department. Brother Flores most recently worked on the *San Juan*. He settled in Kissimmee, Fla.



JERALD GALLETTA

Brother Jerald Galletta, 71, donned the SIU colors in 1986. His first voyage was aboard the *USNS Contender*; his last was on the *Observation Island*. Brother Galletta attended classes on numerous occasions at the maritime training center in Piney Point, Md. The deck department member makes his home in Richlands, N.C.



JOHN KRON

Brother John Kron, 65, began sailing with the union in 1991 while in the port of San Francisco. He first worked aboard the *Pacific*.



Brother Kron sailed in the engine department, most recently on the *Spirit*. In 1992, he trained at the Paul Hall Center. Brother Kron is a resident of San Francisco.

WILLIAM NATHAN

Brother William Nathan, 50, signed on with the SIU in 1979. He originally sailed aboard a Cove Shipping Inc. vessel. Brother Nathan enhanced his skills in 1986 at the Piney Point school. He worked in the engine department. Brother Nathan last shipped on the *USNS Capella*. He lives in Belle Chasse, La.

MICHAEL WHITE

Brother Michael White, 65, joined the SIU in 2001 as the NMU merged in the Seafarers International Union. The deck department member's most recent trip was aboard the *Cape Kennedy*. Brother White attended classes on two occasions at the union-affiliated school in Piney Point, Md. He resides in Orleans, Mass.



INLAND

ROBERT BOUTON

Brother Robert Bouton, 64, became a union member in 1984 in the port of Wilmington, Calif. His earliest trip was aboard a Crowley Towing & Transportation of Wilmington vessel. Brother Bouton enhanced his skills often at the Paul Hall Center. He most recently worked on the *Pacific Reliance*. Brother Bouton sailed in the engine department and calls Molina, Col., home.



DANIEL HANSEN

Brother Daniel Hansen, 62, was born in Maine. He donned the SIU colors in 1974 while in Philadelphia. Brother Hansen primarily worked aboard vessels operated by Mariner Towing. He makes his home in Buxton, Maine.

MICHAEL LYDICK

Brother Michael Lydick, 57, started shipping with the union in 1975. He originally sailed with Steuart Transporta-



tion Company as a member of the deck department. Brother Lydick, a Maryland native, frequently attended classes at the SIU-affiliated school. He last shipped with Crowley Towing of Jacksonville. Brother Lydick resides in Lake City, Fla.

RICHARD MILLS

Brother Richard Mills, 62, joined the SIU in 1989. He was mainly employed with OSG Ship Management. The deck department member lives in his native state, Delaware.



DONALD SABARA

Brother Donald Sabara, 62, was born in Philadelphia. He signed on with the union in 1996. Brother Sabara sailed with Crowley for the duration of his career. He is now a resident of Langhorne, Pa.



ERNEST SCOTT

Brother Ernest Scott, 62, joined the SIU ranks in 1984. His earliest trip was with Steuart Transporta-

tion Company. Brother Scott was born in Colorado and worked in the deck department. In 1993, he upgraded at the Piney Point school. Brother Scott was last employed with OSG Ship Management. He settled in Merritt, N.C.



CHARLES TUCK

Brother Charles Tuck, 60, began his SIU career in 1986 while in Houston. He initially shipped with Moran Towing of Texas. Brother Tuck was a deck department member. He most recently sailed on the *Achievement*. Brother Tuck calls Miami home.



EDWARD WHILDEN

Brother Edward Whilden, 62, became a union member in 1971 while in Philadelphia. He first worked with Mariner Towing as a deck department member. Brother Whilden was born in New Jersey. His final



vessel was operated by OSG Ship Management. Brother Whilden makes his home in Fort McCoy, Fla.

JOHN ZARROLI

Brother John Zarroli, 59, started sailing with the SIU in 1977. He worked in both the deep sea and inland divisions. Brother Zarroli's first voyage was aboard the *John Penn*. The deck department member last shipped with Crowley Towing of Wilmington. Brother Zarroli lives in Gilbert, Ariz.



GREAT LAKES

SALEH SAEED

Brother Saleh Saeed, 65, donned the SIU colors in 1970. He first sailed on Bob-Lo Island's *Columbia*. Brother Saeed sailed in the Great Lakes and inland divisions. He was born in Arabia and sailed in the deck department. Brother Saeed's final trip was with Cement Transit Company. He resides in Dearborn, Mich.



