

SEAFARERS LOG

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



Mission Accomplished!

SIU-Crewed Cape Ray Returns Home Following Neutralization of Chemical Weapons

Officials from the union, the U.S. Department of Transportation, and the U.S. Military were on hand September 19 in Portsmouth, Virginia, to welcome home the Ready Reserve Force Vessel *Cape Ray*. The SIU-crewed, Keystone-operated containership, whose crew list comprised 36 civilian mariners and 60 U.S. Army chemical weapons specialists, docked in Portsmouth following its completion of a 233-day mission that involved the destruction of Syrian chemical weapons in the Mediterranean Sea. In the photo above, members of the crew are joined by officials who took part in a welcome home recognition ceremony in their honor. Officials pictured (from left) include: Rear Adm. David Baucom, U.S. Transportation Command; Ms. Shari Durand, executive director, Defense Threat Reduction Agency; Maj. Gen. Jay Santee (USAF, Ret.), former deputy director, Defense Threat Reduction Agency; Mr. Carmen J. Spencer, joint program executive officer, Chemical and Biological Defense; Paul "Chip" Jaenichen, maritime administrator, U.S. Department of Transportation; and SIU VP Contracts George Tricker. For related story and more photos, see Page 6.

Tanker Construction Begins

Construction has begun on the first of five SIU-contracted tankers being built at General Dynamics NASSCO for American Petroleum Tankers (APT). This photo, courtesy of the shipyard, shows the first piece of steel being cut for *APT-1*, which will be operated by Crowley Maritime. Page 3.



Jones Act 'ConRo' Ship Marjorie C Launched

A new combination container/roll-on/roll-off (ConRo) ship has been launched in Pascagoula, Mississippi. The SIU-contracted *Marjorie C*, operated by Tote Services, Inc. for Pasha Hawaii, means new jobs for Seafarers. Page 3. (Photo courtesy VT Halter Marine)

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President's Report

Congrats to Cape Ray Crew

There are several subjects to cover this month, but let me begin by offering heartfelt congratulations to the Seafarers who helped make the *Cape Ray*'s high-profile mission a complete success. When the Keystone-operated ship finally returned to the United States late last month, it marked the culmination of a unique mobilization – an unprecedented one, in fact.



Michael Sacco

We've been reporting on the *Cape Ray*'s assignment – disposal of Syrian chemical weapons – for many months, both online and in print, and with the Sept. 19 ceremony marking the official end of its deployment I again want to say well done! To the SIU crew, please know that all of your union brothers and sisters are proud of you.

This mission underscored the value and versatility of the U.S. Merchant Marine. It's a reminder that American mariners are ready to deliver the goods – or help dispose of them, if that's the assignment – anytime, anywhere. We're proud to serve as America's fourth arm of defense, and we're always ready to turn to.

Support in the House

Of course, our capacity to report for duty depends in large part on our nation's willingness to help maintain a strong American-flag fleet with American crews. In that spirit, I appreciated the rock-solid support expressed earlier last month by Congressmen Duncan Hunter (R-California) and John Garamendi (D-California) during a hearing in the U.S. House of Representatives.

Even though the fight to preserve our industry never ends, it's encouraging when leaders like Representatives Garamendi and Hunter are so outspoken in supporting laws and programs like the Jones Act, cargo preference, and the Maritime Security Program. They understand what our nation's founders knew, and what members of both major political parties have stated ever since: America's national and economic security depends on keeping a viable U.S. Merchant Marine. To do otherwise would leave us incredibly vulnerable to the whims (or worse) of other countries.

I appreciated Congressman Hunter calling the hearing about the merchant marine and I look forward to continuing our work with him and with Congressman Garamendi, two of our industry's greatest champions.

Get out the Vote

One last time before Election Day, I urge every Seafarer to support pro-maritime, pro-worker candidates from now until November 4. You all know grassroots political action is vital for us and for all of America's working families. No matter the industry or workplace, politics affects every job whether it involves safety regulations, collective bargaining rights or, more broadly, incentives for businesses to keep good jobs here in the United States. Those are just a few examples.

I definitely understand that while some people have an appetite for politics, others roll their eyes or change the channel whenever those stories come on. But the bottom line for our union and our movement is that we cannot afford to sit on the sidelines.

Remembering a Friend

Our SIU family was stunned by the news of Bill Eglinton's unexpected passing last month. As so many of you know, Bill was a key figure for decades at our affiliated school in Piney Point, Maryland, first as a teacher and then as director of training. He influenced thousands and thousands of Seafarers who trained there.

It's not an overstatement to say he also was a great advocate for all U.S. mariners. For instance, Bill was an expert on the international maritime conventions that are having more and more of an effect on our industry. He worked hard both here and abroad to make sure our mariners' interests were protected as much as possible in the face of growing regulations.

In fact, the last time we were in a meeting together, in early September, he was adamant about doing everything we can to help ensure proper implementation of the Manila amendments to the STCW convention. That may sound dry, but the reason Bill was fired up is because he cared about the men and women of the U.S. Merchant Marine whose livelihoods are being affected.

We will carry on in his spirit, and we will miss him.

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

President Obama, VP Biden Salute Unions on Labor Day

Labor Secretary Challenges Nation to Boost Worker Protections

While much of the country's workforce was taking a well-deserved Labor Day off, the executive office was busy giving inspirational pro-union speeches around the country. President Barack Obama and Vice President Joe Biden both talked about the vital importance of unions in the American economy, while Labor Secretary Tom Perez issued a statement challenging America to boost its efforts for working families.

President Obama was in Milwaukee, Wisconsin, to speak at the Milwaukee Area Labor Council's annual "Laborfest." He began by thanking the numerous unions and union leaders in attendance, including the Wisconsin State AFL-CIO. Other representatives present included Mary Kay Henry, president of the Service Employees; Lily Garcia, vice president of the National Education Association; Leo Gerard, president of the United Steelworkers; William Hite, general president of the United Association; Joe Hansen, president of the United Food and Commercial Workers; Congresswoman Gwen Moore (D-Wisconsin), and Mayor of Milwaukee Tom Barrett.

In his speech, Obama stressed the key roles unions play America's working families, both in the past and today.

"We're here to celebrate something that sometimes the American people take for granted: the 40-hour workweek, overtime pay, a minimum wage, weekends like this one," he stated. "All that didn't happen by accident. It happened because America's workers organized for it, fought for it. History shows that working families can get a fair shot in this country, but only if we're willing to fight for it."

He continued, "I ran for president because I believed in bottom-up economics. I believed in middle-out economics. I placed a bet on you. I placed a bet on America's workers, and the belief that our economy grows best when everybody has got a shot – when folks who are willing to work hard can get into the middle class and stay in the middle class."

The president then spoke about his expectations for the economy.

"I want an economy where your hard work pays off with higher wages, and higher incomes, and fairer pay for women, and



President Obama speaks at Milwaukee's annual Laborfest.

workplace flexibility for parents, and affordable health insurance, and decent retirement benefits," he said. "I'm not asking for the moon, I just want a good deal for American workers."

Meanwhile, Vice President Biden was in Detroit on Labor Day to give a passionate speech on the importance of unions to a crowd of several hundred union members and their families. He spoke on the grounds of the old Tiger Stadium, which was demolished in 2009 and is now a public playing field.

Biden began by thanking the union presidents and political leaders in attendance, including Joe Blocker, president of the Metro Detroit AFL-CIO; United Auto Workers President Dennis Williams; Teamsters President James Hoffa; Senator Carl Levin (D-Michigan); Congressmen John Conyers (D-Michigan); Congressman Gary Peters (D-Michigan); and Detroit Mayor Mike Duggan.

The vice president led off his speech with an anecdote that illustrated his union background.

"I had an uncle named Ed Finnegan, who used to look at me, after I got involved in politics, and say, 'Joey, you're a laborer from belt buckle to show sole.' And I am," Biden said. "And that's because I still know how to say the word union. U-N-I-O-N!"

He continued, "I talk about unions, because you're the reason why every other American worker has any of the basic rights they have."

He mentioned the Federal Labor Standards Act, the 40-hour work week, child labor laws, worker safety standards, overtime pay and minimum wage as being

direct results of labor unions taking to the streets when they had to, generation after generation.

"It's not hyperbole: Unions did, in fact, build the middle class," Biden said. "And that built the United States of America as we know it."

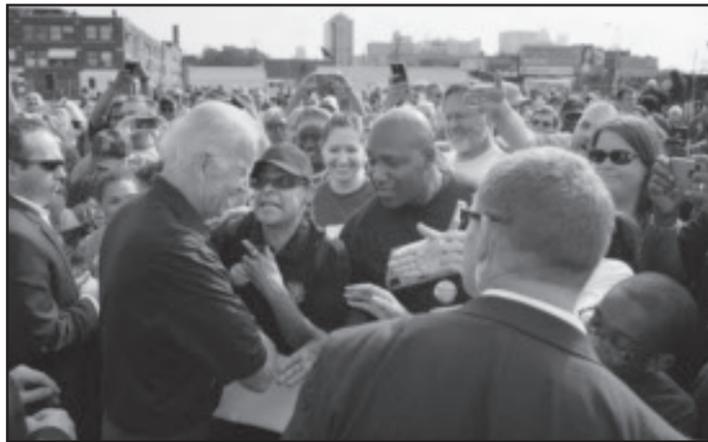
Biden said a strong middle class is the reason America has been historically stable, both socially and economically.

He concluded his speech with another anecdote, one that hit home with the union workers and their families that made up the crowd: "My dad used to say, 'Joey, a job's about a lot more than a paycheck. It's about your dignity. It's about your place in the community. It's about who you are. It's about being able to look your kid in the eye and say, honey, it's going to be okay. That's what a job is about.' And, ladies and gentlemen, you can't do that unless you get a fair wage."

