

# SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

## ***SIU Members Brighten Holidays for Kids***

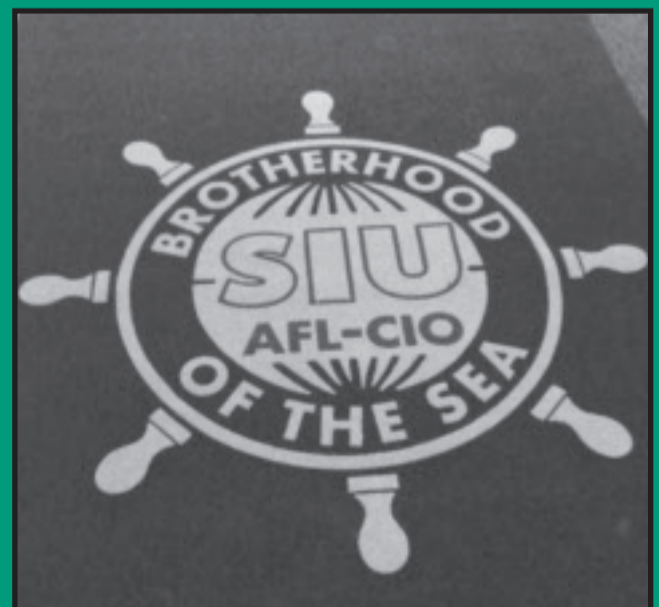
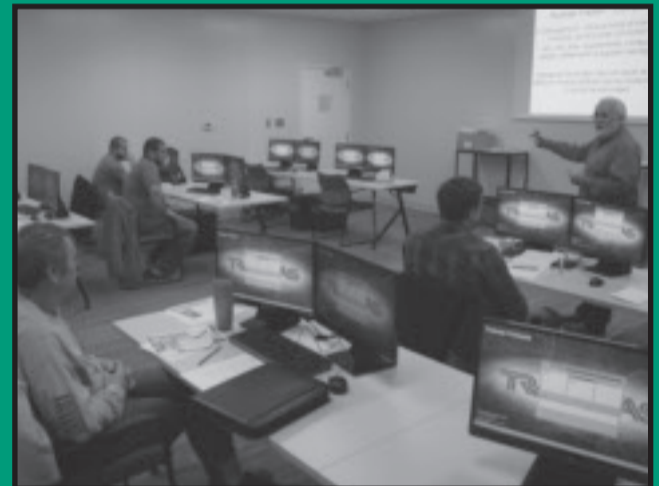
### **Seafarers, AMO Members Volunteer at Filipino Orphanage**

During the winter holidays, SIU members teamed up with members of the Seafarers-affiliated American Maritime Officers (AMO) to spread cheer overseas. Mariners from three Maersk Line, Limited vessels – the *USNS Henson*, *USNS Mary Sears* and *USNS Bowditch* – donated time, toys, food and cash to the children and staff of the Ninos of Pag-asa Center, an orphanage in the Republic of the Philippines. The philanthropy took place in December and January. Some of the mariners, kids and staff members are pictured in the large group photo. Two of the kids are shown in the other photo, enjoying new toys courtesy of the SIU and AMO. Pages 10-11.



## **PHC Upgrades Going Ahead of Schedule**

Wide-ranging upgrades are continuing at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. The project includes new simulators, classroom expansions and renovations, and much more. These photos from late January show one of the new simulators being constructed (below), a newly refurbished classroom (top right) and part of the new carpeting for the auditorium (bottom right). Detailed coverage of the refurbishment is available on the SIU website (see the online edition of the February *Seafarers LOG*) and will continue in upcoming editions.



# President's Report

## Progress in Piney Point

Our union and our affiliated school in Piney Point, Maryland, both have a history of progress that I believe is a source of pride for everyone associated with the SIU.

To me, there's never been a better example of that advancement than the current upgrades taking place at the school. We've reported on the project for the last few months, so you may know about the new simulators, refurbished classrooms, new claims building and other technological improvements taking place. There's no hype here – this is a gigantic improvement for the students, instructors and staff.



Michael Sacco

Officially named the Paul Hall Center for Maritime Training and Education, our affiliated school is really known to most as Piney Point. Those who took classes there from the late 1960s through the 1980s also may think of it as the Lundeborg School, a shortened version of its original name: the Seafarers Harry Lundeborg School of Seamanship. (The Paul Hall Center still includes the Lundeborg School, as well as the Joseph Sacco Fire Fighting and Safety School.)

I think you know me as a straight shooter, and it's in that spirit that I'll say Piney Point was pretty much a mud hole when I first arrived there in 1968. At that time, I don't know if anyone other than the school's namesake could have truly envisioned the first-rate facility it would become. The transformation over these many years is almost unbelievable.

But it doesn't happen by accident. It takes strong leadership and good people throughout the team. The man who first envisioned and pushed for the school, the late SIU President Paul Hall, provided that initial leadership. His belief in what the school could become never wavered, even if some of the people around him had doubts.

It's the nature of any educational facility that the work is never done, and that's probably doubly true in the maritime industry. Between the rapidly changing technology and never-ending regulations, there's a lot to learn, and there are many hoops to jump through.

That's why Piney Point is so crucial for us. It's one of the most important keys to the job security of our rank-and-file members. With all the political battles we fight in Washington – and believe me, they're also critical and can feel all-consuming at times – we can't lose sight of Job One: providing qualified manpower for American-flag vessels on the deep seas, Great Lakes and inland waters. We simply couldn't fulfill that mandate without Piney Point.

I'm excited about the upgrades at the school and looking forward to Seafarers enjoying the related benefits.

I'm also proud of the progress we are making with our union halls, and this is nothing new. If you think back to all the improvements we've made since the late 1980s, it's remarkable. Since then, we've established new facilities in Alaska and Guam. We've made major improvements to existing halls in Wilmington, Algonac, Piney Point and Fort Lauderdale. We've moved to better locations in Tacoma, Oakland, New Orleans, Jacksonville, Baltimore and, most recently, Jersey City. We're in the process of starting to build a new hall in Houston, and another top priority for us in the very near future will be Puerto Rico.

As with the current upgrades at the school, these changes are not the result of mere chance. They are the end-products of effective management and decision-making, strong support from the membership, and everyone doing their part. We've got that winning formula in the SIU, and while there are plenty of challenges currently facing our industry, I know we'll continue to survive and flourish.



SIU Secretary-Treasurer David Heindel



Fr. Sinclair Oubre

## Union Backs Proposed Rule To Improve U.S. Shore Leave

### Coast Guard NPRM also Would Boost Terminal Access

Shore leave and terminal access aren't just matters of convenience – they're crucial to maritime safety and the general wellbeing of mariners. They should also be considered part of the cost of doing business as a maritime terminal.

Those were some of the primary messages delivered by maritime labor officials Jan. 23 during a public meeting conducted at Department of Transportation headquarters in Washington, D.C. The gathering concerned a Coast Guard notice of proposed rulemaking (NPRM) aimed at making it easier for mariners to go ashore in U.S. ports.

SIU Secretary-Treasurer David Heindel spoke on behalf of the union, and he also offered comments for the International Transport Workers' Federation, where he chairs the Seafarers' Section. He thanked the agency for proposing the rule, and said it is imperative that if any additional costs arise for making it easier for mariners to go ashore, those costs must not be passed on to seafarers, either directly or indirectly. Heindel added that although that sentiment is consistent with the proposal's stated intent, unions and other mariner advocates are on guard to make sure that's how it is implemented.

"The concern we have on the labor side and also with the ministry side is that the seafarers have access to shore in a timely manner and at no cost to the seafarer," Heindel stated. "We think the terminal operators have a responsibility here. They have an obligation to make sure people have access through their terminals."

Heindel also said foreign mariners in particular have "a very, very tough time getting ashore at a lot of different terminals," and that a balance can be reached between proper security measures and reasonable treatment of seafarers.

Other industry leaders also offered remarks, as

did representatives from maritime terminals and the seafarers welfare community. Father **Sinclair Oubre**, an SIU member who runs the Apostleship of the Sea's Beaumont, Texas, Dioceses, addressed the meeting and stated access should be considered routine for the terminals. He also pointed out, as did others, that reasonable access to shore leave and welfare organizations boosts morale, reduces fatigue, and increases retention rates in the merchant marine.

"This proposed rule would be a tremendous advancement over our present situation," Oubre stated. "It would significantly improve shore leave for seafarers and access to facilities by seafarer welfare agents."

He noted the word "flexibility" as it appears in the NPRM, and cautioned "it can be used to delay shore leave and access, or outright deny it. Flexibility and the interpretation of that word in this rule must always be employed in order to expedite shore leave and access."

Oubre, a former member of the Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC), continued, "The cost of shore leave and access to the vessel, we believe, is the cost of doing business at a maritime terminal. By the very nature of a maritime terminal, there must be vessels.... Vessels can't get to a terminal without seafarers.... Access and shore leave issues regarding seafarers in this rule are part of being a maritime facility."

He also said ship visits and access "are part of a larger maritime safety matrix." There is a direct correlation between reducing fatigue and raising morale, and boosting shore leave and access, Oubre explained.

The SIU planned to submit formal comments by the Feb. 27 deadline.

## Union Membership Mostly Steady in 2014



Richard Trumka  
President, AFL-CIO



Thomas Perez  
U.S. Secretary of Labor

Union membership in the United States remained largely unchanged in 2014, according to data contained in an annual report released Jan. 23 by the U.S. Bureau of Labor Statistics (BLS). The report stated that 11.1 percent of America's wage and salary workers were members of unions last year compared to 11.3 percent in 2013, a fractional reduction of 0.2 percent.

The number of wage and salary workers belonging to unions, at 14.6 million, was little different from 2013. In 1983, the first year for which comparable union data

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*; Content Curator, *Mark Clements*.

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

# Keel-Laying Ceremony Marks Construction Milestone for Crowley LNG-Powered Ships

A recent ceremony in Mississippi marked continued progress in a construction project that will mean new jobs for SIU members.

The keel for the first of two liquefied natural gas (LNG)-powered, combination container-roll-on/roll-off (ConRo) ships for Seafarers-contracted Crowley Maritime was laid Jan. 21 at ship-builder VT Halter Marine, Inc.'s facility in Pascagoula, Mississippi. The ceremony marked the next step in the construction of Crowley's first Commitment Class ship, which will exclusively serve the U.S.-Puerto Rico trade lane.

Both vessels (*El Coquí* and *Taino*) are scheduled for delivery in 2017.

"This is another example of American companies investing in Jones Act ships, and it is great news for the SIU," stated SIU Vice President Contracts George Tricker. "Even though we've known about these new builds for a little more than a year, it's always positive to see steady progress with the construction."

"A long-standing tradition, the keel laying marks the ceremonial beginning of the ship's construction," said Crowley's Todd Busch, senior vice president and general manager, technical services. "The keel forms the backbone of a ship and is the first part of the ship to be constructed. We at Crowley are very excited to begin the construction process for these technically advanced ships."

VT Halter Marine and Crowley entered into a contract for the pair of ships in November 2013 and construction began with the first steel plate cutting in Pascagoula on Oct. 22, 2014. The yard began assembling the keel once enough steel pieces had been cut. With the first section set into place, the ship will now begin to take shape as it is built around the keel, Crowley noted.