This Month In SIU History

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

1940

The constitution adopted in 1939 provided for the establishment of two separate districts: the Atlantic District and the Gulf District, with two separate headquarters, one in New York and one in New Orleans, and two separate bookkeeping and financial systems. The membership of the two districts, in a 30-day referendum vote, voted overwhelmingly to amalgamate the two districts. The amalgamation resolution which was adopted in August 1940 provides that the headquarters of the Atlantic and Gulf District will be in Washington, D.C., until the next election, and that all of the financial and bookkeeping work shall be done in that office.

1958

An eight percent increase in base wages and 30 cents per man per day additional contribution to the Vacation Plan are the highlights of an agreement on major contract items that has been reached between the SIU and its contracted operators. A memorandum of agreement that was signed on August 8, a few days after the start of negotiations, provided for several basic changes to take effect September 1, one month before the present contact expires. Basic terms of the settlement thus far reached with the shipowners: wages up eight percent; overtime up six percent; vacation payment increased 30 cents daily; five cents more per day for SIU health and safety programs; five cents more per day for SIU feeding program; improved room and meal allowances and other items yet to be negotiated.

1968

At the behest of the SIU and the Maritime Trades Department, the Democratic Party at its convention in Chicago pledged itself to work for an "aggressive and balanced" program for the revitalization of U.S.-flag shipping and shipbuilding. Meeting in their National Convention, the Democrats keyed their maritime plank to the "build-American" philosophy which has been the basic tenet of the AFL-CIO and the Maritime Trades Department. The Committee was told by O. William Moody, Jr., Administrator of the Maritime Trades Department and a spokesman for the SIU, that the U.S. Merchant Marine has been in a 20-year period of decline. "Official neglect and indifference," Moody charged, has created a situation whereby nearly 95 percent of this country's imports and exports are carried aboard ships of other nations instead of American-built, American-owned, and American-manned vessels.

1991

The complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md., has been named the Paul Hall Center for Maritime Training and Education as a result of action taken by the institution's Board of Trustees. The dedication of the Paul Hall Center was marked with a simple ceremony on August 20, the anniversary date of the birth of the late SIU president. In describing the naming of the Piney Point facility, Herbert Brand, chairman of the Transportation Institute and master of ceremonies for the event, called it "more than a dedication - it is an act of remembrance" for the man who headed the SIU from 1947 until his death in 1980.



Final Departures



DEEP SEA

JAMES BABSON

Pensioner James Babson, 88, died March 4. Brother Babson began sailing with the Seafarers in 1951. He was born in North Carolina and worked in the engine department. Brother Babson's earliest voyage was aboard the *Longview Victory*. Prior to his retirement in 1985, he shipped on the *Cove Navigator*. Brother Babson was a resident of Clayton, N.C.



JAMES ELLIOT

Pensioner James Elliot, 74, passed away April 13. Brother Elliot was born in Virginia. The deck department member joined the union in 1965. Brother Elliot initially sailed on the *Steel Worker*. His final voyage was aboard the *Jade Phoenix*. Brother Elliot retired in 2003 and called Elizabeth, N.J., home.



HENRY GALICKI

Pensioner Henry Galicki, 83, died March 5. Brother Galicki became an SIU member in 1952. He first sailed with InterOcean American Shipping Corporation. Brother Galicki was a New Jersey native and a member of the steward department. Brother Galicki most recently sailed aboard the *Humacao*. He went on pension in 1992 and made his home in North Charleston, S.C.



ALTHALO HENTON

Pensioner Althalo Henton, 64, passed away March 2. Brother Henton signed on with the union in 1993. During his career he sailed aboard ships including the *Equality State* and the *Charleston Express*. Brother Henton worked in the deck department. He became a pensioner in 2010 and lived in his native state of Texas.



FRANCISCO LATORRE

Pensioner Francisco Latorre, 88, died March 22. Brother Latorre began sailing with the SIU in 1951. His first ship was the *Benjamin Sillman*; his last was the *Stonewall Jackson*. The deck department member was born in Panama. Brother Latorre started collecting his retirement compensation in 1990 and settled in Kenner, La.

JOHN MCLAIN

Pensioner John McLain, 66, passed away April 18. Brother McLain joined the union in 1968. He initially worked with Columbia Steamship Company as a member of the engine department. Brother McLain was a Pennsylvania native. His final trip to sea was on the *Cape John*. Brother McLain began receiving his pension in 1999 and called Philadelphia, Pa. home.