"Folks, the American people have not stopped dreaming," Biden said. "The American people have not walked away from what they believe they are entitled to. Just give them a chance. No handout, just give them a chance. Because once you give Americans a chance, they have never, never, never, ever let their country down."

U.S. Secretary of Labor Tom Perez made his Labor Day thoughts heard as well. In a written statement, he noted, "As a nation, we can do more to lift workers up, and to ensure that all hard-working people are able to climb ladders of opportunity and reach for the American dream. It's time to raise the national minimum wage, so that no one working a full-time job has to live in poverty. It's time to update our workplace policies to reflect the realities of the 21st century labor force and to support modern working families. It's time to continue our nation's long commitment to supporting unemployed workers by extending emergency unemployment compensation."

Perez concluded, "This Labor Day, let's remember that hard-working men and women are the backbone of our country, and let's redouble our efforts to uphold our nation's great promise to them: that if you work hard and play by the rules, you can make it in America."



Vice President Biden greets union members in Detroit on Labor Day.

APT Vessel Construction Starts at NASSCO

5 Jones Act Tankers Slated for Delivery Beginning in 2015

A ceremonial steel-cutting ceremony in San Diego signaled upcoming job opportunities for Seafarers.

On Sept. 12, personnel from General Dynamics NASSCO – a union shipyard – and San Diego Mayor Kevin Faulconer marked the start of construction of five American Petroleum Tankers (APT) vessels. Those ships, as previously reported, will be managed by Seafarers-contracted Crowley Maritime.

General Dynamics NASSCO executives and the mayor were joined by representatives from Kinder Morgan Energy Partners (an APT affiliate) and APT President Rob Kurz.

“Today’s start-of-construction ceremony signifies our ongoing relationship with American Petroleum Tankers. NASSCO is pleased to continue our commitment as good environmental stewards by building the most energy-efficient tankers in the Jones Act fleet and in helping to sustain and grow highly skilled jobs right here in San Diego,” said Kevin Graney, vice president and general manager of General Dynamics NASSCO. According to a NASSCO announcement, the new-build agreement calls for

the design and construction of “50,000 deadweight ton, LNG-conversion-ready product carriers with a 330,000 barrel cargo capacity. The 610-foot-long tankers are a new ‘ECO’ design, offering improved fuel efficiency, and include the latest environmental protection features, including a ballast water treatment system.”

Along with other existing orders, the APT contract is expected to not only help sustain the shipyard’s current work force of more than 3,000 but also add roughly 500 jobs.

“This is a great opportunity to create hundreds of jobs in our burgeoning blue-tech industry,” Faulconer said. “By adding these good-paying jobs, NASSCO expands its role as a pillar of San Diego’s defense and innovation economies.”

Deliveries of the Crowley-managed tankers are slated to start in the fourth quarter of 2015 and continue through 2016. The ships were designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea. They will have dual-fuel-capable auxiliary engines and the ability to accommodate future installation of an LNG fuel-gas system.



San Diego Mayor Kevin Faulconer poses with shipyard employees at the ceremony. (Photo courtesy General Dynamics NASSCO)

“We are very pleased to get the construction phase of this exciting project underway and appreciate the commitment of our customers, which facilitated this fleet

expansion through their long-term charter support,” said Kurz. “We look forward to taking delivery of these state-of-the-art vessels.”

New Ship Marjorie C Launched

Jones Act ‘ConRo’ will Offer Service Between West Coast, Hawaii

New SIU jobs are on the way following the recent launch of Pasha Hawaii’s *MV Marjorie C*, the largest ship ever constructed at VT Halter Marine, Inc. in Pascagoula, Mississippi.

The 692-foot-long vessel, a combination container/roll-on/roll-off (ConRo) ship, is slated to enter the Jones Act trade by year’s end. Operated for Pasha by Tote Services, Inc., it will offer service between Hawaii and the West Coast along with its SIU-crewed sister ship, the *Jean Anne*, which began sailing in 2005.

“Although our industry faces no shortage of challenges, domestic shipping and domestic shipbuilding are going strong,” stated SIU Vice President Contracts George Tricker. “The *Marjorie C* reflects confidence in the Jones Act, in our crews and shipbuilders, and best of all it means new job opportunities for Seafarers.”

The Jones Act is a critical foundation of the U.S. maritime industry – one that has always enjoyed strong bipartisan backing. Enacted almost a century ago, it requires that cargo moving between domestic ports be carried on vessels that are crewed, built, flagged and owned American.

Detailed studies have proven that the Jones Act helps sustain nearly 500,000 American jobs while pumping billions of dollars each

year into the U.S. economy. It also plays a key role in national security, in part by helping maintain a reliable pool of well-trained, U.S.-citizen mariners as well as a solid American shipbuilding capability.

According to the shipbuilder, the *Marjorie C* “has the ability to carry 1,500 TEUs, above and under deck, as well as vehicles and [oversized] cargoes on 10 workable decks.” It has a shipping capacity of 2,750 units, and its design “incorporates the highest level of operating efficiencies as well as reduced environmental impacts.”

When the ship was launched Aug. 8, Pasha Hawaii President and CEO George Pasha IV said, “Launching *Marjorie C* is a huge and exciting milestone for us. We’re thankful for the many hard-working people involved in her creation, and, while we’re quite eager to get her into service, our immediate focus will be on testing and commissioning her systems.”

Bill Skinner, CEO of the shipbuilder, said, “This is a great accomplishment for VT Halter Marine. We are very much appreciative of this opportunity to build such a magnificent ship for such a great company as Pasha Hawaii.”

The *Marjorie C* has a beam of 106 feet and can sail at 21.5 knots. It has a crane capacity of 40 metric tons.



The new Pasha Hawaii vessel *Marjorie C* is launched at VT Halter Marine. (Photo by Rick Helf)

OPM Announces 2014 ‘Open Season’ Dates for FEHB Program

Open season, the time of year that SIU CIVMARS and other federal workers make sure they have the appropriate health, dental or vision insurance coverage for themselves and their families under the Federal Employees Health Benefits (FEHB) Program, is rapidly approaching.

The U.S. Office of Personnel Management (OPM) recently announced the dates for the 2014 FEHB Open Season will be from November 10, 2014 through December 8, 2014.

During this period, CIVMARS can take the following actions regarding the Federal Flexible Spending Account Program (FSAFEDS), Federal Employees Dental and Vision Insurance Program (FEDVIP), and the FEHB Program:

- Enroll in a flexible spending account – a health care and/or dependent care account, under the FSAFEDS Program. Unlike with other programs, employees must reenroll in FSAFEDS each year to participate. Enrollments do not carry over from year to year. Important note: The maximum annual election for a Health Care Flexible Spending Account and the Limited Expense Health Care Flexible Spending Account is \$2,500 for the 2015 Benefit Period. The maximum annual election for a Dependent Care Flexible Spending Account is \$5,000 for the 2015 Benefit Period. The minimum election for the flexible spending accounts has changed from \$250 to \$100 for the 2015 Benefit Period.

- Enroll in, change, or cancel an existing enrollment in a dental plan under the FEDVIP Program.

- Enroll in, change, or cancel an existing enrollment in a vision plan under the FEDVIP Program, and

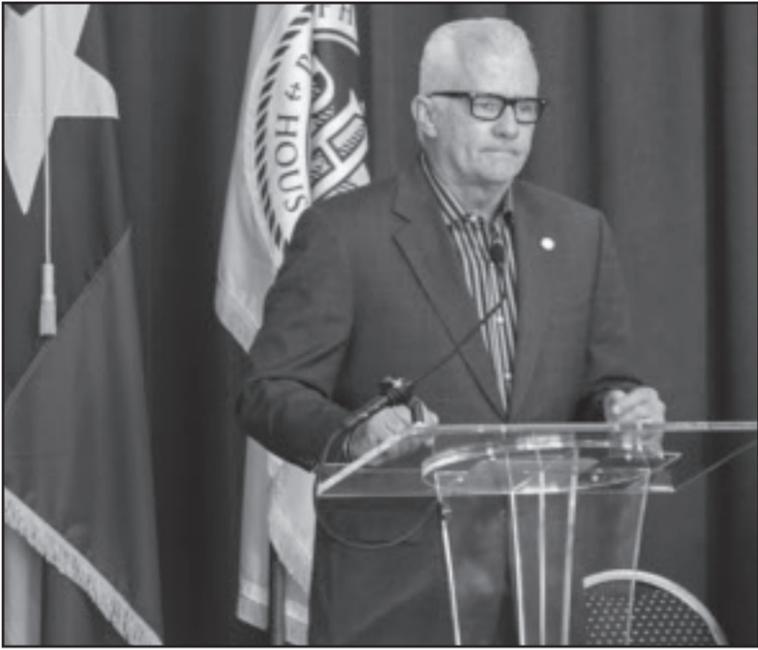
- Enroll in, change, or cancel an existing enrollment in a health plan under the FEHB Program.

OPM also stated it will post FEHB and FEDVIP premium rates for 2015 sometime in October 2014. CIVMARS will be able to find specific Federal Benefits Open Season information on the OPM website (<http://www.opm.gov/insure>) by the first week in November.

In a related matter, the implementation of the Affordable Care Act (also known as Obamacare) generally has sparked some level of anxiety among insured Americans. Despite these concerns, OPM said the ground rules for FEHB coverage remain largely unaffected for eligible federal employees, retirees and dependents. The main effects of the law on the FEHB are provisions that allowed OPM to expand FEHB eligibility and offer additional consumer protections.

Among those, OPM extended family member coverage beginning in 2011 to offer coverage under a parent’s FEHB plan to adult children up to age 26, just as non-FEHB plans were required to do. During that same year, FEHB plans were required to begin to fully cover, with no enrollee co-pay, preventive health services such as childhood immunizations, cancer screenings and tobacco cessation services. Under the act, OPM also required all FEHB plans to eliminate annual and lifetime limits on essential health benefits beginning with the 2013 contract year.