"This keel laying is a major milestone event in the construction schedule for the Crowley Commitment Class program," said Bill Skinner, chief executive officer, VT Halter Marine. "We are pleased that



Shipyards and Crowley personnel gather for the ceremony. The new Jones Act ships will be crewed by SIU members.

construction is underway for this very significant vessel. We are most grateful to our valued customer, Crowley, for their continued confidence in VT Halter Marine."

According to Crowley, the Commitment Class ships "have been designed to maximize the carriage of 53-foot, 102-inch-wide containers, which offer the most cubic cargo capacity in the trade. The ships will be 219.5 meters long (720 feet), 32.3 meters wide (105 feet) (beam), have a deep draft of 10 meters (32.8 feet), and an approximate deadweight capacity of 26,500 metric

tons. Cargo capacity will be approximately 2,400 TEUs (20-foot-equivalent-units), with additional space for nearly 400 vehicles in an enclosed roll-on/roll-off garage. The main propulsion and auxiliary engines will be fueled by environmentally friendly LNG. The Commitment Class, Jones Act ships will replace Crowley's towed triple-deck barge fleet in the South Atlantic trade, which has served the trade continuously and with distinction since the early 1970s. These new ships, which will be named *El Coquí* (ko-kee) and *Taino* (tahy-noh), will offer customers fast ocean transit times, while

accommodating the company's diverse equipment selection and cargo handling flexibility – benefits customers have enjoyed for nearly 60 years.

LNG is a stable gas that is neither toxic nor corrosive and is lighter than air. According to industry experts, it is the cleanest fossil fuel available, netting a 100-percent reduction in sulphur oxide and particulate matter, and a 92-percent reduction in nitrogen oxide. LNG also has the ability to significantly reduce carbon dioxide, a contributor to greenhouse gas emissions, as compared with conventional fossil fuels.

## Congressman Garamendi Offers Pro-Jones Act LNG Amendment



U.S. Rep. John Garamendi (D-California)

Congressman John Garamendi (D-California) earlier this year fought for U.S. Merchant Mariners yet again by proposing an amendment to H.R. 351, a bill on the export of liquefied natural gas (LNG). Garamendi's proposed amendment would have required that the export of LNG be carried out on U.S.-flag vessels until 2020, and then only on Jones Act vessels (U.S. built and flagged) from that point onwards. It would also make sure that LNG exports wouldn't go to nations that sponsor terrorism or participate in cyber-attacks on America.

In a letter to President Barack Obama, Garamendi wrote, "American LNG is a strategic national asset, and must be used to bolster another strategic national asset, our domestic shipbuilding industry and merchant marine personnel. It is time for the United States to recognize this global trend and use its LNG as leverage to bring to our shores new industries, hundreds of thousands of jobs, and national security modernizations befitting a global climate in which trade by sea will be a critical vulnerability for those nations who do not build, own, or operate ships."

The letter was sent as President Obama prepared for his diplomatic trip to India, a country that is a large importer of American LNG. India's Prime Minister Narendra Modi took specific actions to create jobs and bolster his country's shipbuilding industry in response to the new LNG markets, and Garamendi urged President Obama to do the same for hard-working American families.

Limiting the export of LNG to U.S.-flag, Jones Act vessels would have created and maintained more American jobs, and made building more LNG carriers look appealing to domestic shipbuilders.

He continued in the letter, "The opportunity is ripe to push a program that reinvigorates our domestic maritime industry, advances American manufacturing, creates good shipbuilding and maritime jobs, and reclaims our expertise in a technology we once pioneered. The potential is vast, and I urge you to stand strong for American shipbuilding as Prime Minister Modi has for India's."

At the House Rules Committee's hearing on the legislation, he did offer the amendment. While the Committee did not authorize consideration of the amendment on the House Floor, there was support for the amendment's concept, which remains viable. H.R. 351 has been passed by the House, and is on its way to the Senate.

## Tips Can Make Clinic Services Process Easier

As previously reported beginning in June 2014, SIU members have had the option of scheduling clinic exam services online.

One option to streamline the exam process is to order your medical exams and drug screen through your portal account.

■ Make sure that you have set up an account and that you have access to your password. If you need your password reset, email your request to [map@seafarers.org](mailto:map@seafarers.org) and put "password reset" in the subject line.

If you have not established a portal account, go to the [Seafarers.org](http://Seafarers.org) website and click the Member Login button. Then, click on "register for a Member Portal Account". You will need to fill in your Social Security number and date of birth.

■ You can order and schedule appointments within 60 days of the current expiration date.

■ Once you have submitted the order online, a representative from CHS will contact you to schedule your appointment at a clinic convenient for you.

■ Copies of your exams will be displayed as "PDF" files on your portal screen once the fitness determination has been received. You can print them for your use from this screen.

If the exams that you need are not displayed on the "Medical" tab, please contact the medical department at:

[shbpmmedical@seafarers.org](mailto:shbpmmedical@seafarers.org)

# NY Waterway Boatmen Ratify 5-Year Contract

SIU members employed by passenger ferry operator NY Waterway have ratified a new contract calling for yearly wage increases and many other gains while maintaining benefits. The five-year pact, ratified Dec. 29 and retroactive to Nov. 1, boosts the starting hourly wage, improves overtime pay, and calls for an additional paid holiday.

Additionally, the new contract safeguards benefits offered through the Seafarers Pension Plan and the separate Seafarers Money Purchase Pension Plan. It also continues to facilitate training for NY Waterway crews at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

Other highlights include new provisions for leaves of absence, and enhanced protections of seniority and rates of pay.

The SIU negotiating committee was composed of Atlantic Coast Vice President Joseph Soresi, Patrolman Mark von Siegel, Captains **George Sullivan** and **Tim Byam**, and Deckhands **George Schumpp** and **Israel DeJesus**.

"The negotiating committee did an outstanding job during several rounds of contract negotiations with the company," said von Siegel. "This contract is fair and equitable to both parties, but most importantly, it is a very beneficial contract for the membership at NY Wa-



SIU members ably crew NY Waterway's 32 passenger ferries.

terway."

"I think it's a fair plan," said Byam. "I'm very excited about the return of the pension contributions; now we can work extra hours towards that plan."

"We got a lot of things fixed that we didn't expect," remarked Schumpp. "With the new contract, we can make up

our contributions to the pension plan by working weekends.

"It's a big pie, and you have to break it up into pieces," Schumpp added. "You can't make everyone happy, but with this contract, we did the best we could."

Nearly 150 SIU members sail aboard NY Waterway's 32 vessels. Seafarers

on those boats have been in the news for heroic actions throughout the years, including the massive evacuation of lower Manhattan after the Sept. 11, 2001 terrorist attacks and the rescue of passengers and crew from the US Airways plane that crash-landed in the Hudson River in 2009.

## Piracy Down Overall; Attacks on Rise in Waters of Southeast Asia

When it comes to maritime piracy, the oceans overall are becoming safer every year – but not for those sailing through the South China Sea.

Maritime piracy levels have dropped to the lowest point in the past eight years, according to the latest annual report from the International Chamber of Commerce International Maritime Bureau (IMB). One particular hot spot, the coastal waters of Somalia, has declined 58 percent since its peak piracy levels in 2011. Unfortunately, this news is paired with a steady increase in piracy in the waters of Southeast Asia.

In total, the IMB's report found that 245 incidents were reported worldwide in 2014, a 44 percent drop since 2011. In addition, of the 11 attacks perpetrated by Somali pirates, all of them were thwarted. While Somali pirates are still a threat, the

downtrend is certainly good news.

However, the most dangerous region for a ship and crew is now the South China Sea and other Asian waterways, which account for 75 percent of global piracy. In total, 21 vessels were hijacked last year, 183 were boarded, and 13 were fired upon. Some 442 crewmembers were held hostage, up from 304 in 2013. Four crew members died, 11 were injured and nine were kidnapped.

As UK Chamber of Shipping CEO Guy Platten said, "These new figures are welcome, and show that military and civil cooperation has made a huge difference to solving maritime security concerns. But while most of the media and Hollywood attention has been focused on Somali-based piracy, the worrying trends emerging in the Gulf of Guinea and Singapore Straits have received little attention."

The number of attacks in Asia last year is the highest since 2006, when the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), a coordinating body with 20 government members, started compiling incident reports.

Pottengal Mukundan, director of the IMB, noted, "Gangs of armed thieves have attacked small tankers in the region (Southeast Asia) for their cargoes, many looking specifically for marine diesel and gas oil to steal and then sell."

In West Africa, most of the hijackings were of product tankers or smaller craft that were taken with the intent of using those vessels to hijack additional product tankers, the IMB reported. Once a tanker is hijacked, the pirates then offload the oil or other cargo into smaller tankers.

### USNS Kocak Averts Crisis After Grounding

All hands were safe and there was no pollution reported during a recent incident involving the military support vessel *USNS Sgt. Matej Kocak*. The ship ran aground Jan. 22 approximately six nautical miles from Okinawa, Japan; it was successfully refloated Feb. 3 and transited under its own power to Naval Fleet Activities White Beach in Okinawa.

In a written communication about removing the SIU-crewed, Keystone-operated *Kocak* from the reef, Rear Adm. T.K. Shannon, commander of the U.S. Military Sealift Command (MSC), noted, "The operation was executed safely, and successfully protected Japanese waters from contamination and further reef damage."

According to reports from the Navy, some of the *Kocak's* fuel was offloaded to a tanker vessel, to lighten the ship for refloating during high tide. An environmental team was on standby, but no spills occurred. Once the vessel was safely moored, its ammunition cargo containers were offloaded.

Initial checks by salvage assessors found that the damage appears to be limited to the hull and ballast tanks. The accident is under investigation by MSC and the U.S. Coast Guard; the *Kocak's* voyage data recorder has been removed and sent to be analyzed for clues as to what caused the grounding. U.S. personnel cooperated fully with Japanese authorities during all phases of the mishap.

"Everybody at Keystone and MSC extends their gratitude to everybody on-board *USNS Kocak* for their hard work and dedication during this unfortunate incident," said Andrew Hake, a program manager at Keystone.

The *Kocak* was to report to Pacific Pathways 15, a multinational military exercise intended to increase Army readiness and international cooperation. The Seafarers-crewed *USNS PFC Eugene A. Obregon* took the *Kocak's* place in the exercise.

### Ahead of the Storm

Just before a big snowfall, Recertified Steward Juan Vallejo (far left) stopped by the union hall in Jersey City, New Jersey, and then emailed this photo. He is standing with (from left) Safety Director Osvaldo Ramos, Port Agent Bob Selzer and Dispatcher Terry Montgomery. Vallejo described Selzer as "a living legend of the SIU and a person I admire. He is an inspiration."



# SIU VP Corgey Reappointed to Port of Houston Authority

SIU Vice President Gulf Coast Dean Corgey on Jan. 28 was unanimously reappointed by Houston City Council as a port commissioner of the Port of Houston Authority. Port commissioners serve two-year terms without pay; Corgey first was appointed in January 2013.

Houston Mayor Annise Parker cited Corgey's broad experience and how it qualifies him to be a member of the commission.

"Not only does he bring a labor perspective to the commission," she said, "but he also brings an understanding of how ports around the world connect with Houston."