WILLIAM TINDALE

Pensioner William Tindale, 81, passed away March 8. Brother Tindale first donned the SIU colors in 1979. His earliest trip to sea was on the *Ogden Traveler*. Brother Tindale's final ship was the *Faust Liberty*. He was born in Australia. Brother Tindale, a member of the deck department, lived in Miami Beach, Fla.



RODERICK TINIO

Brother Roderick Tinio, 36, died March 28. He became a Seafarer in 2010. Brother Tinio originally shipped on the *Walter J. McCarthy*. He sailed in the steward department. Brother Tinio last worked aboard the *USNS Pihilau*. He was born in the Philippines but resided in Durham, N.C.

INLAND

ROBERT COOPER

Pensioner Robert Cooper, 83, died April 8. Brother Cooper joined the SIU ranks 1961 while in the port of Philadelphia. He originally worked with Sheridan Transportation Company. Brother Cooper was born in Pennsylvania. Before his retirement on 1988, he shipped with McAllister Towing of Philadelphia. Brother

Cooper settled in Lewes, Del.

RUDOLPH GRASSIA

Pensioner Rudolph Grassia, 54, passed away March 12. Born in Pennsylvania, Brother Grassia initially shipped with



Crowley Towing and Transportation of Jacksonville. The deck department member most recently worked aboard the *Independence*. Brother Grassia went on pension in 2003 and called Las Vegas home.

JOSEPH MUSCATO

Pensioner Joseph Muscato, 91, died April 29. Brother Muscato started sailing with the SIU in 1977. A member of the steward department, he first shipped on the *Montpelier Victory*. Brother Muscato was a New York native. His final trip was with Crowley Towing & Transportation of Jacksonville. Brother Muscato became a pensioner in 1988 and made his home in Jacksonville, Fla.

FRANK OTTOFARO

Pensioner Frank Ottofaro, 77, passed away March 14. Brother Ottofaro signed on with the union in 1962. He was born in Virginia. Brother Ottofaro was primarily employed with Chesapeake & Ohio Railway. He lived in Hampton, Va., and had recently retired.



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

CANDIDO BADILLO

Pensioner Candido Badillo, 83, passed away Feb. 15. Brother Badillo, a native of Puerto Rico, started collecting his retirement compensation in 1993. He continued to live in Puerto Rico.

DAVID BLANCO

Pensioner David Blanco, 73, died Dec. 21. The Puerto Rico-born mariner went on pension in 2003. He made his home in Orlando, Fla.

CHEE CHENG

Pensioner Chee Cheng, 96, passed away Feb. 21. Brother Cheng was born in China. He became a pensioner in 1981 and called New York home.

JUAN DECLET

Pensioner Juan Declet, 95, died Feb. 5. Brother Declet was a native of Puerto Rico. He began receiving his pension in 1970. Brother Declet resided in Astoria, N.Y.

RODNEY DESVIGNES

Pensioner Rodney Desvignes, 88, passed away Dec. 18. Brother Desvignes was born in Louisiana. He retired in 1972 and was a resident of Los Angeles.

HERMON DIXSON

Pensioner Hermon Dixson, 76, died Feb. 10. Brother Dixson was a Georgia native. He started collecting his pension in 1991 and settled in Jacksonville, Fla.

IVAN DONK

Pensioner Ivan Donk, 75, passed away Jan. 30. Brother Donk was born in Indonesia. He went on pension in 1999. Brother Donk made his home in Arlington, Wash.

JOE EVERHART

Pensioner Joe Everhart, 65, died Jan. 31. Born in Sinton, Texas, Brother Everhart became a pensioner in 2001. He lived in Corpus Christi, Texas.

CHANG FOOK

Pensioner Chang Fook, 92, passed away Feb. 9. Brother Fook, a native of China, began receiving his retirement pay in 1971. He called New York home.

ROBERT HOFFMAN

Pensioner Robert Hoffman, 86, died Feb. 12. Brother Hoffman was born in New Jersey. He went on pension in 1996. Brother Hoffman made his home in Hazlet, N.J.

ROBERT JONES

Pensioner Robert Jones, 67, passed away Jan. 27. Born in New York, Brother Jones became a pensioner in 2000. He settled in Dover, Del.

RICHARD LAWRENCE

Pensioner Richard Lawrence, 84, died Feb. 17. Brother Lawrence was born in New Jersey. He retired in 1969 and was a resident of Dover, Del.

EDWARD MCCALL

Pensioner Edward McCall, 86, passed away Jan. 4. Brother McCall, a native of Lake Charles, La., went on pension in 1990. He called Port Arthur, Texas, home.