OPM also pointed out that while already launched ACA-mandated health insurance marketplaces provide individuals and small employers a central place to obtain coverage, they do not have any effect on FEHB enrollees.



SIU VP Gulf Coast Dean Corgey, who serves on the Port of Houston Authority Commission, welcomes attendees.



The union and its affiliated school were well-represented by (from left) Manpower Director Bart Rogers, Patrolman Joe Zavala, Asst. VP Jim McGee, VP Dean Corgey and AB Patrick Hewitt, a military veteran.

Union Backs ‘Military to Maritime’ Event

Houston Gathering Aims To Help Veterans Find Jobs

SIU officials, including Vice President Gulf Coast Dean Corgey, Assistant Vice President Jim McGee, Manpower Director Bart Rogers and Patrolman Joe Zavala, took part in a well-attended recruiting event Sept. 3 in Houston designed to help military veterans find maritime jobs.

Sponsored by the key coalition American Maritime Partnership (AMP), to which the SIU is affiliated, and hosted by the Port of Houston, the “Military to Maritime” event was the third such gathering this year. Previous meetings took place in Puerto Rico and Jacksonville, Florida.

More than 400 veterans attended the Houston career fair, which received substantial press coverage both locally and on cable television network CNBC. The SIU and its affiliated Paul Hall Center for Maritime Training and Education (which offers a program for veterans) were featured in related news articles and on CNBC, which conducted interviews at the school in Piney Point, Md.

AMP described the Military to Maritime series as “part of a national program to help connect the nation’s servicemen and women with jobs in the American maritime industry that support families and build communities. The domestic maritime industry’s goal is to provide the more than 720,000 servicemen and women out of work with an opportunity to maximize their professional strengths.”

Participants in Houston had the opportunity to meet with recruiters, human resources staff and other representatives from more than 50 organizations, including SIU-contracted companies. They attended seminars on marine licensing and transition, took vessel tours, and visited with crew members and industry personnel who are veterans and who have made the transition to the maritime industry.

While the event’s main purpose was helping vet-



More than 400 veterans (photo above) attended the career information day. The event helped generate related coverage on CNBC, including this interview (photo at right) with Martin McDonald, an apprentice at the SIU-affiliated Paul Hall Center.

erans find maritime jobs, the publicity also underscored the industry’s importance to Texas and to America’s overall economic and national security. The domestic maritime industry alone, for example, supports almost 500,000 U.S. jobs across the country and has an annual economic impact of nearly \$100 billion. Additionally, according to AMP, Texas ranks third among all states with more than 39,000 domestic maritime industry jobs – employment that accounts for an annual \$7.8 billion contribution to the state’s economy.



SIU’s Houston Hall Move Postponed for one Month

The union’s temporary relocation from the current hall on Pierce Street in Houston to the Communications Workers of America (CWA) Local 6222 building a few blocks away has been bumped back to October 20, a Monday. The SIU’s last day operating at the Pierce Street facility will be Friday, October 17.

As previously reported, the CWA building is located at 1730 Jefferson Street. The SIU estimates we’ll share space in that building for approximately one year. The SIU is in the process of acquiring new property where a permanent hall will be constructed.

While at the CWA hall, the SIU’s phone and fax numbers will be the same as before: phone (713) 659-5152, fax (713) 650-8629.

Notice/Reminder

Drug Screen Results and Medical Certificates

As reported at the September membership meetings, and as Seafarers know, part of the process for renewing documents with the U.S. Coast Guard involves attaching a copy of the mariner’s CG 719P testing report, which indicates his or her drug screen results. Alternatively, a letter from the mariner’s employer (on company letterhead) may be used instead of the form if the mariner is covered under the random exception rules.

In order to obtain the test re-

sults, a mariner first must obtain an MRO Report Release Form. This release form is available at all SIU halls as well as through the union’s medical department and via the member portal on the SIU website.

The form may be faxed or emailed to a mariner for completion. Seafarers are reminded to make sure the form is complete and legible. Once completed, the form may be faxed to the MRO at (215) 637-7944 or emailed to them at bmarion@userservices.com. The MRO will

mail, fax or email the results to the individual mariner for inclusion with his or her renewal documents.

Seafarers needing assistance are encouraged to contact the medical department via email at shbpmmedical@seafarers.org or by phone at (301) 994-0010, extension 5264. Additionally, if a member has received a medical certificate that has been issued by the Coast Guard, please bring it to an SIU hall so it may be scanned and added to your other documentation.

House Hearing Examines State of Merchant Marine

Reps. Hunter, Garamendi Reiterate Support for U.S.-Flag Fleet, American Mariners

The conclusion drawn from a Sept. 10 hearing in the House of Representatives on the state of the U.S. Merchant Marine was crystal clear: America must maintain a strong U.S.-flag fleet and a sizable pool of U.S. mariners.

The SIU weighed in at the hearing – conducted by U.S. Rep. Duncan Hunter (R-California), chairman of the Subcommittee on the Coast Guard and Maritime Transportation – through joint testimony presented by Don Marcus, president of the International Organization of Masters, Mates and Pilots. Also signatory to that testimony were the American Maritime Officers, Marine Engineers' Beneficial Association, Sailors' Union of the Pacific, and Marine Firemen's Union.

Three others testified: Mark Tabbutt, chairman, Saltchuk Resources; Niels Johnsen, chairman/CEO, International Shipholding Corporation; and Matthew Paxton, president, Shipbuilders Council of America. U.S. Rep. John Garamendi (D-California), ranking member of the subcommittee, also spoke up in support of American mariners and the U.S.-flag industry.

Hunter described the hearing's purpose as "to review issues impacting the U.S. Merchant Marine, the important role it plays in our economy and national security, and ways we can work together to strengthen and expand the merchant marine."

He called the hearing to order with statistics highlighting the need for action.

"Unfortunately, over the last 35 years, the number of U.S.-flagged vessels sailing in the international trade has dropped from 850 to less than 90," Hunter stated. "Less than two percent of the world's tonnage now moves on U.S.-flagged vessels. In the same period, we have lost over 300 shipyards and thousands of jobs for American mariners. For the sake of our national and economic security, we need to reverse this trend."

Garamendi described some of the successes and ongoing challenges in the industry.

"We have successfully fought off ill-advised waivers of the Jones Act, we have rallied and beaten back some of the worst proposals to rewrite our cargo preference laws," he said. "We've also succeeded in reauthorizing and fully funding the Maritime Security Program, to insure that the Pentagon retains the sealift capability it needs to move our military quickly, efficiently and securely."

He continued, "We need to recapitalize our Ready Reserve Fleet, to modernize our sealift vessels and provide new job opportunities for our shipyards. We need to better utilize existing financial assistance programs, such as Title XI (the shipbuilding loan guarantee program) to again demonstrate that the federal government is a willing partner in the maritime industry. We should note that our

competitors around the world are giving significant support for their maritime industry. And, perhaps most important, we must take advantage of the recent emergence of a U.S. LNG export trade, to insure that the export of this strategic national resource does not merely increase the profits of the energy exporters, but also directly benefits our merchant marine and the expansion of our domestic shipbuilding industry."

Tabbutt, who was testifying on behalf of the American Maritime Partnership (AMP), was the first witness to speak. He described the importance of the Jones Act when it comes to jobs and the economy.

"My testimony today comes on behalf of the American domestic maritime industry – that is, the shipping industry that operates exclusively within the United States," he said. "I am happy to report that this industry is experiencing an extraordinary renaissance. The largest sector of our domestic marine transportation industry supports our energy infrastructure with the movement of crude, refined petroleum products, and chemicals. This sector has seen dramatic growth as a result of the shale oil revolution. This is driving record levels of new vessel construction orders and deliveries, and the order books at major American shipyards are filling fast."

"It is a very good time to be part of the American domestic maritime industry," he added. "Our industry's contributions to America's economic, national, and homeland security have never been more important and are expanding every day."

Johnsen, who testified on behalf of USA Maritime, asked the subcommittee, "Do we want to have a robust United States-flag merchant marine sufficient in size and capability to support our national and economic security for the rest of this century and beyond? USA Maritime strongly believes that the only answer to this question is yes."

Johnsen then talked about a program that is essential to U.S. mariners: the Maritime Security Program, or MSP.

"A strong, fully funded Maritime Security Program must be a key component of any future maritime policy," he said. "MSP provides a privately owned, U.S.-flag fleet of 60 militarily useful commercial vessels to support the sustainment of U.S. forces throughout the world. Under

this program, U.S. carriers commit their vessels and their global logistics networks of ports, rail, trucking and infrastructure to support American troops and to maintain America's readiness."

He concluded, "Our industry is in the midst of a perfect storm: dwindling military cargoes, a precipitous drop in food aid cargoes, escalating cost and regulations ... and intense, low-cost foreign competition. A national maritime strategy, that addresses these issues in a comprehensive way, must be developed immediately."

Marcus echoed those sentiments when he said, "We are seeing significant reductions in the amounts of Defense and non-Defense government cargoes available to U.S.-flag vessels. As a result, U.S.-flag vessel operators face significant economic and competitive disadvantages which have resulted in a decline in the share of U.S.-foreign trade carried by privately owned U.S.-flag commercial vessels, a decrease in the number of vessels operating under the U.S.-flag in the foreign trades, and a loss of employment opportunities for American Merchant Mariners."

Marcus asked Congress to work with the U.S. Maritime Administration to promote and defend American-flag shipping, and he also urged the restoration of previously longstanding percentages of government cargoes reserved for U.S.-flag ships.

Paxton detailed how the shipbuilding industry is an important contributor to the American labor force and economy.