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

"We've had two great years at the port and we've accomplished a lot," Corgey said. "We've been able to assist mariners with shore access and improving termi-

nals. We've increased our revenue to record levels while reducing expenses. The port's reputation has never been better, and it was an honor to receive unanimous support. I look forward to two more years of continued growth and progress."

In addition to the aforementioned duties, Corgey is a trustee for the Seafarers Pension Plan, and the Seafarers Health and Benefits Plan. He serves as a vice president of the Texas AFL-CIO; as secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department; and on the executive board of the Harris County AFL-CIO. Corgey chairs the port commission's community relations committee and serves on its procurement and small business development and dredge task forces.

According to its mission statement, the Port of Houston Authority "has owned or operated the public cargo-handling facilities of the Port of Houston – the nation's largest port for foreign waterborne tonnage. The port is an economic engine for the Houston region, the state of Texas and the nation. It supports



SIU VP Gulf Coast Dean Corgey, Houston Mayor Annise Parker, Harris County Metropolitan Transit Authority Chairman Gilbert Garcia

the creation of more than one million statewide jobs and more than 2.1 million nationwide jobs, and the generation of economic activity totaling more than \$178.5 billion in Texas and \$499 billion across the nation."

## Union Membership Numbers Mostly Unchanged During 2014

*Continued from Page 2*

are available, the union membership rate was 20.1 percent, and there were 17.7 million union workers.

In 2014, 7.2 million employees in the public sector belonged to a union, compared to 7.4 million workers in the private sector. The union membership rate for public-sector workers (35.7 percent) was substantially higher than the rate for private-sector workers (6.6 percent).

"Today's release of the annual union membership numbers by the Bureau of Labor Statistics shows that in this economic recovery, people are either seeking out good union jobs or taking matters into their own hands by forming unions to raise wages and ensure that new jobs are good jobs," said AFL-CIO President Richard Trumka.

"In 2014, workers made great strides and confronted great challenges, including major organizing wins at American Airlines, multiple state legislative victories on the minimum wage and innovative campaigns conducted by carwash workers, among others," the federation president said. "We recognize, however, that right-wing billionaires' extremist politics, a rapacious Wall Street and insufficient advocacy from political leaders thwarted further progress."

U.S. Secretary of Labor Thomas E. Perez also weighed in, noting, "Today's report confirms what we've always known: that belonging to a union makes a powerful difference in people's lives, providing greater economic security and helping them punch their ticket to the middle class."

"The economy is resurgent, with an unemployment rate well below 6 percent and job growth we haven't experienced since the late 1990's," Perez continued. "The challenge we face now is creating shared prosperity, ensuring that our growing economy works for everyone. To do that, we need to turn up the volume on worker voice."

According to data from the 2014 BLS report:

- Public-sector workers had a union membership rate (35.7 percent), more than five times higher than that of private-sector workers (6.6 percent).

- Workers in education, training, and library occupations and in protective service occupations had the highest unionization rate, at 35.3 percent for each occupation group.

- Men had a higher union membership rate (11.7 percent) than women (10.5 percent) in 2014.

- Black workers were more likely to be union members than were white, Asian, or Hispanic workers.

- Median weekly earnings of unrepresented workers (\$763) were 79 percent of earnings for workers who were union members (\$970).

- Among states, New York continued to have the highest union membership rate (24.6 percent), and North Carolina again had the lowest rate (1.9 percent).

## Legislation Aims to Honor WWII Mariners

### Bipartisan Bill Calls For One-Time Payment to Surviving Seafarers

If recently introduced legislation passes through Congress and is signed into law, it would mean World War II U.S. Merchant Mariners could receive a well-deserved reward.

A new bill in the U.S. House of Representatives calls for a cash payment to the surviving mariners of World War II. It was introduced Jan. 28 by Congresswoman Janice Hahn (D-California) and Congressman John Duncan Jr. (R-Tennessee).

It took decades to secure veterans' status for World War II mariners. Most of those seafarers weren't recognized as veterans until 1988. Others got the long-overdue distinction 10 years later, when the cutoff date for mariner veterans' status was changed to match the one used for the military.

When presenting the bill, Hahn noted, "In World War II, more than 200,000 brave Americans answered the call of duty by joining the merchant marine, braving troubled seas to deliver crucial supplies to the battlefields of Europe and the Pacific. They faced enemy attack and suffered higher casualty rates than any other U.S. service."

"Unfortunately, the veterans of the merchant ma-

rine who risked their lives in the service of this nation were never eligible for the provisions of the G.I. Bill that helped millions of veterans go to college, secure a home and transition seamlessly into civilian life," she continued. "To right this wrong, I am introducing the Honoring Our WWII Merchant Mariners Act of 2015. This bill would provide a onetime payment of \$25,000 to the fewer than 5,000 surviving World War II Mariners."

"With many of these forgotten heroes well into their 90s, time is running out to repay this debt of gratitude," she concluded. "I encourage my colleagues to act quickly in cosponsoring this important legislation."

Duncan said, "I have helped thousands of veterans and those on active duty and have great respect for them. The word 'hero' is tossed around too lightly today, but I think anyone who puts their life on the line for their country deserves that description. Although the merchant mariners were not formally recognized as veterans, they are very patriotic and brave Americans whose sacrifice for our nation cannot be repaid."

More than 1,200 SIU members lost their lives during World War II.

### With Crescent Boatmen



This recent snapshot from the union's Gulf Coast region includes Seafarers from Crescent Towing (from left) Joseph Koncul, Thomas Skelton, Jacob Lucius, Charles Hammesfahr and Michael Howe.

# Seafarers Celebrate Christmas at Sea

For merchant mariners, being away from home during the holidays is often a part of the job. As reflected in the photos on this page, however, SIU members aboard

the *MV Freedom*, *APL Belgium*, and *Overseas New York* didn't let homesickness dampen their holiday cheer for Christmas 2014.

## MV Freedom



Among those pictured in the group photo above are Capt. Shawn Hagerty, Second Mate Kyle Hines, Bosun Efren Pahinag, AB Daniel Dale, OS Peter Brill, OS Neiman Pettis, First Engineer Scott Kern, Second Engineer Daniel Doherty, Third Engineer Zachary Newman, Chief Cook John Burris, SA Anthony Grant and Engine Cadet Max Neubelt. Pictured in the photo at the immediate right are Chief Cook John Burris, SA Anthony Grant, and Chief Steward Frank Starling. As illustrated by the Christmas Tree shown at the far right, the holiday spirit is evident aboard the Tote Services Inc. vessel.



## APL Belgium



Steward/Baker Ali Matari, Chief Cook Bernard Butts



Steward/Baker Ali Matari

## Overseas New York



Bosun John Cedeño Jr. is all smiles aboard the OSG vessel.



AB Mike Bowen



GUDE Walter Sainvil, Recertified Steward Judi Chester, SA Kevin Robinson

Although she delivers the message humbly, SIU member **JonDa Tanner** wants maritime industry newcomers or those searching for a career to know something.

"If I can do it, you can do it," Tanner said. "There is a wonderful opportunity for you with the SIU and the school (the union-affiliated Paul Hall Center for Maritime Training and Education). I'm not saying it's easy, but look at the complete journey, and not just the steps."

Tanner, whose first name is a blend of her parents' names, said she has found a home with the SIU and its affiliated school in Piney Point, Maryland. She completed the apprentice program in 2010 and upgraded several times afterward, most recently wrapping up the chief steward class in December.

But although things are going swimmingly for Tanner nowadays, that wasn't always the case. She grew up in foster care in Seattle, where she moved among several homes. She had to learn to overcome a lifelong challenge stemming from frostbite suffered on her left hand as a child. She struggled through jobs that weren't appropriate fits. Before landing a job with the SIU-affiliated Seafarers Entertainment and Allied Trades Union in

## 'Look at the Complete Journey, not Just the Steps'

### Frequent Upgrader Tanner Finds Rewarding Career with SIU

2005, she endured periods of homelessness.

Tanner volunteered to share that information only in the hope that it might lift the spirits of someone facing difficult circumstances. "I want to be an inspiration for other foster kids and anyone who's had hard times," she said. "Don't use it as an excuse."

#### Good Fit

Whatever challenges existed in her distant past, Tanner is thrilled with her career choice and her progress with the SIU. She had gotten a taste of seafaring life while working on cruise ships in the mid-2000s but wanted to try life as a deep sea merchant mariner.

"I wanted a different experience and I really wanted a chance to hone my skills," she recalled. "To me, being in the

steward department is the closest I'll get to owning my own restaurant, without the headache. That's why I've always wanted to sail in that department."

She added that her progress wouldn't have been possible without the Paul Hall Center. "I love it – it's my favorite place to be," she stated. "If they let me stay here, I'd never leave. I love everything about the union, too."

Tanner, whose home port is Tacoma, Washington, said that sailing with the SIU remains exciting because "it's ever-challenging and ever-changing. There are so many possibilities with the [menus] you can create. You can spend your entire life dealing with food and you'll still learn."

As for the future, she eventually wants to start a family while continuing her culinary career. "I want to really, really hone

my skills," Tanner said. "When I first joined, I remember thinking, what am I doing? I'm leaving everything behind! But from the start it has been incredible. I've met lifelong friends and the SIU has been my family."



JonDa Tanner has utilized the Paul Hall Center to advance her career.



The *Liberty Island* is 315 feet long and has a beam of 59 feet.



Seafarer Davic Paradeles

### With Seafarers Aboard The Liberty Island

These photos arrived from the SIU hall in Fort Lauderdale, Florida, following a mid-January servicing of the Great Lakes Dredge and Dock vessel *Liberty Island* off the coast of Venice, Florida. One of the main topics discussed aboard the dredge was the Jones Act and its extreme relevance to SIU members' jobs.



Capt. Richard Roel, Mate Matt Thomas



Steward Greg McNiell



# Coins, Paper Money, Sea Ports – Small and Big Things I Remember

*Editor's note: Beginning in September 2010, the LOG periodically has featured articles by retired mariner Ed Woods, who first shipped out during World War II, as a teenager. Most of the earlier stories were run in two series, concluding in the September 2012 edition. Stand-alone articles were published in the November 2012, May 2013 and August 2013 issues, and a two-part missive ran in March and April 2014.*

*Following is the first installment of Brother Woods' latest submission:*

Indian head pennies were not rare in the 1930s in New York City; they were plentiful, but they were not rare. There was talk that someday the pennies would be worth more than face value. But that was all in the future.

When I received an Indian head penny in change, and this happened quite often, I did not keep it long. All coins were scarce to a preteen boy during the infamous Great Depression Era and a penny could be put to good use.

For instance, at the local candy store, with a penny I could select a tasty tidbit from a huge glass display case offering an array of penny candy. At the time, I am confident one could have found a mom-and-pop candy store on every street in uptown Manhattan. These stores sold a lot more than candy; they sold newspapers, magazines, cigarettes, cigars, razor blades, stationary, and soda (especially the two-cent plain and egg creams.)

In 1938, the Indian/Buffalo nickel was replaced with the Jefferson nickel and once again, there was talk about how much Buffalo nickels would be worth in the future. The coin investment opportunities aroused an interest in me for coins and paper money.

As good fortune would have it, the American Numismatic Society Museum was located at 155<sup>th</sup> Street and Broadway, New York City, and within walking distance of my home. I visited the museum and its awe-inspiring collection two or three times a month and soon became fascinated with the world of coinage, from ancient times to the present.