PABLO NEGRON

Pensioner Pablo Negron, 86, died Jan. 30. Brother Negron was born in Salina, P.R. He started receiving his retirement compensation in 1972. Brother Negron lived in New Jersey.

LUIS PADILLA

Pensioner Luis Padilla, 73, passed away Jan. 20. Born in Puerto Rico, Brother Padilla became a pensioner in 1996. He made his home in Dundalk, Md.

KELLY REED

Pensioner Kelly Reed, 90, died Feb. 5. Brother Reed was a native of Geiger, Ala. He went on pension in 1985 and settled in Port Arthur, Texas.

JAMES RUSSELL

Pensioner James Russell, 85, passed away Jan. 1. Brother Russell was born in Davidson, N.C. He retired in 1988 and called Charlotte, N.C., home.

WILLIAM SEPULVEDA

Pensioner William Sepulveda, 77, died Jan. 14. Brother Sepulveda, a native of Puerto Rico, began collecting his pension in 1999. He was a resident of Ponce.

GREGORY STAPLES

Pensioner Gregory Staples, 56, passed away Jan. 14. Born in Weymouth, Mass., Brother Staples went on pension in 2011. He resided in Barrington, N.H.

LAWYES VIDRINE

Pensioner Lawyes Vidrine, 85, died Jan. 16. Brother Vidrine was a native of Louisiana. He became a pensioner in 1970 and lived in Mamou, La.

EARL WESTBROOK

Pensioner Earl Westbrook, 86, passed away Jan. 18. Brother Westbrook was born in Pennsylvania. He retired in 1985 and made his home in Pittsburg, Calif.

AUGUSTINE YATES

Pensioner Augustine Yates, 85, died Jan. 28. Brother Yates, a native of Honduras, started receiving his retirement pay in 1984. He settled in Deltona, Fla.

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.

BURNS HARBOR (American Steamship), April 28 – Chairman **Michael Keogh**, Secretary **Dariusz Czepczynski**, Educational Director **Dean Parks**, Deck Delegate **Larry Skowronek**, Engine Delegate **Richard Frederick**. Crew discussed importance of voting in union election. New jobs on tug and barge were talked about. Mariners were reminded to start early on document renewals, especially if individuals have medical issues. Engine delegate reported overtime dispute that is being handled by the Joliet hall; no other beefs or disputed OT reported. Crew requested improved internet service.

H. LEE WHITE (American Steamship), April 30 – Chairman **William Mulcahy**, Secretary **Joel Markle**, Educational Director **Mark MacRury**, Deck Delegate **Raymond Hotchkiss**. Chairman reminded everyone to make sure all documents are up-to-date. Educational director encouraged crew members to upgrade at union-affiliated school in Piney Point, Md. Deck delegate offered safety reminder concerning cables. Engine delegate provided a separate safety tip. No beefs or disputed OT reported.

AMERICAN SPIRIT (American Steamship), May 31 – Chairman **Paul Gohs**, Secretary **Joyce Sufak**, Educational Director **Asker Abubaker**. Chairman distributed vessel information packets to crew. Educational director noted Paul Hall Center course listings from May LOG are posted on bulletin board. All mariners are encouraged to upgrade whenever possible. No beefs or disputed OT reported. Crew has question about Seafarers Money Purchase Pension Plan statement and will contact a Plan rep. They discussed extending all help available to reliefs who'll be on board soon.

BUFFALO (American Steamship), May 18 – Chairman **Timothy Koebel**, Secretary **Walter**

With Military Personnel Aboard the Liberty Pride

Bosun Lionel Rivas (left in photo at immediate right) recently submitted these photos of Seafarers and U.S. military personnel aboard Liberty Maritime's *Liberty Pride* in Kuwait. Shown in the photo below are ABs Roberto Zapata and Aman Mohamed. In the remaining photo, AB Dan Tennant (left) and Bosun Rivas (right) welcome military guests.



Wise, Educational Director **Ricardas Juska**, Deck Delegate **Kassim Ghaleb**, Engine Delegate **Yaser Mohamed**. Chairman said DVD/VCR is now in the pipeline. He reported on conversation with Coast Guard marine safety office concerning sea-time requirements for STCW renewals. Also discussed final resolution between union and company concerning an overtime issue. No beefs or disputed OT reported. Crew read President Mike Sacco's report from April LOG and agreed actions must be taken to stop outsourcing of American jobs. Crew suggested modification to all non-watchstanding jobs. Chairman encouraged everyone to attend shipboard union meetings. Crew

thanked galley gang for job well done. They asked for a clarification on a potential jurisdictional issue. Next ports: Silver Bay, Minn., and Cleveland.