"Shipyards have a big impact on their local communities and the country at large," he said. "With over 300 facilities located in 27 states, and a supplier base that can be found in all 435 Congressional districts, each direct job leads to another 2.7 jobs nationally."

Additionally, he explained that defending the Jones Act is just as important to shipbuilding as it is to shipping.

"Commercial vessel construction represents billions of dollars in investments each year, underscoring the importance of maintaining the Jones Act, a law SCA cares deeply about," he noted. "Each dollar invested in new commercial vessel construction is done so with the understanding that the Jones Act is the law of the land, so it is absolutely critical that any attempts to undermine the law are not entertained, which includes unnecessary waivers."

Alaska AFL-CIO Backs Jones Act

America's domestic maritime industry received a boost Aug. 24 when delegates to the Alaska State AFL-CIO convention in Fairbanks unanimously passed a resolution supporting the Jones Act.

The SIU submitted the resolution backing the nation's freight cabotage law, which requires that cargo moving between U.S. ports be carried on vessels that are flagged, built, crewed and owned American. SIU Vice President West Coast Nick Marrone and SIU Port Agent Tracey Mayhew attended the convention.

In adopting the resolution, the Alaska AFL-CIO said it will defend the Jones Act against attempts to repeal or infringe upon the law in any way, including attempts by politicians to grant exemptions to the act.

"The Jones Act is the lifeblood of the American maritime industry and a vital tool in protecting the nation's economic and national security," the resolution began. "For Alaskans it represents national 'local hire' law that regional maritime employers and unions have recognized as a critical pathway for Alaskans to find worthy employment. For nearly two decades, our state has been the beneficiary of distinct workforce initiatives, including youth, displaced fishermen, shipyard, Native, and veteran training and placement programs, to assure maritime employment in domestic waters and in the U.S.-flag fleet on the high seas is available to all Alaskans."

Those initiatives have included an avenue for Alaskans to the apprentice program at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Registered with the U.S. Department of Labor, the apprentice program helps provide crews for several SIU-contracted companies whose vessels call on Alaskan ports, including Horizon Lines, TOTE Services, Seabulk, and Alaska Tanker Company.

The resolution continued, "As highlighted in a recent study conducted by PricewaterhouseCoopers, Alaska ranks third in the nation in maritime jobs per capita. The study showed that Alaska's maritime industry contributes more than \$1 billion to the state's economy every year and sustains \$344 million in wages. Alaska's shipyard industry also plays an important role in the state's economy by providing more than \$108 million in annual economic impact, sustaining more than 1,100 associated jobs, and supporting \$63.9 million in worker income in Alaska."

The Alaska AFL-CIO's public support of the Jones

Promoting the Jones Act In Santurce, Puerto Rico

SIU Port Agent Amancio Crespo (right) and MM&P Representative Eduardo Iglesias (left) met with the Hon. Hector Torres on Aug. 21 to discuss the importance of the Jones Act for residents of Puerto Rico. Torres is a member of the Puerto Rico House of Representatives. During the meeting, Crespo stressed how the Jones Act benefits the commonwealth's economy, in part by helping sustain family-wage jobs.



Pictured at the convention are (from left) SIU Port Agent Tracey Mayhew, AFL-CIO President Richard Trumka and SIU VP West Coast Nick Marrone.

Act comes at a critical time. On Aug. 22, James "Duke" Aiona, the Republican candidate for governor of Hawaii, announced he would be seeking the support of Alaskan officials, as well as officials from Guam and Puerto Rico, in urging Congress to grant Jones Act exemptions to those states and territories. Aiona is specifically targeting the provision requiring that ships moving goods between U.S. ports be American-made.

Meanwhile, former Honolulu Mayor Mufi Hannemann, the Hawaii Independent Party candidate for governor, said he has supported the Jones Act because it helps protect American jobs and preserve national security by ensuring the U.S. has a capable domestic shipping fleet.

The importance of preserving the Jones Act is summarized at the conclusion of the resolution: "Time and time again the U.S. government has called on the nation's merchant mariners to support their country in times of war or crisis and those mariners have answered that call without fail. Not having such a cadre of well-trained, loyal U.S. mariners would be dangerous and potentially disastrous in times of crisis."



Cape Ray steward department members (from left) SA Kevin Arroyo, Chief Cook Alba Ayala, SA Cornelius Taylor and SA Sheneisha Thompson take a break from their duties just prior to their welcome home/awards ceremony Sept. 19 in Portsmouth, Virginia.



AB Timothy Squire (center) is joined in the Cape Ray crew mess by U.S. Air Force Staff Sergeants Adam Maynard (left) and Jonathan Blank. Both are assigned to MacDill AFB, Florida and assisted the vessel with communications during the mission.

Cape Ray Returns to Hero's Welcome

SIU-Crewed Vessel Completes Unprecedented Mission

The SIU-crewed *MV Cape Ray* returned to its home port in Portsmouth, Virginia, Sept. 17 at the conclusion of its successful mission of neutralizing and destroying Syrian chemical weapons in the Mediterranean Sea. The Keystone-operated ship departed Hampton Roads Jan. 27 after the United Nations approved it as a chemical weapons destruction facility.

The 36 civilian mariners and 60 U.S. Army chemical weapons specialists aboard the vessel arrived home to well-deserved fanfare which included a welcoming and formal awards ceremony Sept. 19 at the General Dynamics, Earl Industries shipyard in Portsmouth. It was attended by high-ranking officials from the union, the U.S. Department of Transportation (DOT) and the U.S. Military.

Participating in the official ceremony were: U.S. Maritime Administrator Paul "Chip" Jaenichen; Rear Adm. David Baucum, U.S. Transportation Command; Ms. Shari Durand, executive director, Defense Threat Reduction Agency; Maj. Gen. Jay Santee (USAF, Ret.), former deputy director, Defense Threat Reduction Agency; and Carmen J. Spencer, joint program executive officer, Chemical and Biological Defense. SIU Vice President Contracts George Tricker and Norfolk Port Agent George Kenny represented the SIU.

Also in attendance were Donald Kurz, president, Keystone Shipping Co. and its affiliates have been proud partners of the United States government for more than 90 years," he said. "During times of war and peace, during missions of mercy and rescue, Keystone has always answered the call to serve.

"The Maritime Administration is proud to welcome home the U.S. Merchant

Marine crew of the *MV Cape Ray*," said Jaenichen, who served as the event's keynote speaker. "Thanks to dedicated U.S. mariners like those we honor today, people around the world continue to see the American flag as a symbol of hope.

"This vessel and her crew show that MARAD's fleet of Ready Reserve ships stands ready to support the nation's armed forces and most importantly, national and economic security," he told those in attendance.

"On behalf of President Obama and Secretary Anthony Foxx, I'd like to thank you for continuing the U.S. Merchant Marine's proud legacy of service and sacrifice for our freedom and our prosperity," he said to members of the *Cape Ray* crew. "You accomplished unprecedented work supporting the absolute neutralization of the most dangerous chemicals weapons prepared in Syria's chemical weapons stockpile.

"Your achievements are unparalleled and your remarkable contributions ensure that the chemical weapons arsenal cannot be used against the Syrian people," Jaenichen concluded. "Thank you for a job well done.... The people in that part of the world are certainly indebted to you."

Keystone President Kurz also spoke to those present.

"Keystone Shipping Co. and its affiliates have been proud partners of the United States government for more than 90 years," he said. "During times of war and peace, during missions of mercy and rescue, Keystone has always answered the call to serve.

"I could not be more proud of the crew

Continued on Page 14



GVA Alexander Rodriguez (left) and AB Walter Ott



SIU VP Contracts George Tricker (left) and U.S. Maritime Administrator Paul "Chip" Jaenichen



Norfolk Port Agent George Kenny and Rear Adm. Mark Buzby (U.S. Navy, Ret.), former commander, Military Sealift Command

Ex-Im Charter Gets Extended to June 2015

Supporters of the U.S. Export-Import Bank (Ex-Im), including the SIU, got mixed news last month as the bank's charter was extended by only nine months.

The extension was included as part of a spending bill which prevented a government shutdown.

Following the Sept. 18 vote in Congress, Senator Tim Kaine (D-Virginia) echoed the views of many other Ex-Im backers when he said, "This is a short-term fix to a long-term issue that leaves the future of the bank in grave danger and lessens certainty for businesses – large and small – who depend on the bank to help them do business around the world. For more than 80 years, the Ex-Im Bank has helped companies across the country increase exports and create jobs. In the com-

ing months, I will continue to make the case to my colleagues that a failure to pass a long-term reauthorization of Ex-Im would be a mistake that puts U.S. companies at a huge disadvantage against foreign competitors."

As previously reported, Ex-Im is a time-tested program and an important source of American jobs, including shipboard jobs. It doesn't cost taxpayers a cent.

Following last month's vote, Ex-Im Bank President Fred Hochberg said a long-term extension makes sense for the country.

"Businesses don't pursue overseas sales, invest in their operations, or hire new employees on a month-to-month basis," he stated.

Former U.S. Trade Representative Ron Kirk said if a years-long reauthorization isn't passed next year, "it would be purely because some people are playing partisan politics. You would see an immediate blow to exports."

The Export-Import Bank was created in 1934 to promote the sale of American-made goods overseas. When

it was chartered, President Franklin D. Roosevelt called for the bank to "aid in financing and to facilitate exports and imports and the exchange" of goods between the U.S. and the world during a period of economic distress.

As noted on its website, the bank continues to operate under those goals supporting U.S. manufacturers and exporters in times of economic crisis when limitations on commercial credit arise. It makes and guarantees loans in addition to offering credit insurance to fund American exports.

The Obama administration favors a five-year reauthorization with a gradual increase of the bank's lending limit from the current \$140 billion to \$160 billion.