My interest in coins continued and later, when I became a merchant seaman, I had numerous opportunities to collect coins from all parts of the world. I still have the coins and paper money. Most of the money that I have collected was minted before World War II and is now out of circulation, having been replaced by postwar coinage. It is my wish to catalog/index the lot for future generations: my grandchildren and great grandchildren.

Before I thought of writing about coins, I was thinking of writing about the places I visited during World War II and the immediate postwar era – and how these cities and countries have changed over the past 70 years. Since both stories are so intertwined in my life, I decided to combine them. (I know that in all probability I will never again have the opportunity to call at the majority of these for-

eign lands, especially the more exotic islands and atolls.)

Much has changed in our world in the past 70 years and from what I read and watch on television, I would not recognize the cities and ports that I called at in the 1940s. As a youngster, my wish to go to sea and help in the war effort was answered while I was still in high school on a Wednesday morning, May 17, 1944, when I arrived for classes. There was excitement in the air; an officer from the U.S. Maritime Service (USMS) had met a few boys outside of the school and told them of the new USMS enlistment policy.

"You can now join the U.S. Merchant Marine at age 16 by enlisting in the USMS for training," he said, adding how desperately new men were needed to man the many vessels being built every day in our shipyards.

Many of us had relatives in the military service and we were reminded every day that everyone must do their share in the war effort. We wanted to do our part. The next day, two close friends and I (Ed O'Brien and Vinnie McCarvill), went down to the USMS office on Trinity Place in downtown Manhattan and enlisted.

We had to get our parents' signed permission. I convinced my mom to sign by telling her how much my enlistment would help my two brothers (U.S. Marines), whom we had not heard from in a long time.

Prior to becoming a merchant seaman, my experience on the waterways was limited to the Staten Island Ferry, day liners on the Hudson River and visits to the Long Island beaches (Coney Island). Therefore, I was looking forward to "seeing the world," as only an inner city kid can long to do; a kid who had never before left home.

A few days later, we were sworn in and escorted via the subway system to the USMS Sheepshead Training Station in Brooklyn, N.Y. The training camp was identical to the U.S. Navy boot camps of that era. We were taught basic seamanship: how to box a compass, names of the parts and sections of the average ship, knot tying, and the use of the types of guns we could expect to find aboard ships.

In addition to this training, there was emphasis on the handling of lifeboats. The latter included 40 hours of rowing a whale boat in Jamaica Bay.

Following weeks of training, we were sent to a hotel in Manhattan to await further orders.

Within the day, my friend Vinnie and I were assigned to a ship: the *SS Horseshoe*, a T2 oil tanker.

A typical WWII T2 tanker crew included 42 to 45 mariners and 17 Navy Armed Guard. The same ship as a Navy fleet oiler carried a crew of 250 to 325. On a merchant ship there would only be one man in the boiler room to handle the eight burners, the water and air. The Navy had one man at each burner plus a crew to handle the water, air, etc.



During Woods' youth, Indian head pennies were fairly common in New York City.

## Liverpool, England

I arrived in Liverpool following a nine-day crossing of the North Atlantic. My ship was one of many in a huge convoy escorted by both U.S. and Canadian navy war ships: Navy destroyers and Canadian corvettes.

The trip across was uneventful except for a few loud alarms nearby. This meant an escort vessel had picked up an unidentified object on sonar or what the crew called the magic box. I never heard the word radar used until the end of the war.

When we arrived in Liverpool, we anchored midstream in the Mersey River and flexible pipes were hoisted out of the water and attached to our ship's pumps. The pipes led to holding tanks on the shore and we began to empty the tanks of our split cargo: high-test aviation gasoline and ships' bunkers (fuel oil).

Before we went ashore, the old-timers said to bring cigarettes with us – not for black marketing, but for our British friends who were fond of American tobacco. Their most popular brand was Players and, if my memory serves right, they came in packs of 10 and cost far more than American brands. We were paying 50 cents a carton aboard ship.

Our first few hours ashore were spent sightseeing; looking at the bombed-out buildings and bomb craters. We befriended a Canadian Navy sailor who had lived in New York and who offered to show us about the city. He told us that while Liverpool had been heavily bombed by the Germans, its devastation was small when compared to what had happened in London.

A few youngsters passed by and asked the inevitable, "Any gum chum?" The kids, about 12 years old, looking for a piece of gum or chocolate, entertained us with the words to popular songs. For the first time, I heard the words to Maggie Mae and Roll Me over Yankee Soldier. All this singing was taking place in the street. The passers-by ignored the kids, as if it was an everyday event.

Our Canadian friend offered to treat us to a beer. "Can I stand you one?" was how he made the offer, and we had our first half-and-half beer. The taste was far from our liking; warm and not what we expected. Vinnie was 16 years old and I had only recently turned 17, so neither of us was used to drinking alcohol, although we had shared a few beers back in New York. We learned that the English enjoyed drinking beer at room temperature and, in addition, due to the war, there was a shortage of the necessary ingredients for making good beer.

The time passed by a bit too quickly for us and we missed the last water taxi for the ride to our ship at anchor midstream in the Mersey. There was a wartime curfew in effect at night and all nonessential personnel had to be off the streets at a certain time. We opted to stay at a small hotel but were refused a room and told we were under 18 and would need to stay at a nearby special hotel, The Angel Street Hotel for Young Seamen. The cost was one shilling (20 cents) and included a small breakfast of chicory coffee, powered eggs and toast.

When back aboard ship, we expected to be logged (fined) or worse. Fortunately, we were allowed to resume our duties and nothing was said to us.

That afternoon, our ship with its empty cargo tanks was towed to shore to offload our deck cargo: P-51 Mustangs and barrels of special lubricant. Next to us was a Swedish ship painted with large bright red crosses. It was discharging wounded British soldiers. The majority of the soldiers were being carried ashore on stretchers and it could be seen

that many of them were bandaged and missing legs and arms. The soldiers were part of a prisoner exchange program that neutral Sweden had arranged with Germany. Out of respect, the dockworkers took their hats off and placed them on their chests in a salute to their returning heroes.

We strolled down famous Lime Street and, though quite different, the area in some ways reminded me of WWII Times Square in New York. It was crowded with servicemen from many of the allied nations, such as I had seen in New York, and it had the local friendly girls willing to make one feel welcome.

Fish and chips were available in most of the pubs for a few pence. The food was served wrapped in a cone-shaped piece of newspaper. Forty-nine years later in 1993, when I next visited England, a plate of fish and chips cost about U.S. \$12.00. Alas, no more newspaper wrappings. Fish and chips on a plate took away a little of the fun of my first visit a half century past. The words from a song came to mind: The Thrill is Gone.

We visited the seamen's club where I met a young pretty hostess, Peggy Wright, who served us tea and supplied us with ration coupons to buy souvenirs. Over the next few days in Liverpool, I developed a platonic relationship with Peggy. We exchanged addresses and for the next year, she wrote to me on a daily basis and kept me up-to-date on the English home front.

Peggy and her family had been what were known as bombed out. They had lost their home in Liverpool during a German air raid. The family moved to the suburbs and, oddly enough, after 70 years, I can still recall her address: One Station Road, Roby, North Liverpool, England.

Whenever my ship picked up our mail, I would have more letters than any other crew member. I corresponded with Peggy until I became engaged to my present wife, Jackie.

One day, Peggy gave us directions to a museum: "Go outside and get on the Q."

Vinnie and I waited as bus after bus passed by but not one with the letter Q. We had understood Peggy to mean the letter Q would be displayed on the front of the bus and did not know that the word "queue" in England meant a waiting line. In New York, the streetcars had letters in the front, such as a big T for Third Avenue and a B for Broadway.

Throughout the year, mail deliveries to our ship were out of chronological order. I remember at war's end, when we were transiting the Panama Canal, we picked up bags of mail with tags indicating our mail had been sent in error to Port-au-Prince, Haiti. The mail was six months old. My ship had never called there. Reading late-delivered mail created much confusion as to what was happening on the home front.

We departed the friendly city of Liverpool by saying goodbye to the hostesses at the club, thanking them and adding that we hoped to see them again soon. However, 49 years would pass by before I was to visit England again. Gone were the bombed-out buildings and craters. More important, I could see the good old English smile on the people and not the hungry look of the war years. Rationing was but a bad memory and good food and drink was available in abundance.

The return voyage to New York in 1944 was uneventful except for the fact that I was assigned to assist at a 20mm anti-aircraft machine gun station. This reassignment was more to my liking. On the way over, I had been a lowly hot-shell catcher on the aft 5"38 gun.

*To Be Continued*



Ed Woods (left) and shipmates Slim, Rudy and Smithy enjoy time ashore in 1944.







USNS Bowditch



USNS Mary Sears



USNS Henson

## SIU Members Deliver Joy During Holidays Seafarers, AMO Mariners Donate Gifts, More at Filipino Orphanage

*Editor's note: This article and the accompanying photos were submitted by MDR Brandon Maeda. The vessels mentioned in the article are operated by Maersk Line, Limited. In addition to carrying SIU crews, the vessels are manned by officers from the Seafarers-affiliated American Maritime Officers. Photos were taken by Maeda, Erik Bergendahl and K. Mangold.*

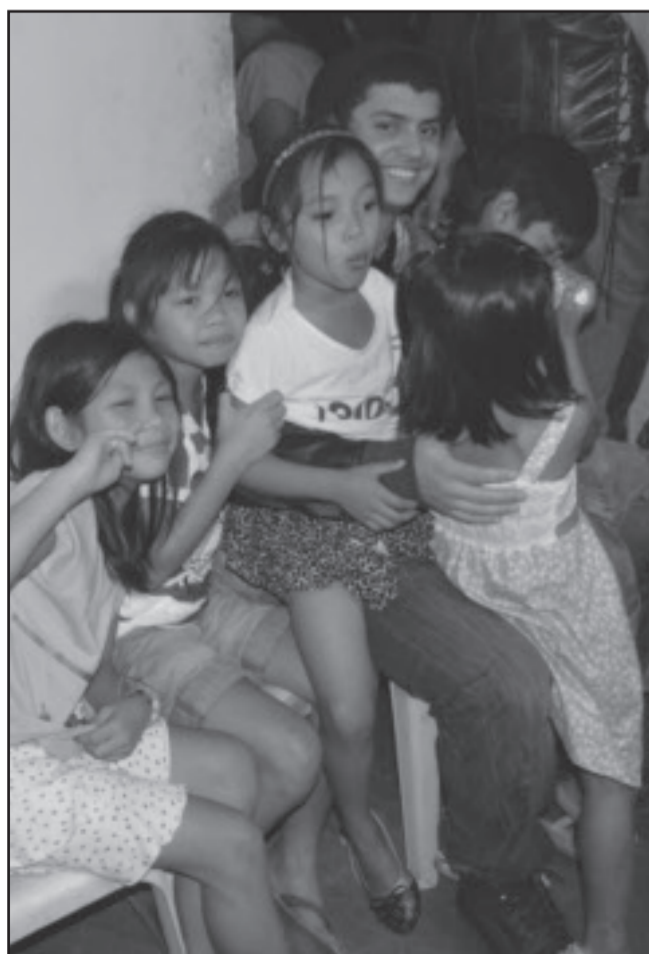
During the months of December and January the SIU-crewed T-AGS vessels *USNS Henson*, *USNS Mary Sears* and *USNS Bowditch* provided plenty of holiday cheer and literally truckloads of compassion to the children and staff of the Ninos of Pag-asa Center, the center, which is located in the foothills that surround Olongapo City, Republic of the Philippines, serves the community as an orphanage for disabled and abandoned youth, and is managed by the International Children's Advocate Inc. Some of the children's disabilities range from sight and hearing to mental and physical impairments.