SEALAND CHARGER (Maersk Line, Limited), May 26 – Chairman **Robert Pagan**, Secretary **Alan Hollinger**, Educational Director **Andrew Linares**, Deck Delegate **Nagi Musaid**. Chairman announced upcoming payoff and said it has been a good trip with no drama or b.s. He said port agent will meet ship upon arrival in Los Angeles. He reminded members to carry their TWIC cards during shore leave. He thanked steward department for job well done. Secretary also thanked galley gang

and reminded fellow members to keep their dues current and their documents, endorsements and training record books up-to-date. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Next ports: Los Angeles and Oakland, Calif.

FREEDOM (Crowley), May 6 – Chairman **Timothy Fitzgerald**, Secretary **Frank Starling**, Educational Director **Tusif Ahmed**, Deck Delegate **Milan Taigan**, Engine Delegate **Edward Shamburger**, Steward Delegate **Betty Cooper**. Chairman reported a job well done by everyone aboard. Payoff scheduled to take place in Baltimore. Secretary reminded mariners to leave rooms clean and leave new linen for reliefs. Educational director reminded everyone to keep documents current and also noted Paul Hall Center annual course guide was published in January LOG. No beefs or disputed OT reported. Crew passed motion requesting compensation for dry-docking in certain ports. New washer and dryer are needed along with satellite phone. Next port: Baltimore.

INDIANA HARBOR (American Steamship), May 29 – Chairman **Scott Krajniak**, Secretary **Maccine Bell**, Educational Director **Daryl Overby**, Deck Delegate **Terry Pyrluk**. Chairman reminded crew to check document expiration dates and to make sure to register at the hall you ship from within 72 hours of signing off. He discussed the importance of contributing to SPAD and MDL. Secretary reminded crew to clean rooms and leave clean linens for reliefs. Educational director encouraged mariners to upgrade at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Next port: Indiana Harbor.

MAERSK GEORGIA (Maersk Line, Limited), May 19 – Chair-

man **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Educational Director **Tomas Merel**. Crew discussed clarification that was received from headquarters. Chairman thanked crew for safe voyage. Secretary reminded fellow mariners to make sure rooms are clean and leave clean linen. Educational director encouraged everyone to upgrade at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Votes of thanks given to deck and engine gangs. Members asked for clarification on transportation reimbursement. Next port: Charleston, S.C.

ST. CLAIR (American Steamship), May 28 – Chairman **Mohamed H. Mohamed**, Secretary **Michael Ingram**, Educational Director **Donald Jaegle**, Deck Delegate **Marc Tantre**. Chairman encouraged everyone to keep ship clean and to talk about safety. If you see anything unsafe, bring it to his attention. Secretary reminded crew to leave fresh linen for reliefs. Educational director encouraged crew to take advantage of courses available at Paul Hall Center. No beefs or disputed OT reported. Crew suggested modification for vacation-pay schedule. They thanked steward department for good work.

USNS HENSON (3PSC), May 13 – Chairman **Mark Grzegorzczuk**, Secretary **Marlon Battad**, Educational Director **Kevin Lewis**, Deck Delegate **Andrzej Bronkowski**, Engine Delegate **Dario Dizon**, Steward Delegate **Salvador Deguzman**. Chairman said crew has several procedural and contractual questions that are being addressed. Treasurer reported \$260 in ship's fund. No beefs or disputed OT reported. Engine delegate noted gym equipment cable is damaged. Crew discussed how to use and build up vessel's fund. Next port: Busan, Korea.

SIU CIVMARS Deliver



The Seafarers-crewed fleet replenishment oiler *USNS Henry J. Kaiser* (left) delivers a 50-50 blend of advanced biofuels and traditional petroleum-based fuel to the guided-missile cruiser *USS Princeton* during the Great Green Fleet demonstration portion of the Rim of the Pacific (RIMPAC) 2012 exercise. Members of the SIU Government Services Division sail aboard the *Kaiser*. In the background are the aircraft carrier *USS Nimitz* and the guided-missile destroyer *USS Chung-Hoon*. Twenty-two nations, more than 40 ships (including other Seafarers-crewed vessels) and submarines, more than 200 aircraft and 25,000 personnel are participating in the biennial RIMPAC exercise from June 29 to Aug. 3, in and around the Hawaiian Islands. (U.S. Navy photo by Seaman Apprentice Ryan J. Mayes)

Letters To The Editor

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

Unions and Informed Citizens Keys to Economic Recovery

Thanks to Thomas S. Brown for his recent letter to the editor, headlined, "The value of unions." He is right on target.