Earlier this year, SIU President Michael Sacco said in a letter to Congress, "The Export-Import Bank is a valued source for decent American jobs within the U.S.-flag merchant fleet. Cargo generated by Ex-Im Bank funding must be transported aboard U.S.-flag vessels. This means tens of thousands of jobs for American citizens throughout the country."

Starlight Marine Crews Approve 5-Year Contract

SIU boatmen employed by Starlight Marine on the West Coast recently ratified a new five-year contract that calls for annual wage increases and other gains.

The agreement covers approximately 30 Seafarers who work aboard six harbor towing boats in San Francisco and the Puget Sound area.

"Both sides negotiated in good faith to achieve a fair and sustainable contract," said SIU Assistant Vice President Nick Celona. "This was a very detailed series of negotiations throughout the month of July. We want Starlight Marine to continue to grow and be more and more profitable so we can grow and be profitable with them."

Celona served on the SIU negotiating team along with Vice President West Coast Nick Marrone and members **Bryan Wynn and Mike Limon.**

"The final vote was overwhelmingly supportive," Celona added. "I think the contract is something everyone can be proud of, and the company deserves credit for showing respect and appreciation for the members throughout the negotiations."

In addition to the wage gains, the contract boosts reimbursement rates for transportation, maintains benefits under the Seafarers Pension Plan, and improves certain work rules. It also contains provisions



SIU Asst. VP Nick Celona (third from left in photo at left) is pictured with some of the Starlight Marine boatmen covered by the new contract. Standing left to right are Chris Badouin, Jacob Laprade, Celona, Andrew Jebanathan, Frank Dignon, Eric Vuoso, Matt Fike, Bryan Wynn and Mike Johnson. Seafarer Mohamed Allali (right in photo above) receives his full union book and is congratulated by Celona.

that should limit any increases in out-of-pocket expenses for health benefits.

According to the company, which is a subsidiary of Harley Marine, "Star-

light vessels are fitted with the latest in deck gear, electronics, and navigation equipment to meet federal and state regulatory standards and to meet or exceed the industry standards of the

American Waterways Operators Responsible Carrier Program. Starlight's professional operators and deck crews are among the finest and most experienced...."

SIU Stalwart Bill Eglinton Dies at 63

Former Instructor Helped Mariners in Piney Point, Around the World

Friends and colleagues could be forgiven if they didn't realize Bill Eglinton retired seven years ago.

Like some others who've devoted their working lives to the maritime industry, Eglinton largely remained on the job even after officially retiring, in 2007. Following a long career at the SIU-affiliated Paul Hall Center in Piney Point, Maryland, he spent considerable time in recent years continuing service on key domestic and international maritime groups, where he protected mariners' rights. He still attended staff and membership meetings and other functions at the school, too.

Eglinton died unexpectedly on Sept. 16 in Baltimore, at age 63. To the surprise of no one who knew him, he was in the city for maritime meetings, representing both the SIU and the Paul Hall Center.

Eglinton's passing spurred emotional reactions throughout the SIU family, many of which manifested themselves on Facebook, where Bill was a regular contributor. Hundreds of posts (maybe more) from Seafarers, retirees, former members, families and friends recalled his pleasant and outgoing demeanor, effective work, and dedication to his family.

"Bill influenced just about everybody

who's sailing today," said SIU Secretary-Treasurer David Heindel. "He was always focused on the safety and welfare of seafarers and on helping them advance their skills. Internationally, he was always there to make sure the unlicensed guys had a voice. Bill always carried the SIU torch wherever he went, and he was just as important as anyone else in this organization."

"He was a big influence on me," Heindel added. "He was always very positive, and I had all the respect in the world for him because of the balance he had between work and family. This is a tremendous loss."

A native of Claremont, New Hampshire, Eglinton graduated from the Calhoun MEBA Engineering School in 1972 and later earned a bachelor's degree from the University of Maryland in 1983. He was an instructor at the Paul Hall Center (then known only as the Seafarers Harry Lundeberg School of Seamanship) from 1973-1980 and served as the school's director of training until 2007.

Beginning in 1991, he regularly served as a member of American delegations to the International Maritime Organization in London. He was appointed by the U.S. Department of Homeland Security to serve on the Coast

Guard's Maritime and Homeland Security task group.

A retired member of the U.S. Naval Reserves, Eglinton also continued serving on working groups with the International Transport Workers' Federation (ITF) and the Coast Guard's National Maritime Security Advisory Committee and (separately) Merchant Marine Personnel Advisory Committee (MERPAC), among other endeavors. The week before his death, he was honored for 20 years of service with MERPAC, including time as its chairman.

Paul Hall Center Vice President Don Nolan said Eglinton played a major role in "building the foundation of the engine department here at the school. He was one of the original engine room instructors way back when, and he actually built the first engine room simulator here."

Nolan also recalled Eglinton's "great attitude and dedication. I have nothing but good things to say about Bill. His work with the IMO and MERPAC and all those other acronyms was also very important to us, and his commitment was incredible. I'd never heard of anybody having to give up their seat after 20 years because of time served, but that's what just happened at MERPAC. It's a tribute to Bill's work ethic and how much he cared about mariners."

Like Nolan and Heindel, SIU Manpower Director Bart Rogers, based in Piney Point, worked with Eglinton for decades.

"He was a kind man," Rogers recalled. "He gave his whole life to the school and the union — he really did. I was at MERPAC with him last week and it was a reminder of how revered and respected he was in those circles. The admirals would turn to him for help."

J.C. Wiegman, Eglinton's successor as director of training in Piney Point, stated, "I worked with Bill for over 25 years and he was a unique individual who wore many hats, including as a member of the U.S. delegation to the IMO. He was abreast of all the changes that occurred with the STCW convention, and he was truly dedicated to the training of mariners. Bill always gave me information ahead of time so we could stay ahead of the (maritime) conventions. He was the pipeline for the issues that were being presented. I will miss him."

Those most familiar with Eglinton's work at the school rattled off long lists of his accomplishments in Piney Point. For instance,



Bill Eglinton proudly displays a certificate honoring his 20 years of service on a key Coast Guard advisory committee. The photo was taken less than a week before his passing.

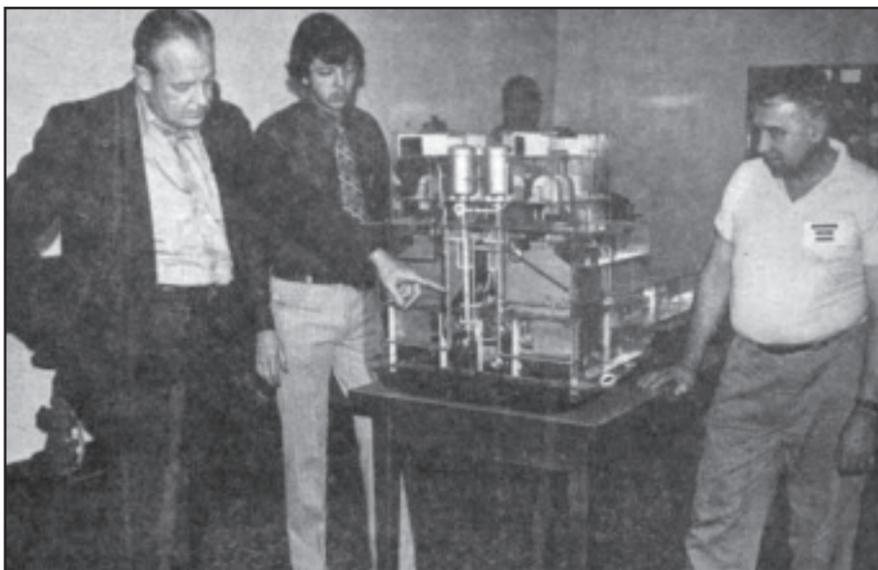
he played a vital role in the school obtaining degree-granting status (associate's degrees in nautical science and marine engineering, respectively). He also developed or assisted in putting together the center's curriculums for LNG ships, welding, refrigeration, diesel and third assistant engineer, among others.

More broadly, Eglinton proved invaluable to the school and the SIU as the STCW convention profoundly changed training requirements for U.S. mariners, first with the 1995 amendments and, currently, under the Manila amendments that are still being implemented.

In that vein, Heindel pointed out it was Eglinton who primarily developed the union's training record book (TRB) in the mid-1990s, "which continues to serve our Seafarers very well." It became a model for other organizations and an important tool to help members document skills as the industry gradually placed less emphasis on traditional Coast Guard testing and more on practical demonstrations.

For his part, Eglinton remained a teacher at heart. When he retired, he said, "My most cherished memories are from teaching. I truly loved it. Watching students suddenly get that 'Bingo! I got it!' look on their faces cannot be replaced by any other line of work."

Survivors include his wife, Sharon; three children; seven grandchildren and a sister.



Eglinton (center) meets with Seafarers in Piney Point in 1973, his first year as an instructor there.

At Sea And Ashore With the SIU #1



A-BOOK FOR CHIEF COOK – Chief Cook Ekedra Turner (left) receives her A-seniority book during the August membership meeting at the union hall in Mobile, Alabama. Presenting the book is Port Agent Jimmy White.



SIU FAMILY MEMORIES – Retired Bosun Victor Carbone Jimenez (left) shows an old photo to Port Agent Amancio Crespo at the hall in San Juan, P.R. The snapshot includes the bosun's father, the late Victor Carbone, who also sailed SIU.



DIPLOMA EARNED IN PINEY POINT – Apprentice Loren Arriola (third from left) received his high school diploma during the July membership meeting at the union-affiliated Paul Hall Center for Maritime Training and Education. Arriola earned the credential through the school's longstanding program. Joining him to celebrate his achievement were (from left) SIU Secretary-Treasurer David Heindel, VP Atlantic Coast Joseph Soresi, VP Contracts George Tricker, SIU President Michael Sacco and SIU Executive VP Augie Tellez.