Last November, Storekeeper **Deanna Moore** asked Ms. Araceli Menor, the orphanage's executive director, what she could do to help improve the quality of life of the center's children. This kind inquiry eventually led to the involvement of several groups of mariners from the three oceanographic survey ships, which are operated by Maersk Line, Limited and routinely port in Subic Bay (Philippines) at the end of each year. Whether providing monetary donations to purchase food, clothing, bedding and household goods or personally visiting the orphanage during their time off, the voluntary participation and altruistic nature of these crew members can't be overstated.

Kudos goes out to GVA **Brenda Alexander** and Storekeeper Moore; both worked tirelessly to raise the funds, procure and then deliver the much-needed items. Many thanks to all who contributed to this humanitarian effort – your thoughtful actions brought joy and happiness to the orphanage and in turn was reflected on the smiling faces of the children and staff of the Ninos of Pag-asa!



Plenty of gifts were available thanks to the mariners.



GVA Abdulla Alasfor spends time with some of the kids.



The holidays were brighter thanks to SIU and AMO members.



The smile of STOS Rhod Hanes De Leon conveys the moment's joy.



A few of the mariners are pictured with staff personnel from the orphanage.



Some of the residents perform a traditional Filipino dance



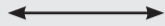
Capt. Myron Bister, GVA Brenda Alexander  
*USNS Bowditch*



Standing with one of the children are (from left) Storekeeper Deanna Moore, GVA Lilia Bocaya and Capt. Joe Goodwin (from the *USNS Mary Sears*).

## Seafarers International Union Directory

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### HEADQUARTERS

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

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 (810) 794-4988

### ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503  
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 Cliffline Office Ctr. Bldg., Suite 103B  
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 (815) 723-8002

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 (251) 478-0916

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 (504) 328-7545

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### NORFOLK

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 (757) 622-1892

### OAKLAND

1121 7<sup>th</sup> St., Oakland, CA 94607  
 (510) 444-2360

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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

*This month's question was answered by upgrading students in Piney Point, Maryland, including one member of the Seafarers-affiliated SIU of Canada (Scott Hatcher)*

## Question: Why did you get into this industry, and why have you stayed with it?



**Tashara Newton**  
*SA*

I felt it was an industry that offered a chance to travel around the world, which is something I always wanted to do, and to make good money. It is fulfilling my needs. Like (SIU President) Mike Sacco said, where else can you upgrade for free and then go out and make more money? It is definitely working out for me and my family.



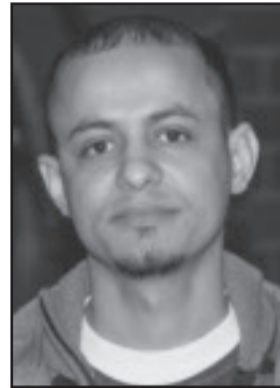
**Shirley Jenkins**  
*Chief Cook*

Seeing the world and getting paid has been a big blessing. There are opportunities to grow, and to encourage younger people about this being a good industry to be in and to keep learning. I started as an SA and now I'm here at the top, ready to be a chief steward. God has blessed me.



**Maurice Hyde**  
*SA*

I needed financial help and I wanted to travel and see the world, so this industry had both components I was looking for. I've stayed because there are opportunities for fast advancement, I get to travel the world and learn different cultures while doing it.



**Fatim Rashed**  
*Oiler*

I learned about the industry through family members who'd been in it. It was a way to provide for my family's needs. Without a degree, it's tough in this economic climate. I've stayed because you have so many opportunities to improve and actually do something you like. Having the opportunities here at Piney Point is nice, and very different from many other industries.



**Scott Hatcher**  
*Deck & Engine Depts.*

All of my family sails, (including) every one of my uncles. I tried to work ashore, but nothing pays as well and has benefits as good as what's on the boats. A lot of young people don't know about these opportunities. It's nice to wake up every morning and have a different view, and the crew kind of becomes your family.



## Pics-From-The-Past



These mid-1970s photos from the LOG files show the Westchester Marine tanker *Beaver State*, which was built at NASSCO in San Diego. The 894-foot-long vessel was launched in October 1975 and delivered in February 1976. (Editor's note: Fans of older photos are invited to check out the SIU's "Photo File Friday" feature on the union's Facebook page. Just visit the SIU home page – [www.seafarers.org](http://www.seafarers.org) – and click on the Facebook icon.)

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

# Welcome Ashore

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



## DEEP SEA

### WILLIAM BAKER

Brother William Baker, 65, joined the SIU in 1973. His first trip was aboard a vessel operated by Inter-ocean American Shipping. Brother Baker upgraded often at the maritime training center in Piney Point, Maryland. He sailed in the deck department. Brother Baker last worked on the *Maersk Wisconsin*. He calls Thailand home.

### JORGE BERNARDEZ

Brother Jorge Bernardez, 56, became a union member in 1978. He initially worked aboard the *Jacksonville*. Brother Bernardez attended classes on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. The steward department member's most recent voyage was on the *Maersk Wisconsin*. He makes his home in Ocala, Florida.

### STEVEN CHAPIN

Brother Steven Chapin, 66, donned the SIU colors in 1991. He originally sailed aboard the *USNS Relentless*. Brother Chapin shipped in both the steward and deck departments. He upgraded on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Chapin's last trip was on the *Dependable*. He was born in Los Angeles and now resides in Princeton, West Virginia.



### RODNEY CLARK

Brother Rodney Clark, 61, started sailing with the union in 1975. His first trip was aboard the *Sea-Land Market*. Brother Clark attended classes in 1977 and 2003 at the union-affiliated school in Maryland. The deck department member's most recent vessel was the *Horizon Spirit*. Brother Clark makes his home in Surprise, Arizona.



### WILLIAM FOLEY

Brother William Foley, 61, became an SIU member in 1976. He initially worked aboard the *St. Clair*. Brother Foley upgraded in 1995 and 2001 at the SIU-affiliated school. The deck department member most recently sailed on the *Maersk Montana*. Brother Foley lives in Dearborn Heights, Michigan.



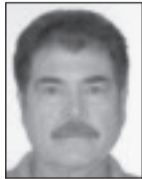
### MICHAEL GAY

Brother Michael Gay, 62, joined the SIU ranks in 1971 in New York. He initially sailed on the *Yukon*. Brother Gay attended classes in 1971 and 2002 at the Piney Point school. His final ship

was the *Ocean Freedom*. Brother Gay sailed in both the engine and steward departments. He calls Cullman, Alabama, home.

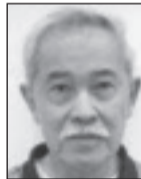
### JACK KEM

Brother Jack Kem, 65, started shipping with the SIU in 1985. He originally worked aboard the *USNS Contender*. Brother Kem sailed in the deck department. He upgraded in 2001 at the union-affiliated school in Piney Point, Maryland. Brother Kem last sailed on the *Intrepid*. He settled in the Philippines.



### PHILIP LAU

Brother Philip Lau, 70, joined the Marine Cooks & Stewards in 1978 in San Francisco. He was born in China and enhanced his skills on two occasions at the Piney Point school. Brother Lau's first ship was the *Santa Magdalena*; his most recent, the *APL Philippines*. He sailed in the steward department and is a resident of San Francisco.



### HOWARD LEWIS

Brother Howard Lewis, 67, signed on with the SIU in 2001 when the NMU merged into the Seafarers International Union. He sailed in the steward department. On two occasions, Brother Lewis took advantage of educational opportunities available at the union-affiliated school in Piney Point, Maryland. He most recently sailed on the *Endurance*. Brother Lewis settled in Las Vegas.



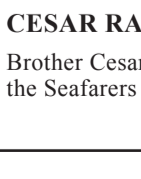
### AHMED NAGA

Brother Ahmed Naga, 66, joined the union in 1992. The deck department member's first trip was aboard the *Sealift Atlantic*. Brother Naga upgraded often at the Seafarers-affiliated school in Piney Point, Maryland. He last worked on the *Gem State*. Brother Naga calls San Francisco home.



### WAYNE PROUDLOVE

Brother Wayne Proudlove, 68, began his seafaring career in 1969. He initially sailed with Berg Towing Company. Brother Proudlove worked in the deck department and concluded his career aboard the *American Eagle*. He makes his home in Rogersville, Tennessee.



### CESAR RAMOS

Brother Cesar Ramos, 65, joined the Seafarers in 1980 in Wil-

ington, California. He was originally employed on the *Brooks Range*. Brother Ramos shipped in the deck department. His most recent vessel was the *Patriot*. Brother Ramos is a resident of Anaheim, California.



### CHRIS STEARNS

Brother Chris Stearns, 65, signed on with the union in 1992. His first ship was the *Independence*; his most recent was the *Evergreen State*. In 2002, Brother Stearns took advantage of educational opportunities available at the Paul Hall Center. He sailed in the steward department. Brother Stearns lives in Long Beach, California.



### CLYDE THOMPSON

Brother Clyde Thompson, 62, began shipping with the Seafarers in 2001 during the SIU/NMU merger. Brother Thompson sailed in the steward department. His most recent voyage was aboard the *ATB Freeport*. Brother Thompson enhanced his skills on three occasions at the Piney Point school. He is a resident of New Orleans.

sailed on the *Innovation*. Brother Bergmann lives Vidor, Texas.

### BRUCE COMISKEY

Brother Bruce Comiskey, 63, began shipping with the SIU in 1978. Brother Comiskey originally sailed aboard an Allied Towing vessel. His most recent vessel was the *Gulf Reliance*. The deck department member enhanced his skills often at the Paul Hall Center. Brother Comiskey was born in Boston and now makes his home in Fernandina Beach, Florida.



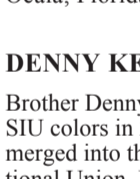
### JAMES HURST

Brother James Hurst, 63, began his seafaring career in 1974. He initially worked with Allied Transportation Company. Brother Hurst is a native of Virginia. He most recently shipped on a C.G. Willis Inc. vessel. Brother Hurst was a member of the deck department. He calls Barhamsville, Virginia, home.



### CHARLES KELLER

Brother Charles Keller, 64, signed on with the union in 2009. He was employed with Penn Maritime Inc. for the duration of his career. Brother Keller shipped in the engine department. He lives in Ocala, Florida.



### DENNY KEYS

Brother Denny Keys, 62, donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He sailed in the deck department in both the deep sea and inland divisions. In 2009, Brother Keys attended classes at the Paul Hall Center. His most recent ship was the *Pacific Reliance*. Brother Keys calls Denham Springs, Louisiana, home.



### THOMAS MAPLES

Brother Thomas Maples, 62, started shipping with the Seafarers in 1969. He originally sailed aboard the *Dravo Gulf*. Brother Maples last worked with Martin Marietta. He is a resident of Axis, Alabama.