The American working public must decide who will best represent them and then must vote accordingly. We had elections two years ago and voted a lot of new faces into office; I, for one, am having reservations as to the wisdom of this action.

Today there is an awful battle going on between the working class and the would-be ruling class. We're hearing from the right that unions (organized labor) are creating the problem. As an independent voter, I wholeheartedly disagree with this. What we really have is a battle going on between the working class and corporate greed! Having been a member of organized labor for 55 years, I will be the first to admit that unions may have their faults, but in the end they are the voice of working people. Unions, like our government, are no better or worse than their constituents or, if you will, their members or voters.

It has taken us 235 years to reach this place in history, and I'm certain that we will not recover from this dark economic hole overnight. It's my opinion that what we're dealing with is an uninformed citizenry. We appear so near the brink that it may take the hand of providence to salvage our nation.

Respectfully,
Earl Herring
MM&P Retiree
Beverly Hills, Florida

Scholarship Winner Puts Grant to Good Use

My name is Benjamin Wilmoth and I received the Seafarers Health and Benefits Plan scholarship for \$20,000 in 2008. I recently graduated from the University of Florida with a Bachelor of Science degree in advertising, and it is due in large part to your gift.



Recent graduate Benjamin Wilmoth (left) and his father, QMED Wendell Wilmoth, celebrate Benjamin's degree from the University of Florida.

I just wanted to say thank you for the support you provided over the last four years.

Benjamin Wilmoth
Plantation, Florida

Big Investment in Long Beach

As many of your readers know, the port of Long Beach, Calif., is the second-largest port in the United States, behind only Los Angeles. What probably is news to most Seafarers, though, is that the port has just signed a 40-year lease for its "Middle Harbor Project."

That's a \$4.6 billion agreement – not exactly chump change. It is expected to double cargo movement at the port and create thousands of jobs.

When the expanded Panama Canal opens in about two years, even it won't be able to handle the largest ships, but Long Beach will.

Richard J. McConnell
SIU Retiree
Long Beach, California

Honoring WWII Mariners

Across the street here in Gloucester, Mass., is a World War II memorial. I always attend the Memorial Day ceremony there, and also make it a must to stop by the mariners' memorial.

This year, Amvets Post 32 along with the Disabled American Veterans Chapter 74 (I'm a member of both) laid wreaths at the WWII seamen's memorial. A good friend, Carole Dagle, took it upon herself to plant flowers. In the near future, her husband, Tom, and I are planning to scrape and repaint the anchor.

Thanks for considering placing the photo in the LOG. I believe those men deserve the honor, don't you?

Sal Gilardi
SIU Retiree
Gloucester, Massachusetts



Retiree Sal Gilardi stands next to the mariners' memorial. The inscription reads, "With Thanks From The People Of Gloucester To Our Sons Who Served As Merchant Mariners, 1941-1945."

Know Your Rights

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

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

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

proper address for this is:

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

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

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

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

to carry out this responsibility.

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department		
Able Seaman	August 4 October 13	August 31 November 9
ARPA	October 27	November 2
ECDIS	September 29 December 8	October 5 December 14
GMDSS	November 24	December 7
Lifeboatman/Water Survival	August 18 September 15 October 13 November 11 December 8	August 31 September 28 October 26 November 23 December 21
Radar Observer	October 13	October 26
Radar Renewal (One day)	August 13 November 6	August 13 November 6
STOS	September 15	September 28

Engine Department		
Basic Auxiliary Plant Operations (BAPO)	September 15 November 10	October 12 December 7
FOWT	August 18 October 13	September 14 November 9
Junior Engineer	August 25	October 19
Machinist	August 18	September 7
Marine Electrician	October 20	December 14
Pumpman	September 8	September 21
Welding	September 15 October 20 November 24	October 5 November 9 December 14

Title of Course	Start Date	Date of Completion
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Steward Department		
Chief Steward	October 13	November 23
Serve Safe	September 29	October 5
Chief Cook	These modules start every other week. The next class begins August 13.	
Galley Operations/Advanced Galley Operations	These modules start every Monday. The next classes will begin August 6.	