LABOR DAY CELEBRATION – The SIU had a typically strong turnout for the annual Labor Day parade in Wilmington, California. Participants (many of them pictured here) included GUDE Ahmed Ahmed, DEU Sara Barahona, ACU Jeffrey Cesvet, AB Michael Chang, AB Rey Chang, Chief Cook Dhindo Faulve, AB Jason Greene, AB Valerie Russo, Chief Cook Rudy Santos, Recertified Bosun Lezlie Vehikite, OS Enrique Velez, Port Agent Jeff Turkus and his daughter, and Safety Director Roosevelt Osborne.



ABOARD OVERSEAS CHINOOK – These photos from OSG's *Overseas Chinook* were taken in Port Arthur, Texas. Pictured (photo at top left, from left) are Recertified Bosun Donaldo Clotter and Steward/Baker Jack Hart, while the photo at immediate left shows Chief Cook Detrell Lambey and SA Gladiz David.

At Sea And Ashore With the SIU #1



SCENES FROM HOUSTON HALL – Seafarers and officials gather for a photo after the August membership meeting (photo above). Two longtime members recently picked up their first pension checks, respectively: AB Craig Pare (left in photo at far left with SIU VP Gulf Coast Dean Corgey) and AB/Tankerman Robert Bergmann (left in photo at immediate left with SIU Asst. VP Jim McGee).



HONORABLE TRIP – SIU and AMO mariners are pictured aboard the Crowley-operated *Honor* during a recent voyage, including (photo at left) OS Keith Carroll.



WITH CROWLEY BOATMEN – Among those pictured on the Crowley tug *Defender* in Jacksonville, Florida, are Captain Mike Morgan, Chief Mate Dan Bradberry, Chief Engineer Lazaro Dominguez, AB Ronnie Boatwright, AB Derrick Elijah, Second Mate Tracy Reed and Training Mate Ian MacInnis.



GOOD SHIPMATES – Seafarers Leslie Davis (left) and Larry Jolla have been sailing together off and on for 25 years, and they recently upgraded at the union-affiliated school in Piney Point, Maryland, where they took the chief steward course.



REMEMBRANCE IN OAKLAND – Members, officials and staff at the hall in Oakland, California, paused Aug. 20 to recognize what would have been the 100th birthday of the late SIU President Paul Hall, whose portrait is in the background.

Hawaii Port Council Hosts Annual Grassroots Gathering



U.S. Sen. Brian Schatz (left), SIU Port Agent Hazel Galbiso

SIU Supports Maritime Trades Department Event

With an eye on Election Day, SIU members, other trade unionists and pro-worker politicians gathered this summer in Honolulu for an annual barbeque hosted by the Hawaii Ports Maritime Council of the Maritime Trades Department (MTD), AFL-CIO. Local news crews also showed up for the popular event.

The MTD is a constitutionally mandated department of the AFL-CIO. It has 21 affiliate unions with

a collective membership of around 5 million. SIU President Michael Sacco also serves as president of the MTD; SIU Hawaii Port Agent Hazel Galbiso is the executive secretary-treasurer of the Hawaii Ports Maritime Council.

The photos on this page were taken during the cookout, which featured informal addresses by many of the political attendees, including members of the Honolulu City Council.



Among those pictured at the event are (standing, left) QEE Richard Huffman, (seated, left) Chief Cook Thomas Farrell and (center) Steward/Baker Marcus Rowe.



Retired SIU Port Agent Neil Dietz (left) is pictured with OMU Dale Graham (third from right) and Graham's family.



State Senate President Donna Kim



QEE Richard Wright (left) and AB Muthana Koraiash arrive at the event.



City Councilman Stanley Chang



SIU Port Agent Hazel Galbiso, SUP/Port Council member Mike Dirksen, State Rep./Congressional candidate Mark Takai, Port Council President Randy Swindell, Boilermaker/Port Council member Gary Aycock.



City Councilman Ron Menor, Port Council President Randy Swindell, State Rep. Aaron Johanson, State Rep. Ryan Yamane, LIUNA Rep./Port Council member Gino Soquena



U.S. Senator Brian Schatz (back row, third from left) is pictured with members and representatives from the International Union of Elevator Constructors

Canadian Cabotage Fight Gains Industry Support

The Canadian Maritime and Supply Chain Coalition, to which the SIU is affiliated, recently continued calling upon the Canadian government to provide full disclosure regarding the proposed Canadian-European Comprehensive Economic Trade Agreement (CETA), which was scheduled to be initiated by that country's prime minister and the European Union (EU) president in Ottawa late last month (after the *LOG* went to press).

In addition, the coalition has been joined in this fight by the Canadian Shipowners Association, which essentially is composed of the Canadian-flag merchant fleet.

"The secrecy and lack of transparency by Prime Minister Harper and his government is nothing short of contempt for the Canadian taxpayer," stated SIU of Canada President Jim Given, head of the coalition.

Portions of the CETA that had been acquired by the coalition could lead to the elimination of many Canadian-flag maritime jobs by opening cabotage policies to foreign-owned ships and crews as well as prohibiting U.S. companies from competing for Canadian dredging contracts.

Speaking for the coalition, Given noted the CETA should not take effect until it has been fully debated and consequently agreed upon by Canadian Parliament and EU Parliament members. The coalition demanded that a referendum be conducted so all Canadians can have a say about the pact. While the information seen so far deals with maritime, the coalition also is concerned that other



Surrounded by representatives from other Canadian maritime unions, SIU of Canada President Jim Given (center) launches the Canadian Maritime and Supply Chain Coalition to stop a so-called free trade agreement that would harm that nation's cabotage policies.

parts of the nation's transportation industries (air, rail and highway) could be affected if the CETA is implemented as is.

In announcing their support for the coalition, Robert Lewis-Manning, president of the Canadian Shipowners Association, said

his membership is concerned that the CETA may hurt the country's short sea shipping industry, its workers and its suppliers and shippers.

"It cannot be allowed to jeopardize the Canadian short sea shipping capacity that the domestic marine industry, labor and the government have collectively developed to meet Canada's unique domestic shipping challenges," said Lewis-Manning. "Our mariners possess unique local knowledge that ensures Canadian waters are safely transited, respected and protected. We need to ensure that these jobs remain in Canada."

Shortly after these announcements, the coalition received a written statement from Transport Canada (that nation's department of transportation) trying to reassure the domestic maritime industry that it would not be affected by the proposed pact.

In addition to the aforementioned groups, the coalition includes leaders from the Canadian union UNIFOR, the AFL-CIO Maritime Trades Department, International Longshoremen's Association, International Longshore and Warehouse Union, Alliance du St-Laurent, Canadian Union of Public Employees-Dockers, United Steelworkers, Canadian Labor Congress, Teamsters Canada, International Transport Workers' Federation, European Transport Workers' Federation, BC Ferry and Marine Workers Union, International Association of Machinists, and Maritime Union of Australia.

DOT: Marijuana Still Banned for Mariners

As previously reported, following 2012 ballot measures that saw voters in Colorado and Washington pass landmark referendums legalizing marijuana for recreational use, the U.S. Department of Transportation (DOT) issued a related compliance notice. That notice, which pertains to U.S. Merchant Mariners (and other workers in transportation fields) pointed out that the drug is still banned under federal law.

In part, the DOT communication reads: "We have had several inquiries about whether these state initiatives will have an impact upon the Department of Transportation's longstanding regulation about the use of marijuana by safety-sensitive transportation employees - pilots, school bus drivers, truck drivers, train engineers, subway operators, aircraft maintenance personnel, transit fire-armed security personnel, ship captains, and pipeline emergency response personnel, among others."

"We want to make it perfectly clear that the state initiatives will

have no bearing on the Department of Transportation's regulated drug testing program. The Department of Transportation's Drug and Alcohol Testing Regulation - 49 CFR Part 40 - does not authorize the use of Schedule I drugs, including marijuana, for any reason.

"Therefore, Medical Review Officers (MROs) will not verify a drug test as negative based upon learning that the employee used 'recreational marijuana' when states have passed 'recreational marijuana' initiatives.

"We also firmly reiterate that an MRO will not verify a drug test negative based upon information that a physician recommended that the employee use 'medical marijuana' when states have passed 'medical marijuana' initiatives.

"It is important to note that marijuana remains a drug listed in Schedule I of the Controlled Substances Act. It remains unacceptable for any safety-sensitive employee subject to drug testing under the Department of Transportation's drug testing regulations to use marijuana."

Seafarer Embraces Wellness

Editor's note: Steward department Seafarer Thommie Hampton recently submitted this piece, in the spirit of the union's Wellness on Watch program.

Wake-Up Call

Hello, fellow SIU members. My name is **Thommie Hampton** and I would like to share with you my ongoing journey down the road to better health.

In June of 2011, I was 47 years old and weighed 192 lbs. at a height of 5 feet, 6 inches. My diet consisted of foods high in fat, salt and sugar. I was tired all the time and started getting headaches on a weekly basis. My body was giving me signals that I steadfastly ignored.

Then one day I sneezed and the blood vessels in my eyes burst, turning them red. I rushed to the emergency room and was diagnosed with high blood pressure (216/119). My doctor put me on blood pressure medication and recommended I change my diet. He also recommended I lose weight as my blood sugar was high and I was headed towards Type 2 diabetes. My wake-up call had come in the form of a sneeze. It was time for a major change in my lifestyle.

The first order of business was to educate myself in nutrition and start an exercise program. My diet changed to fruits, vegetables and whole grains and lean protein. Exercising daily became a habit and a way of life for me. The hard work in the gym and the vigilance with my diet have paid off.