### ROBERT MOLLOY

Brother Robert Molloy, 62, donned the SIU colors in 2001. He primarily sailed with OSG Ship Management. Brother Molloy resides in Dunnellon, Florida.



### EDWARD RICHARDSON

Brother Edward Richardson, 62, joined the union in 1977 in Houston. He primarily sailed with Marine Contracting & Towing Company. Brother Richardson was a member of the engine department. He lives in his native state, South Carolina.



### RICHARD WALSH

Brother Richard Walsh, 62, became a union member in 1977. Brother Walsh was first employed with Higman Barge Lines. He sailed in the deck department. Brother Walsh last worked with G&H Towing Company. He makes his home in New Concord, Kentucky.



### DAVID WIGLEY

Brother David Wigley, 65, first donned the SIU colors in 1977. He originally shipped with Northeast Towing as a member of the engine department. Brother Wigley upgraded twice at the Paul Hall Center in Piney Point, Maryland. His final vessel was operated by Penn Maritime Inc. Brother Wigley lives in Poplar Beach, North Carolina.



## GREAT LAKES

### LYNN MINER

Brother Lynn Miner, 65, joined the SIU ranks in 1978. He initially worked with Michigan Interstate Railway. Brother Miner was born in Detroit and sailed in both the deck and engine departments. He enhanced his skills several times at the Piney Point school. His most recent ship was the *Buffalo*. Brother Miner lives in Beulah, Michigan.



### MACCINE MOORE

Sister Maccine Moore, 69, started sailing with the union in 2004. She first worked on the *John Boland*. Sister Moore upgraded on two occasions at the Paul Hall Center. The steward department member's most recent ship was the *Indiana Harbor*. She calls Dolton, Illinois, home.



# Final Departures



## DEEP SEA

### ANTHONY CALDEIRA

Pensioner Anthony Caldeira, 87, died August 5. He joined the Seafarers in 1951. Brother Caldeira was born in Nevada. He initially worked on the *John Evans*. A member of the deck department, Brother Caldeira last sailed aboard the *USNS Kane*. The World War II veteran became a pensioner in 1984 and called Las Vegas home.



### THOMAS DALLAS

Pensioner Thomas Dallas, 91, passed away August 12. He began sailing with the union in 1942 in New York. Brother Dallas sailed with Delta Steamship Lines for most of his career. He was a member of the deck department.



Brother Dallas started collecting his retirement compensation in 1977 and was a resident of Mississippi.

### JOAQUIM DASILVA

Pensioner Joaquim Dasilva, 90, died August 16. Brother Dasilva originally shipped on the *Henry Rainey* in 1951. He was born in Portugal. A member of the deck department, Brother Dasilva last sailed aboard the *Ponce*. He went on pension in 1985 and continued to make his home in Portugal.



### JUAN GONZALEZ

Pensioner Juan Gonzalez, 74, passed away September 10. He started sailing with the union in 1963. Brother Gonzalez's first ship was the *Steel Voyager*; his last was the *Stonewall Jackson*. He worked in engine department. Brother Gonzalez was a native of Puerto Rico but called Louisiana home.



### BERTIL HAGER

Pensioner Bertil Hager, 92, died July 1. Brother Hager was born in Finland. He became an SIU member in 1946 in the port of Norfolk, Virginia. Brother Hager initially shipped on the *Santa Venetia*. He was a deck department member. Brother Hager's last voyage was with Michigan Tankers Inc.



He continued to reside in Finland.

### CHARLES HESTER

Pensioner Charles Hester, 86, passed away July 10. Brother Hester joined the union in 1966. His first ship was the *Rambam*. Brother Hester was born in Greenville, South Carolina, and worked in the deck department. His final trip was on the *Venture*. Brother Hester became a pensioner in 1992. He lived in Easley, South Carolina.



### TOON LEE

Brother Toon Lee, 92, died June 7. He signed on with the Marine Cooks & Stewards (which later merged into the SIU) in 1965 in San Francisco. Brother Lee was born in China and sailed in the steward department. He settled in San Francisco.

### RUBEN MANALANSAN

Pensioner Ruben Manalansan, 65, passed away August 3. Brother Manalansan started shipping with the SIU in 1995. His first vessel was the *Independence*. Brother Manalansan worked in both the deck and steward departments. The Philippines native last sailed on the *Cape Inscription*. Brother Manalansan went on pension in 2014 and made his home in Pico Rivera, California.



### ALFRED ROBINSON

Brother Alfred Robinson, 56, died June 25. He joined the SIU in 1999 in Norfolk, Virginia. Brother Robinson first shipped on a Maersk vessel. The New York native was a deck department member. Brother Robinson's final ship was the *Eagle*. He was a resident of Virginia Beach, Virginia.



### JAMES ROGERS

Pensioner James Rogers, 75, passed away August 25. A native of Massachusetts, Brother Rogers started shipping with the Seafarers in 1994. His first vessel was operated by Paco Tankers. Brother Rogers last sailed aboard the *ITB Baltimore*. He shipped in the deck department. Brother Rogers retired in 1994 and lived in Middle



River, Maryland.

### BRETT SUNDERLAND

Brother Brett Sunderland, 49, died August 17. He signed on with the SIU in 2001 during the SIU/NMU merger. Brother Sunderland was born in New Bedford, Massachusetts. The deck department member concluded his career aboard the *1st Lt. Baldomero Lopez*. Brother Sunderland resided in Westport, Massachusetts.

### JACK UTZ

Pensioner Jack Utz, 84, passed away July 18. Brother Utz began sailing with the Seafarers in 1951. He initially shipped with Doric Shipping & Trading Corporation. Brother Utz sailed in the steward department. His final voyage was on the *Trader*. Brother Utz became a pensioner in 1994 and called Oglesby, Illinois, home.



## INLAND

### GERALD DELUCA

Brother Gerald Deluca, 55, died July 3. He first donned the SIU colors in 1980. Brother Deluca was employed with Crescent Towing & Salvage Company of New Orleans for the duration of his career. Brother Deluca was a native of New Orleans. He lived in Terrytown, Louisiana.



### JAMES GAILLARD

Pensioner James Gaillard, 81, passed away August 23. He signed on with the union in 1976 in Houston. Brother Gaillard sailed in the engine department of vessels operated by Marine Contracting & Towing Company. He retired in 1996 and made his home in Awendaw, South Carolina.



### CLINTON GILL

Pensioner Clinton Gill, 86, died July 24. Born in Mississippi, Brother Gill joined the SIU in 1962. He worked with National Marine Services as a member of the engine department. Brother Gill started collecting his retirement pay in 1985 and was a resident of Moss Point, Mississippi.

### ROBERT GORDY

Pensioner Robert Gordy, 88, passed away August 3. He began shipping with the union in 1962. Brother Gordy primarily worked

aboard Moran Towing of Maryland vessels. He continued to make his home in his native state, Maryland. Brother Gordy went on pension in 1988.

### WOODROW PEAVY

Pensioner Woodrow Peavy, 68, died July 31. Born in Alabama, Brother Peavy joined the SIU in 1974. He was mainly employed with Dravo Basic Materials Company. Brother Peavy retired in 2012 and resided in Little River, Alabama.

## GREAT LAKES

### RONALD LAS

Pensioner Ronald Las, 73, passed away September 11. Brother Las became a union member in 1963. His first trip was with Tomlinson Fleet Corporation. Brother Las sailed in the deck department. He most recently worked with OLS Transport. Brother Las started receiving his pension in 2003 and was a resident of Lynwood, Illinois.



## NATIONAL MARITIME UNION

### JESUS ALLENDE

Pensioner Jesus Allende, 85, died August 9. Brother Allende was born in Puerto Rico. He became a pensioner in 1984 and continued to call Puerto Rico home.

### MANUEL ARONEK

Pensioner Manuel Aronek, 88, passed away July 14. Brother Aronek, a native of Cuba, began collecting his pension in 1969. He resided in Brooklyn, New York.

### CLARENCE COLEMAN

Pensioner Clarence Coleman, 68, died August 23. Brother Coleman was born in Philadelphia. He went on pension in 2001. Brother Coleman continued to live in Pennsylvania.

### EDWARD CROWLEY

Pensioner Edward Crowley, 87, passed away August 27. Born in Boston, Brother Crowley retired in 1965. He was a resident of Peabody, Massachusetts.

### JUNIUS DANIELS

Pensioner Junius Daniels, 80, died August 5. He was a Beaumont, Texas, native and became a pensioner in 1991. Brother Daniels settled in Houston.

### JOHN FAGOCKI

Pensioner John Fagocki, 73, passed away June 24. Born in Chicago, Brother Fagocki started

receiving his retirement compensation in 1997. He lived in Tickfaw, Louisiana.

### CLARENCE FREDRICH

Pensioner Clarence Fredrich, 89, died August 18. Brother Fredrich was born in Linn, Missouri. He began collecting his retirement pay in 1966 and made his home in Oklahoma.

### JOSE GARCIA

Pensioner Jose Garcia, 78, passed away June 3. The Cuba native retired in 2004. Brother Garcia continued to call Cuba home.

### BERNARD HOLZER

Pensioner Bernard Holzer, 79, died August 10. Born in Toledo, Ohio, Brother Holzer started receiving his pension in 1994. He lived in Massachusetts.

### GERVIS LEGER

Pensioner Gervis Leger, 83, passed away July 9. He was born in Louisiana and became a pensioner in 1988. Brother Leger was a resident of Gulfport, Mississippi.

### JAMES MOORE

Pensioner James Moore, 88, died June 22. Brother Moore, a native of Georgia, began collecting his retirement pay in 1990. He settled in Putnam, Florida.

### VIRGILIO PAGLIUCA

Pensioner Virgilio Pagliuca, 87, passed away August 9. Born in Boston, Brother Pagliuca went on pension in 1971. He continued to live in Massachusetts.

### WALTER SYKES

Pensioner Walter Sykes, 88, died August 12. Brother Sykes was born in Virginia. He started receiving compensation for his retirement in 1988 and made his home in Portsmouth, Virginia.

### GERALD TUTTLE

Pensioner Gerald Tuttle, 88, passed away August 7. He was born in Bangor, Maine, and became a pensioner in 1965. Brother Tuttle called Augusta, Maine, home.

### CIPRIANO VELASQUEZ

Pensioner Cipriano Velasquez, 86, died July 12. Brother Velasquez, a native of Honduras, went on pension in 1995. He was a resident of New York.

*Editor's note: The following individuals, also former members of the NMU, have also passed away.*

Name	Age	DOD
Hunter, Robert	91	Aug 16
McAuley, Frederick	92	June 6
Moore, James	84	June 24
Navas, Victor	94	July 10
Rivera, John	87	Aug 4
Royce, Allen	81	June 28

# 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.

**AMERICAN SPIRIT** (American Steamship), November 30 – Chairman **Paul S. Gohs**, Secretary **Elrick W. Archer**, Educational Director **Michael L. Kruse**, Deck Delegate **Jeffery Lalande**. Chairman informed crew members that copies of new health insurance guidelines and Money Purchase Pension Plan were available in rec room. Educational director posted course dates from *Seafarers LOG* on bulletin board. He encouraged mariners to use winter vacation to upgrade at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Crew thanked steward department for excellent Thanksgiving dinner.