Safety Courses		
Advanced Firefighting	September 15 September 22 October 27 December 1	September 21 September 28 November 2 December 7
Basic Firefighting/STCW	August 11 September 15 October 13 November 3 December 1	August 17 September 21 October 19 November 9 December 7
Government Vessels	August 18 September 29 November 24	August 24 October 5 November 30
Medical Care Provider	August 4 September 22 September 29 November 3 December 8	August 10 September 28 October 5 November 9 December 14
Tank PIC Barge	December 8	December 14

NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are encouraged to check out the site at: <http://www.uscg.mil/nmc/>

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

Important Notice

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

UPGRADING APPLICATION

Name _____
Address _____
Telephone (Home) _____ (Cell) _____
Date of Birth _____
Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
Seniority _____ Department _____
Home Port _____
E-mail _____
Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
If yes, class # _____
Have you attended any SHLSS/PHC upgrading courses? Yes No
If yes, course(s) taken _____

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

LAST VESSEL: _____ Rating: _____
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 754 – Twenty-four Phase I unlicensed apprentices completed their requirements in this course Dec. 23. Those graduating (above, in alphabetical order) were: Antonio Anderson, Mario Botelho, Vincent Burton, Carmelo Calderon, Seadon Gastaldo, Bobbie Gibbs, Joseph Hernandez, Bill Hunt, Orakwue Ikegwu, Hamza Jinah, Bonnie Kropolinsky-Hinkle, Todd Lander, Ryan Lindsoe, Clifton Medley III, Yousef Mohamed, Robert Neff, Gary Newbegin Jr., Michael Robinson, Jorge Roman, Ervin Sadler, Corey Sanders, Benjamin Smith, Freddie Taylor and Joshua Weiner. (Note: Not all are pictured.)

Unlicensed Apprentice Water Survival Class 760 – The following individuals (above, in alphabetical order) graduated from this course June 8: Charles Elam, William Elam, Noel Fedee, David Garrett, Sean Geddie, Arvin Heras, Michael Hunnicutt, Chase Knisley, Fredrick Kotoku-Sackson, Orvin Mejia, Robert Navarro, Royle Payne, Clinton Perrett, Edwin Salada and Christopher Wing. (Note: Not all are pictured.)



Welding – Seven Seafarers finished the enhancement of their skills in this course June 22. Graduating (above, in alphabetical order) were: Donald Bishop, Sean Branch, Karen Laycock, Ronie Llave, Kelly Mayo, Roosevelt Osborne and Zaza Tchitanava. Buzzy Andrews, their instructor, is at the far right.

GMDSS – Eight upgraders finished their requirements in this course June 22. Those graduating (above, in alphabetical order) were: Ahmed Abolela, Secundino Arzu, Scott Bowmer, Brandon Braam, Daniel Fields, Ryan Legario, Michael Paiko and Whitney Sheridan. Class Instructor Brad Wheeler is at the far right.

Certified Chief Cook – Three members of the steward department completed this course in June. Graduating and receiving their certifications (above from left to right) were: Teresa Barrera, Junior Reyes and Yvonne Feltham.



BAPO – The following upgraders and unlicensed apprentices (above, in alphabetical order) graduated from this course June 22: Justin Biggerstaff, Dennis Blake, Justin Bly, Christian Byrant, Jared Cabasug, Alexander Capellan, Vasil Cholakovski, Earl Dimmick, Scott Doxey, Cody Fox, Eric Garcia, Eser Kaptan, Yahya Mohamed, Lucas Osborn, Joshua Schwarz, James Sloan, Deralle Watson and Frederick Wright. Tim Achorn, their instructor, is at the far right.

Able Seaman – Seventeen individuals completed their training in this course June 8. Those graduating (above, in alphabetical order) were: Jerry Aquino, Terence Brennan, James Burnett Jr., Talib Cherry, Joherky Concepcion, John Diaz-Hernandez, Jeffrey Gleason, Warren Gorman, Kelly Krick, Robert Mackey, Michael Paiko, Angela Porter, Nathan Shuford, Patrick Slade, Kevin Sykes, Zachary Thibeault and Steven Whiting. Class Instructor Tom Truitt is standing second from the left.



Basic & Advanced Fire Fighting – Twelve upgraders finished this course June 8. Graduating (above, in alphabetical order) were: Xavier Alfaro, James Armer, Brandon Braam, James Davis, Bill Dowzicky, Thomas Moore, Stacy Murphy, Anwar Muthala, Whitney Sheridan, Richard Trovillo, Louis Valencia and Christopher Vincenzo. Class Instructor Wayne Johnson is at the far right.