I have stayed a consistent weight of 167 lbs. and feel stronger, more energetic and confident to face any challenge that is ahead. So my SIU brothers and sisters, I implore you to let my story serve as a wake-

up call for each and every one of you. Be proactive and protect the most precious thing we all have: our health.



SIU member Thommie Hampton (left) and Seafarers Plans Administrator Maggie Bowen, pictured at the Paul Hall Center's salad bar, discuss the new wellness program.

NMC Issues Guidance on Merchant Marine Examinations

Editor's note: The following notice from the U.S. Coast Guard's National Maritime Center was posted in late August, after press time for the prior edition of the LOG. It states that a mariner seeking an original national endorsement or raise of grade based on training or service started before March 24, 2014 will be examined under the regulations in effect before that date unless he or she specifically requests to test for the endorsement under the final rule published by the Coast Guard on Dec. 24, 2013.

On March 24, 2014, the Final Rule (78 FR 77796) titled "Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements" became effective. This rule introduced changes

to the subject matter tables that form the basis of the Merchant Marine Credentialing Examinations. The National Maritime Center (NMC) has developed a new Deck and Engineering Guide for the Administration of Merchant Marine Examinations that implements those changes.

During the transition period defined in NVIC 02-14, Grandfathering and Transitional Provisions for Merchant Mariner Credentials, which provides for examination under the previous and current regulations, the NMC will maintain two Examination Guides and two sets of examination questions and illustrations to support mariners who are evaluated under the previous regulations and those who are evaluated under the new rule:

■ A mariner seeking endorsement based on training or service started before March 24, 2014, will be examined under the regulations

in effect before that date unless they have specifically requested examination for their endorsement under the Final Rule published by the Coast Guard on December 24, 2013, (78 FR 77796). Mariners examining under the previous regulations will be guided by the Guide for Administration of Merchant Marine Examinations (Deck & Engineering Guide), dated June 2011. (MCP-MA-NMC2-03 (09))

■ A mariner seeking endorsement based on training or service started on or after March 24, 2014, will be examined under the requirements of the Final Rule published by the Coast Guard on December 24, 2013, (78 FR 77796). Mariners being examined under these regulations will be guided by the Deck and Engineering Guide for the Administration of Merchant Marine Examinations, dated August 2014. (MCP-MA-NMC2-08 (01))

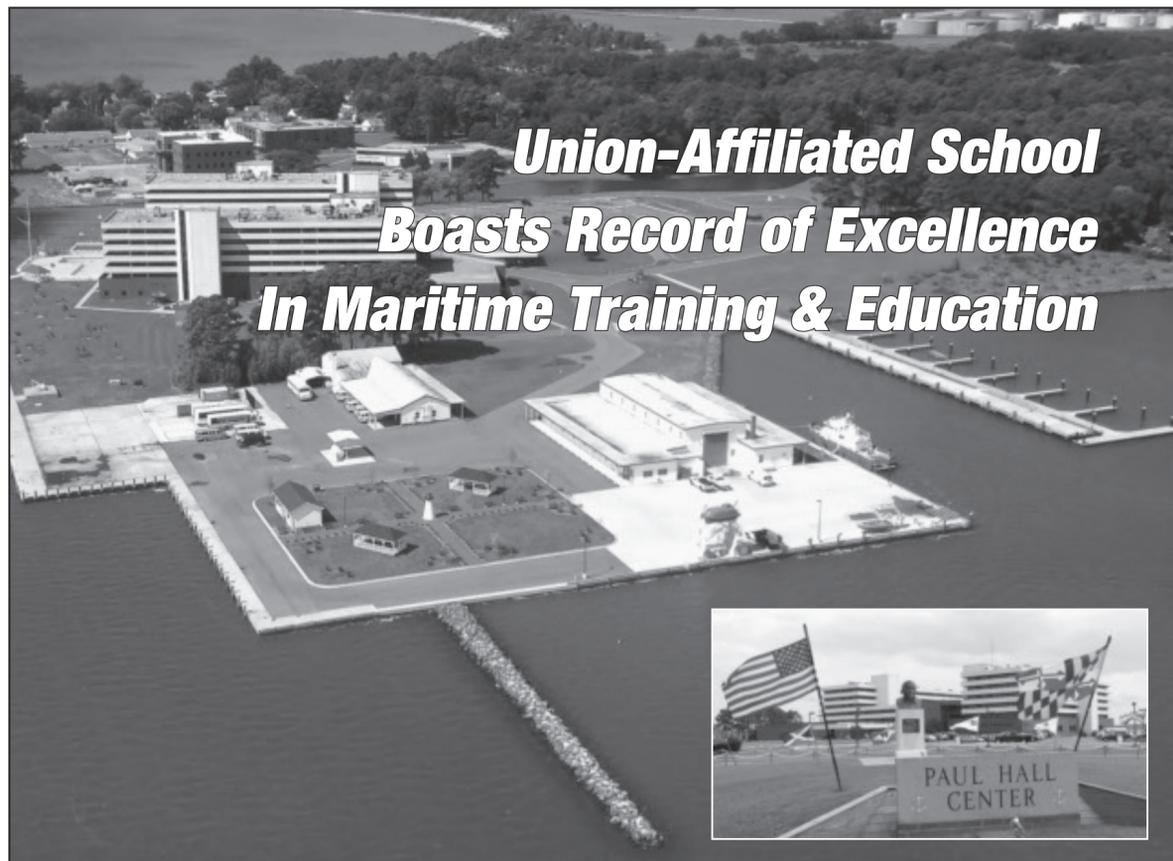
Deck and Engine examination questions

and non-copyrighted illustrations are available on the NMC website. These questions and illustrations will be separated based on whether testing under the previous regulation or under the current regulation. Additional information regarding the Examination Guide may be found on the NMC website.

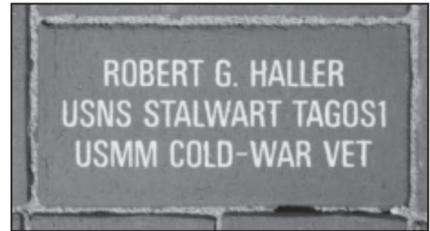
In order to maintain the examination system in place for those mariners testing under previous regulations until March 23, 2019, the NMC will be working to move those questions/modules into our new examination system. This will result in a change of module numbering but no major changes to examination content. We are targeting January 2015 for completion of this work.

Mariners and other providers should contact the Customer Service Center at IASKNMC@uscg.mil or 1-888-IASKNMC (427-5662) with any questions or feedback.

Union-Affiliated School Boasts Record of Excellence In Maritime Training & Education



The SIU-affiliated Paul Hall Center for Maritime Training and Education, which includes the Seafarers Harry Lundeberg School of Seamanship, has provided instruction for mariners since 1967. Located in Piney Point, Maryland, the school blends hands-on training with classroom instruction both for entry-level mariners and for experienced individuals returning for upgrading classes. Since 1999, the school also has featured the Joseph Sacco Fire Fighting and Safety School, a state-of-the-art facility located on a nearby campus. A number of recent photos from the school appear on these pages. Additional information about the school, including an application for the apprentice program, is available in the Paul Hall Center section of www.seafarers.org





Members of the *Cape Ray* crew focus their attention on speakers during their welcome home/awards ceremony Sept. 19 at the General Dynamics, Earl Industries shipyard in Portsmouth, Virginia. U.S. Maritime Administrator Paul "Chip" Jaenichen presented each crew member with the Merchant Marine Medal for Outstanding Achievement. Jaenichen also bestowed the Maritime Administration's Professional Ship Award upon Keystone and the *Cape Ray*.

Cape Ray Crew, Vessel Receive Awards for Job Well Done

Continued from Page 6

of the *Cape Ray*, the entire Keystone Shipping team, and all the many people who made this mission a success," he concluded. "They accomplished something no one had ever tried: They destroyed, at sea, one of the world's largest stockpiles of chemical weapons. In doing so, they helped make the world a little safer, and we are all grateful for their service."

Although not present at the ceremony, Defense Secretary Chuck Hagel, in a Pentagon press release, also congratulated the *Cape Ray* crew for the successful completion of their mission. According to the release, Hagel called the ship captain to commend the crew. The secretary said that by ridding the world of these materials, they have helped make an important and enduring contribution to global security.

Secretary Hagel expressed his gratitude for the crew's service, dedication, and expertise, noting that with the world watching, they performed flawlessly every step of the way – despite a very long deployment, and a complex operation that required careful coordination with our international partners. The secretary lauded the crew for conducting every aspect of the mission in a highly professional manner, with strict adherence to safety and with no impact to the surrounding environment,

"The SIU crew performed outstandingly. Everyone from top to bottom did very well, but I'd especially like to commend the steward department. During this mission, they had no more resources than they would for a crew of 28, but they had to provide for 130 people on a daily basis. Somehow they pulled it off.... We had meals around the clock.... They were great." --- Captain Rick Jordan, Cape Ray

and said that they should all be very proud of what they've accomplished to help reduce the threat posed by chemical weapons.

Following presentations by other ceremony participants, the crew and the vessel received formal recognition for the historic mission which lay waste to some 600 tons of deadly Syrian chemical weapons. Jaenichen presented each crew member with the Merchant Marine Medal for Outstanding Achievement and bestowed the Maritime Administration's Professional Ship Award upon Keystone and the *Cape Ray*.

The Merchant Marine Medal for Outstanding Achievement "is awarded to U.S. Merchant Mariners who have participated in an act or operation of humanitarian nature directly related to an individual or groups of individuals," according to MARAD. The Administrator's Professional Ship Award is given to RRF/National Defense Sealift Fleet Ships "that achieve the highest degree of readiness, performance, efficiency, reliability, productivity and safety."