**CHARGER** (Maersk Line, Limited), November 28 – Chairman **Robert Pagan**, Secretary **Alan E. Hollinger**, Educational Director **Dimarko Shoulders**, Deck Delegate **Joseph L. Casalino**, Engine Delegate **Mario T. Moralita**, Steward Delegate **Monell N. Liburd**. Chairman reported sanitary inspection went well and announced payoff in Los Angeles on December 1. Crew was asked to help keep laundry room and lint screens clean. Those departing vessel were asked to turn keys in to chief mate. Secretary thanked fellow mariners for helping keep ship clean. He reminded everyone to use designated laundry soap measuring cup. Educational director encouraged all members to take advantage of upgrading at the Piney Point school and keep documents current. Treasurer reported \$2,047 in ship's fund. No beefs or disputed OT reported. Crew was asked to put CDs back in correct cases.

**MYKONOS** (OSG Ship Management), November 22 – Chairman **Charles H. Foley**, Secretary **Gerald L. Hyman**, Educational Director **Patrick D. Carroll**, Deck Delegate **Ricardo Guevara**. Bosun talked about procedures involving union meetings. Educational director encouraged everyone to enhance skills at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Recommendations were made regarding vacation, pension and medical benefits.

Request was made for a water fountain on mess deck.

**OVERSEAS ANACORTES** (OSG Ship Management), November 28 – Chairman **Felsher A. Beasley**, Secretary **Memo Elfeky**, Educational Director **Cary Pratts**, Engine Delegate **Teodocio Ruiz**. Chairman discussed response from SIU VP Contracts George Tricker. Chairman urged members to take advantage of SIU website for get up-to-date union information. Educational director advised mariners to renew BST and Coast Guard endorsements. No beefs or disputed OT reported. Crew was informed parts for salad bar had been ordered. Next ports: Houston and Philadelphia.

**ST. CLAIR** (American Steamship), November 30 – Chairman **Mohamed H. Mohamed**, Secretary **Michael Ingram**, Educational Director **Donald R. Jaegle**. Chairman warned crew members that weather is changing so watch for ice on deck. Secretary thanked everybody for keeping cabins and crew mess clean. Educational director encouraged members to stay fit, get endorsements and attend classes at Piney Point school. No beefs or disputed OT reported. Steward department was thanked for a job well done. Next port: Cleveland.

**BUFFALO** (American Steamship), December 23 – Chairman **Jaber M. Jaber**, Secretary **Mohamed Agalham**, Educational Director **Ricardus Juska**. Crew discussed importance of shipboard safety, keeping documents up-to-date and staying current on dues. Educational director recommended upgrading at SIU-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported.

**GOLDEN STATE** (Crowley), December 28 – Chairman **Raymond Johnson**, Secretary **Alejandro Mejia**, Educational Director **Donato Surell**, Engine Delegate **Francis Brown**, Steward Delegate **Teresa Rozacka**. Chairman reminded fellow mariners to stay current on all shipping documents and physical forms. Educational director recom-

## Lakes Member Calls it a Career



Wheelsman Robert Wagoner (right) is congratulated by Capt. Lance Nelson late last year aboard the American Steamship Co. vessel *American Spirit*. Wagoner had informally announced his retirement after 41 years with the SIU and the company. In a note to the LOG, fellow crew members wrote, "Robert's service and friendship will be missed." He received a jacket with a patch of the vessel sewn on the back, and a model of a Great Lakes freighter.

mended upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew requested that a small step or ladder be put into laundry room. Also requested small refrigerators for cabins. Next port: Philadelphia.

**HORIZON RELIANCE** (Horizon Lines), December 7 – Chairman **Kissinfor Taylor**, Secretary **Tommy Belvin**, Educational Director **Ronald Westerfield**, Deck Delegate **Rene Rafer**, Engine Delegate **Adel Irani**, Steward Delegate **Josef Wouthuyzen**. Crew needs printer for crew lounge. Chairman talked about going to Piney Point to upgrade for tanker endorsement. Mariners thanked company for new televisions in each cabin. No beefs or disputed OT reported. Crew discussed opening of new hall in Jersey City, New Jersey, and also mentioned other new halls that have opened throughout the years. Crew asked for direct deposit of vacation checks and an increase in pension benefits for current retirees. Next port: Long Beach, California.

**OCEAN GIANT** (Crowley), December 14 – Chairman **Terry Cowans**, Secretary **Grady Ingram**, Educational Director **Arkady Bichevsky**, Engine Delegate **Azad Ardeshirdavani**. Payroll issue has been resolved. Secretary touched on several topics including importance of exercising and eating right. He encouraged members and dependents to apply for Seafarers Health and Benefits Plan scholarships. He advised fellow mariners to read contracts before leaving hiring halls, read the LOG to stay informed, ask questions

to patrolman, and upgrade at Piney Point. No beefs or disputed OT reported, although deck and steward delegates recommended adding billets. Crew suggested change in OT pay. Treadmill needs repairs. Special thanks given to steward department for excellent food. Next port: San Diego.

**SAM LAUD** (American Steamship), December 27 – Chairman **Abdullah Algalham**, Secretary **James Cameron**, Educational

Director **Michael Lau**, Deck Delegate **Waleed Mohsin**. Chairman discussed documents and paperwork required to ship. He reminded everyone to register within 72 hours of signing off, and encouraged crew to donate to Maritime Defense League (MDL) and Seafarers Political Activities Donation (SPAD) funds, respectively. Secretary encouraged members to upgrade in Piney Point. No beefs or disputed OT reported. Crew looks forward to having gym equipment on board.

## Arctic Cookout



Steward/Baker Marcus Rowe didn't let the icy settings at McMurdo Station dampen his enthusiasm for providing a cookout aboard Waterman's *Ocean Giant*. The vessel was in Antarctica for the annual Operation Deep Freeze, a vital mission supported by SIU members for decades.

## Aboard Maersk Carolina



Jersey City Safety Director Osvaldo Ramos (third from left) submitted this photo from a payoff aboard the *Maersk Carolina* Jan. 22. Pictured from left are Recertified Steward Alex Banky, SA Alfredo Martinez, Ramos and Recertified Bosun Clarence Poore.

# 2015 SHBP Scholarship Program

The Seafarers Health and Benefits Plan annually offers scholarships totaling \$132,000 to Seafarers and their dependents who are looking to continue their education. Allocations for each category will be as follows:

## Seafarers Scholarships

Three scholarships designated for active Seafarers:

- One \$20,000 offering for a four-year course of study at an accredited college or university.
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school.

## Dependents Scholarships

Five scholarships designated for dependents:

- A total of five scholarships, each totaling \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

To take advantage of these opportunities, clip, complete and mail the form at right, or visit [www.seafarers.org](http://www.seafarers.org), go the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet 2015 (PDF).



University of Notre Dame Golden Dome

Please send me the 2015 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name .....

Street Address .....

City, State, Zip Code .....

Telephone Number including area code .....

This application is for  Self  Dependent

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

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 6 headquarters membership meeting to review the 2014 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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.



Here's one more thing  
Union families can share.



**Everyday savings add up** with Union Plus programs. Union Plus offers exclusive discounts on a long list of home, travel, and health care products and services, available only for union members and their families. Including three credit card options from Capital One, each with special benefits designed to meet the needs of union member households. Check our site for the card that best fits your family—and for details on the exceptional collection of discounts from Union Plus.

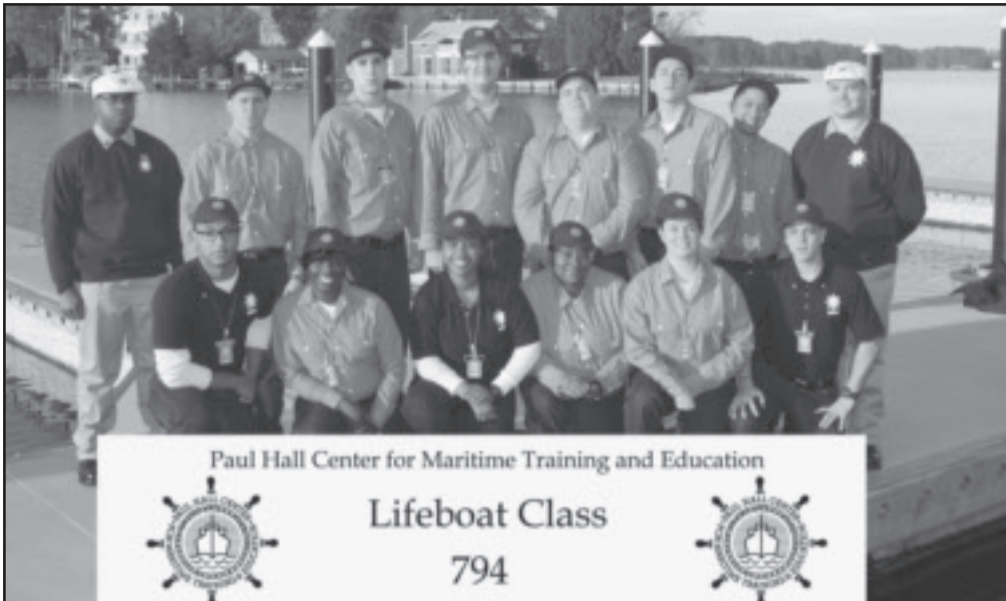


**Save the Union Way at [UnionPlus.org/Discounts](http://UnionPlus.org/Discounts)**

3/15



# Paul Hall Center Classes



**Apprentice Water Survival Class #794** – The following individuals (above, in alphabetical order) graduated from this course Jan. 26: Concetta Arebalo, Priscilla Brooks, Drushelia Finney, Justin Foran, Matthew Hargrove, Tre Hill, Latosha Love, Andrew Mendoza, Christian Montanez Cruz, Ariven Olamit II, Kevin Quenzer, Osman Ramirez Fajardo, Jounaze Somerville and Jesse Trevino.



**Welding** – The following upgraders (above, in alphabetical order) graduated from this course Jan. 30: Jabr Ali, Brian DeMeritt, Mohsin Nasser and Ibrahim Yahya. Class instructor Chris Raley is at the far left.



**Welding (SIU of Canada)** – Five mariners, all brothers from the SIU of Canada, completed their requirements in this course Jan. 30. Graduating (above, in alphabetical order) were: Lawrence Dunits, Nestor Guira, Scott Hatcher, James LeFresne and Dorman Thorne. Chris Raley, their instructor, is at the far left.

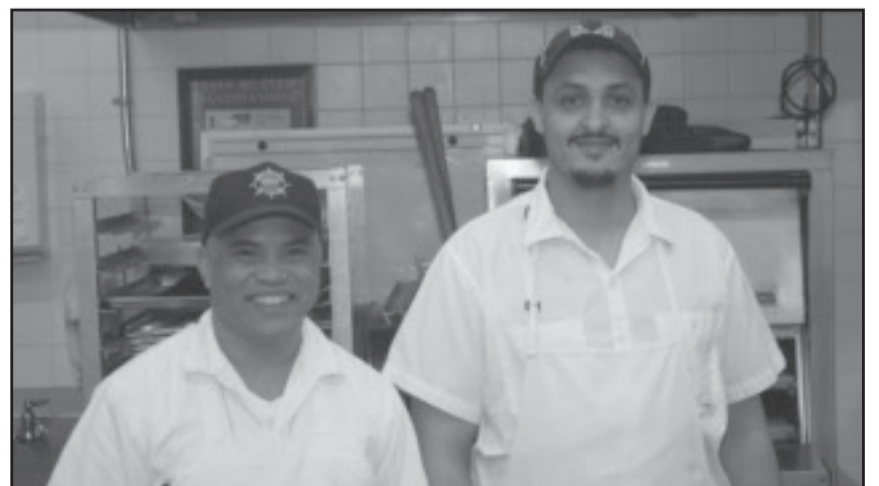


**Basic Firefighting** – Eight Seafarers finished their requirements in this course Jan. 16. Those graduating (above, in alphabetical order) were: Jason Boyer, Corey Chandler, Latanya Jackson Johnson, Ali Mohamed, Younis Saleh, Simplicia Twohie, Enrique Velez and Jonathan Walker. Their instructors, John Thomas and Wayne Johnson Jr., are at the far left and far right, respectively.