BST – Twenty Seafarers completed their training in this course June 29. Graduating from the five-day curriculum (above, in alphabetical order) were: Ricky Arroyo, Jose Ayon-Ayon, Zaldy Bacarisas, Robert Borchester, Clayton Byrd, Oscar Catabay, John Dacuag, James Driggers, Trevor Gray, Charles Hammester Jr., Donna Hickman, Gregory Jones, Worlise Knowles, Alton Lupton, Robin Majette, Arthur Marshall, John Palughi, Gary Ramirez, Jason Schoenstein and Connie Tarplin. Wayne Johnson, their instructor, is standing at the far left in the back row.

Paul Hall Center Classes



Medical Care Provider – Nine upgraders graduated from this course June 15. Completing their requirements (left, in alphabetical order) were: Janos Bogнар, Eric Kjellberg, Anwar Muthala, Thomas Swayne Jr., Richard Trovillo, Louis Valencia, Christopher Vincenzo, and Joseph Waller Jr. Class Instructors Wayne Johnson Jr., and Mark Cates is at the far left and far right respectively.

Important Notice

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



Marine Electrician – Twelve Seafarers completed the enhancement of their skills in this course June 29. Those graduating (above, in alphabetical order) were: Johnathyn Bland, Chris Ceyzyk, Kevin Daughtry, Alonzo Griswell, Dwight Hunt, Gregorio Orara Jr., Emma Porter, Jason Powell, Timothy Sexton, Scott Thompson, Allen Ward and Ronald Westfield. Jay Henderson, their instructor, is third from the left in the back row. (Note: Not all are pictured.)



Government Vessels – The following upgraders (above, in alphabetical order) graduated from this course June 22: Ricky Arroyo, Jose Ayon-Ayon, Kenneth Benton, Janos Bogнар, Jose Bonita, John Dacuag, James Davis, Johnny Dozier, Donna Hickman, Fabian Jefferson, John Palughl, Mykola Smirnov, Diomedes Vigo and Papa Yankeh. Class Instructor Tom Truitt is standing at the far right in the second row.



Fast Rescue Boat – Nine Seafarers completed their training in this course June 29. Graduating (above, in alphabetical order) were: Steven Blair, Douglas Covil, Gregory Dodds, Thomas Griffin, Nathaniel Jennings, Karen Laycock, Michael Paiko, Mykola Smirnov and Richard Trovillo. Stan Beck, their instructor, is standing at the far left.



ARPA – Five individuals completed their requirements in this course June 8. Graduating (above, in alphabetical order) were: Ahmed Abolela, Eric Kjellberg, Ryan Legario, Michael Moore and Mark Rivers.



BST (Hawaii) – Seventeen individuals completed this course June 23 at the Seafarers Training Facility in Barbers Point, Hawaii. Graduating (above, in no particular order) were: Anthony Bloch, Leslie Burris, Jonathan Copeland, Genaro De Leon, Steven Fairbairn, Blair Feole, Robert Gillis, Deanne Glascoe, Sarah Klenotic, William Kulanthaisamy, Derek Purcell, James Reiske, Brittany Minor, Marlon Sartin, Chad Wheeler, Ronnel Sugui and Byron Seward.



BST (Hawaii) – The following individuals (above, in no particular order) finished their requirements in this course June 30 in Barbers Point, Hawaii: Ruel Tan Alivio, Rumor Baker, Christopher Bantog, Matthew Bonafe, Yadram Chintoman, Velma Clarke, FNU Ihya, Kenneth John, Raven Taylor, Edward Velez, Sarah Neelis, David Pellegrine, Kelmund Pellumbi, Rachel Reid, Lesly Richard, Senaida Rodriguez, Gary Slighter, Mark Teves, Robert Binyatov and Gabrielle Martinez.



The

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Protect Your Right To VOTE

Dozens Of States Over The Years Have Passed Restrictive Voter ID Laws And Other Voter Containment Measures That Could Disenfranchise Millions Of Eligible Voters, Mostly People Of Color, Young Voters And Senior Citizens. You Could Be One Of Them!



Don't Take The Chance Of Having Your Voice Silenced At the Polls! Go Online And Utilize The Following Resources To Ensure That Your Fundamental Freedom To Vote Is Not Denied:

■ **Nonprofit Vote**

<http://www.nonprofitvote.org/>

■ **Know Your Rights In Your State**

<http://www.aflcio.org/Legislation-and-Politics/Voters-Rights/Know-Your-Rights-in-Your-State>

■ **Voter Registration In Your State**

<http://www.aflcio.org/Legislation-and-Politics/Voters-Rights/Voter-Registration/>

■ **Check Your Voter Registration Status**

<http://www.vote411.org/>



VOTE!