**Government Vessels** – Twenty upgraders finished their requirements in this course Jan. 9. Graduating (right, in alphabetical order) were: Jamie Austria, Mark Cabasag, Ernest Carlos, Shelby Curtis, Daniel Fields, Sean Geddie, Darrion Ingram, Edison Inuman, Santos Jaime, Algie Mayfield Jr., Ali Mohamed, Ali Obad, Younis Saleh, Kassem Salem, Fredy Segura, Sean Sullivan, Lionel Taylor, Jose Torres, Simplicia Twohie and Jonathan Walker. Class instructor Mark Cates is at the far left.



**Steward Department Courses** – Two Seafarers recently completed courses in the steward department. These individuals (pictured above) and the courses they completed are Tekeisha Brown (left), advanced galley operations and John Val Teodosio, certified chief cook.



**Steward Department Courses** – Seafarers Julito Crodua (above left) and Mu-nasser Ahmed recently completed their requirements in a pair of steward department courses. Crodua finished the chief steward course while Ahmed completed the advanced galley operations course.

# Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and 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 - national 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. Students who have registered for classes, 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.

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
<b>Deck Department Upgrading Courses</b>		
Able Seafarer-Deck	April 25 June 20	May 22 July 17
Lifeboat	March 28 April 25 May 23 June 20	April 10 May 8 June 5 July 3
Fast Rescue Boat	May 2 May 30	May 8 June 5
RFPNW	May 23	June 19
Tanker Familiarization DL	April 4	April 17
<b>Engine Department Upgrading Courses</b>		
BAPO	May 23	June 19
FOWT	April 25 June 20	May 22 July 17
Junior Engineer	May 30	July 24
Marine Electrician	March 21	May 15
Marine Refrigeration Technician	May 16	June 26
Machinist	March 28	April 17
Pumpman	April 18	May 1
Welding	March 7 April 25 June 6	March 27 May 15 June 26
<b>Safety Upgrading Courses</b>		
Advanced Firefighting	June 13	June 19
Basic Firefighting/STCW	March 28 May 9	April 3 May 15

Title of Course	Start Date	Date of Completion
Government Vessels #1	April 18	April 24
Medical Care Provider	June 20	June 26
<b>Steward Department Courses</b>		
Galley Ops	March 28 April 25 May 23 June 20	April 24 May 22 June 19 July 17
Advanced Galley Ops	March 14 April 11 May 9 June 6	April 10 May 8 June 5 July 3
Chief Steward	March 28 May 9 June 20	May 8 June 19 July 31
Serve Safe	April 11	April 17
Steward Recertification	March 14	April 6

## 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 encour-

aged to check out the site at: [www.uscg.mil/nmc/](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 # \_\_\_\_\_  
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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.

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# SEAFARERS LOG

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## Strong Support for Jones Act Evident

From mid- to late January, the domestic maritime industry engaged in a hugely successful grassroots campaign defending the Jones Act – a law that's vital for U.S. national and economic security. A floor amendment to kill the U.S.-build provision of the Jones Act had been introduced by Sen. John McCain (R-Arizona) as part of the unrelated Keystone XL Pipeline bill. Although the Senate approved the

Keystone bill on Jan. 29, the anti-Jones Act amendment was never brought up or voted on, and so it wasn't included in the final bill.

Some of the comments in favor of the Jones Act that were issued during this battle are featured on this page. The Jones Act requires that vessels carrying cargo between domestic ports are crewed, built, flagged and owned American.

"We know this won't be the last time we have to step up to defend our domestic shipping industry, but this is a great victory for Jones Act supporters like us, and your overwhelming response was a big reason why we prevailed. Thank you for answering the call with emails and phone calls to your Senators. Thanks, too, for your ongoing support of SPAD, our voluntary political action fund. You absolutely made a difference."

--- *SIU President Michael Sacco in a letter to Seafarers*

"By removing the build provision of the Jones Act, the amendment would eliminate 400,000 U.S. jobs, reduce the GDP by \$36 billion, and erase \$24 billion in American workers' wages and benefits. In fact, the only parties that stand to benefit from this amendment are heavily subsidized foreign shipping competitors who are not subject to U.S. laws, regulations, environmental standards and taxes."

--- *AFL-CIO Transportation Trades Department President Ed Wytkind*

"In addition to the economic impact, the Jones Act is also critical for the strength of the U.S. Armed Forces. The Navy, Marine Corps, and Coast Guard all rely on the use of domestic ships, crews, and shipyards to meet national defense needs. The U.S. Armed Forces should not be relying on foreign-built or -owned ships for its fleet...."

--- *International Brotherhood of Electrical Workers President Edwin Hill*

"The Jones Act helps to shore up our national security by providing reliable sealift in times of war. It ensures our ongoing viability as an ocean power by protecting American shipbuilders.

As a result, the Jones Act provides solid, well-paying jobs for nearly half a million Americans from Virginia to Hawaii. In short, the Jones Act promotes national security and American job creation."

--- *Senator Mazie Hirono (D-Hawaii)*

"The McCain amendment would gut the nation's shipbuilding capacity, outsource our U.S. Naval shipbuilding to foreign builders, and cost hundreds of thousands of family-wage jobs across this country. The shipbuilding requirement ... is in place to ensure that the United States maintains the industrial capacity to build its own ships, so as to protect and defend the American homeland."

--- *American Maritime Partnership Chairman Tom Allegretti*

"The Jones Act helps ensure the strength and stability of our domestic maritime industry, and it will help ensure that it continues to flourish. These jobs and the economic benefits from them would be at risk if the Jones Act were repealed.... There cannot be fair competition when foreign vessels are not subjected to the same requirements for safety, fuel containers, labor standards, training, incidental vessel discharges, other environmental regulations, taxes, and more that our industries have to follow."

--- *Senator David Vitter (R-Louisiana)*

The anti-Jones Act amendment "would undermine our domestic maritime industry and threaten the more than 400,000 jobs it supports nationwide. After years of stagnation, the American maritime industry is investing a record amount in new ship construction with American shipyards building many modern state-of-the-art vessels. The Jones Act is an essential pillar of national and homeland security. A strong domestic shipyard base helps support strategic sealift requirement and Navy shipbuilding while ensuring that U.S. ports are free from foreign influence."

--- *U.S. Representative Linda Sanchez (D-California)*

"The Jones Act keeps jobs, ships and a maritime skill base in the United States – and any effort to diminish this longstanding law is sure to negatively impact America's maritime industry and its significant contributions to the national economy. U.S. companies are investing significantly in the Jones Act, particularly in the area of energy transportation. Congress should be supporting, not undermining, those investments in U.S. jobs and U.S. skills."

--- *U.S. Representative Duncan Hunter (R-California)*

"This amendment could have a serious impact on jobs and economic growth across Pennsylvania from Erie to Philadelphia. We should be voting on amendments that create more jobs for American workers instead of putting them at risk."

--- *Senator Bob Casey (D-Pennsylvania)*

"It would be just a matter of time before someone proposed completely gutting our maritime cabotage laws. Do we really want to take the risk that terrorists could be among crew members on foreign-flag vessels moving cargo down the Cuyahoga River in Cleveland or the Saginaw River in Michigan?"

--- *Lake Carriers' Assoc. President James Weakley*

"If we have foreign-flag vessels doing coastalized trade, what are the safety standards, what are the maritime pollution ... standards, how are they in compliance with the same standards that we apply to our U.S. fleet? I think, at the end of the day, it will put our entire U.S. fleet in jeopardy. And then in a time of crisis, who are we going to charter to carry our logistics?"

--- *Coast Guard Commandant Admiral Paul Zukunft*

"Wisconsin is home to one of the largest manufacturing sectors in the nation, including a strong shipbuilding industry. Repealing the Jones Act would not only negatively impact the thousands of hardworking Wisconsinites this industry employs, but it would also stifle our collective efforts to support a Made in America economy."

--- *Senator Tammy Baldwin (D-Wisconsin)*

"The Jones Act has the strong support of the U.S. Navy and the Department of Defense. Passage of Senator McCain's amendment would result in the outsourcing of U.S. shipbuilding to foreign nations, which will not only severely damage our defense capabilities, but will also devastate U.S. commercial shipbuilding and lead to a loss of good-paying American jobs."

--- *International Association of Machinists President Thomas Buffenbarger*

"The Jones Act is an important law that promotes a robust domestic maritime industry that helps to ensure our national security, while also providing for 500,000 U.S. jobs and producing over \$100 billion in economic output. Any attempt to repeal or weaken this law would be harmful to our national security and our economy."

--- *U.S. Representative Adam Smith (D-Washington)*

"[The amendment's] immediate impact would be a reduction in the number of ships built in U.S. shipyards, which would result in a loss of jobs, a loss of industrial knowledge and skills, and a loss in America's edge in shipbuilding quality and technology."

--- *Navy League of the United States*

"One of the reasons our Navy is strong is because of the U.S. shipyard industrial base. This measure, however, would gut the nation's shipbuilding capacity and have far reaching impacts across the nation. Building and maintaining these complex naval vessels and retaining a capable and experienced U.S. workforce are essential to the safety and security of our nation."

Joint letter signed by the following U.S. Representatives: Joe Courtney (D-CT), Steven Palazzo (R-MS), John Garamendi (D-CA), Duncan Hunter (R-CA), Frank LoBiondo (R-NJ), Mark Takai (D-HI), Elizabeth Esty (D-CT), Daniel Lipinski (D-IL), Bradley Byrne (R-AL), Alan Lowenthal (D-CA), Derek Kilmer (D-WA), Scott DesJarlais (R-TN), Elijah Cummings (D-MD), Tulsi Gabbard (D-HI), Chellie Pingree (D-ME), Julia Brownley (D-CA), Richard Nugent (R-FL), Rob Wittman (R-VA), Scott Rigell (R-VA), Ted Poe (R-TX), John Duncan (R-TN), Peter King (R-NY), Stephen Fincher (R-TN), Scott Peters (D-CA), Charles Boustany (R-LA), James Langevin (D-RI), Randy Forbes (R-VA), Jason Smith (R-MO), Steve Israel (D-NY), David Cicilline (D-RI), Stephen Lynch (D-MA), Rich Larsen (D-WA)

"Good arguments beyond jobs can be made to keep the Jones Act in place – the primary one being security in the present unstable world environment. We need to keep some vital manufacturing capacity at home."

--- *Editorial from Enterprise-Journal (McComb, Mississippi)*