SIU members receiving medals during the ceremony were: Bosun **William Lima**, ABs **Mark Brownell**, **Jerry Sobieris**, **Timothy Squire**, **Walter Ott** and **Shuan Wood**; GVA/OS **Alex Rodriguez**; QEEs **Mark Maduro** and **Kevin Quinn**; Oilers **Joel Bell**, **John Greko** and **Fatim Rashed**; Wiper **Ivan Vargas**; Chief Steward **Louis Johnson**; Chief Cooks **Alba Ayala**, **Marcus Logan** and **Anthony Rutland**; and SAs **Kevin Arroyo** and **Sheneisha Thompson**.

Captain Rick Jordan, who was at the helm of the *Cape Ray* on its trip home and during much of the mission, lauded the performance of SIU crew members during the voyage.

"The SIU crew performed outstandingly," he said. "Everyone from top to bottom did very well, but I'd especially like to commend the steward department. During this mission, they had no more resources than they would for a crew of 28, but they had to provide for 130 people on a daily basis. Somehow they pulled it off.... We had meals around the clock.... They were great."

The captain continued, "With respect to the other crew members ... people should not be of the impression that all a crew does is run the ship (or) that they had nothing to do with what's going on below. We were always going down there, we were always having to support the chemical folks with moving containers around and lashing them down.... Those guys from our SIU crew were right up against that stuff ... from the time it came aboard. Remember, that was dangerous, dangerous stuff that we were doing. And they stepped up, didn't flinch and basically said let's sail, we're all in."

Bosun Lima also had words of praise noting that everyone rose to the occasion.

"It was a challenging mission for everyone, but all of our members came through with flying colors," he said.

Lima attributed the crew's success to their individual overall skills and preparedness.

"The SIU members who made this

trip are very talented and well-trained," he said, "And they proved it once again. To complete a dangerous mission like this with zero mishaps of any kind shows how good they are. Everyone in the union should be proud of them as I am."

Two other members of the crew also shared their views on the historic mission.

"I came aboard the ship during the chemical processing stage in Spain," said AB Squire, who sails from Norfolk, Virginia, and has been a member for 14 years. "It was kind of scary at first because I did not know that we would have to wear gas masks.... I really did not know what was going on (at first), but later on things settled down for me and everything went pretty smooth."

"We went around the Mediterranean while the specialists were processing the chemicals. The days soon began to go by and it became pretty much routine for us," Squire added. "All in all though, it was a good trip."

AB Ott concurred, noting, "The trip went good. We did not encounter any problems during this mission and that's the main thing. Everyone did their jobs safely and everything went well. I volunteered for this mission, I didn't have any reservations about getting involved with it and if called upon, I'd gladly do it again."



Crew members received medals at the ceremony.



U.S. Maritime Administrator Paul "Chip" Jaenichen presents Bosun William Lima with the Merchant Marine Medal for Outstanding Achievement Sept. 19 during the *Cape Ray* welcome home/awards ceremony at the General Dynamics, Earl Industries shipyard in Portsmouth, Virginia.

September & October 2014 Membership Meetings

Piney Point.....	Monday: October 6, November 3
Algonac.....	Friday: October 10, November 7
Baltimore.....	Thursday: October 9, November 6
Guam.....	Thursday: October 23, November 20
Honolulu.....	Friday: October 17, November 14
Houston.....	*Tuesday: October 14, Monday: November 10
Jacksonville.....	Thursday: October 9, November 6
Joliet.....	Thursday: October 16, November 13
Mobile.....	Wednesday: October 15, November 12
New Orleans.....	Tuesday: October 14, **Wednesday: November 12
Jersey City.....	Tuesday: October 7, November 4
Norfolk.....	Thursday: October 9, November 6
Oakland.....	Thursday: October 16, November 13
Philadelphia.....	Wednesday: October 8, November 5
Port Everglades.....	Thursday: October 16, November 13
San Juan.....	Thursday: October 9, November 6
St. Louis.....	Friday: October 17, November 14
Tacoma.....	Friday: October 24, November 21
Wilmington.....	Monday: October 20, November 17

* Houston change created by Columbus Day holiday

** New Orleans change created by Veterans' Day holiday

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

Personal

Looking for Addison George. If anyone knows and/or can contact him, please have him contact Michelle at (510) 493-5798. We were neighbors in Hayward, California.



Dispatchers' Report for Deep Sea

August 16, 2014 - September 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	16	10	7	17	8	1	1	22	18	8
Anchorage	2	2	0	1	1	0	0	4	4	0
Baltimore	6	4	3	3	3	2	1	9	6	2
Fort Lauderdale	15	10	6	10	7	1	3	24	21	6
Guam	5	2	0	1	1	0	0	6	3	0
Harvey	16	2	0	9	2	0	2	23	3	0
Honolulu	7	3	3	6	4	2	1	23	7	3
Houston	53	13	0	40	6	3	16	84	25	0
Jacksonville	38	15	3	24	9	0	14	75	42	8
Jersey City	35	11	0	35	8	0	14	80	27	1
Joliet	5	4	1	7	3	0	0	5	4	2
Mobile	9	3	0	3	1	0	0	14	6	0
Norfolk	20	24	3	12	20	2	4	33	33	7
Oakland	20	4	1	14	2	0	9	36	9	1
Philadelphia	5	5	3	7	1	0	2	12	7	3
Piney Point	1	0	0	2	0	0	0	0	0	1
Puerto Rico	8	4	0	7	3	1	2	11	4	4
Tacoma	38	11	1	30	13	2	7	72	30	6
St. Louis	3	2	0	1	0	0	0	4	3	0
Wilmington	19	14	3	20	8	1	7	58	35	14
TOTALS	321	143	34	249	100	15	83	595	287	66
Engine Department										
Algonac	1	2	1	4	3	2	0	4	3	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	5	0	4	3	0	1	4	9	0
Fort Lauderdale	5	3	0	4	1	0	0	13	7	1
Guam	0	0	0	0	1	0	0	0	1	0
Harvey	2	2	0	3	1	0	0	3	6	0
Honolulu	8	5	1	11	1	0	4	18	10	2
Houston	11	6	0	13	4	0	4	28	12	1
Jacksonville	14	21	3	18	8	1	8	46	27	3
Jersey City	15	11	0	10	6	0	3	35	21	1
Joliet	3	3	0	1	2	0	0	6	4	1
Mobile	5	4	0	6	0	0	0	11	6	2
Norfolk	12	13	0	9	8	0	1	19	27	1
Oakland	11	5	0	7	4	0	5	23	16	10
Philadelphia	2	1	0	1	1	0	0	5	1	2
Piney Point	0	1	0	2	0	0	0	0	3	0
Puerto Rico	2	3	0	0	4	1	0	6	7	2
Tacoma	11	9	2	9	3	1	4	33	14	2
St. Louis	1	0	0	1	1	0	0	2	0	0
Wilmington	15	9	0	6	7	0	3	26	26	3
TOTALS	120	103	7	109	58	5	33	282	201	31
Steward Department										
Algonac	1	1	1	2	0	0	0	1	3	1
Anchorage	0	0	0	0	0	0	0	1	1	0
Baltimore	3	2	0	1	2	0	0	7	0	0
Fort Lauderdale	4	1	1	14	2	2	2	9	2	0
Guam	0	2	0	0	0	0	0	1	3	0
Harvey	3	1	1	0	0	1	0	10	2	0
Honolulu	6	3	0	2	0	0	1	27	5	0
Houston	23	5	1	14	3	1	6	33	6	2
Jacksonville	22	8	2	20	9	1	12	41	14	5
Jersey City	20	4	1	17	2	1	10	24	6	1
Joliet	0	0	1	0	1	0	0	2	0	1
Mobile	4	1	1	4	0	0	2	9	1	1
Norfolk	8	10	0	5	8	1	2	17	16	3
Oakland	18	3	2	11	1	0	4	44	14	3
Philadelphia	1	0	0	4	0	0	1	0	0	1
Piney Point	5	5	0	3	1	1	1	4	4	0
Puerto Rico	2	3	1	1	2	1	1	4	3	2
Tacoma	13	4	1	14	2	0	7	27	5	1
St. Louis	1	1	0	0	1	0	0	3	1	0
Wilmington	22	2	2	13	0	0	4	43	7	7
TOTAL	156	56	15	125	34	9	53	307	93	28
Entry Department										
Algonac	2	4	8	0	10	1	0	5	15	15
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	0	3	4	0	1	3	0	0	1	4
Fort Lauderdale	2	3	3	3	0	1	0	1	9	2
Guam	0	0	0	0	0	0	0	0	2	1
Harvey	0	1	1	0	0	0	0	1	3	1
Honolulu	3	3	5	1	5	5	0	3	10	10
Houston	6	12	4	3	6	0	1	7	20	8
Jacksonville	1	19	14	1	8	4	1	2	35	26
Jersey City	1	23	5	3	4	2	2	5	41	17
Joliet	0	4	2	0	1	0	0	0	3	2
Mobile	0	0	0	0	1	0	0	1	3	0
Norfolk	2	20	12	1	9	7	3	3	39	38
Oakland	2	9	4	0	3	1	0	4	18	13
Philadelphia	0	1	1	0	1	0	1	0	5	3
Piney Point	0	1	1	0	0	0	1	0	0	0
Puerto Rico	1	0	0	0	0	0	0	2	0	0
Tacoma	3	4	5	4	6	1	2	4	21	24
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	2	11	12	2	6	6	4	5	22	39
TOTALS	25	119	81	18	61	31	15	43	248	203
GRAND TOTAL:	622	421	137	501	253	60	184	1,227	829	328

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

*HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

JERSEY CITY

104 Broadway, Jersey City, NJ 07306
(201) 434-6000

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

* As of Oct. 20, hall will move operations to the Communications Workers of America Local 6222 building at 1730 Jefferson Street. The hall's contact numbers will remain unchanged. See Page 4 of this edition of the *Seafarers LOG* for more details.

Inquiring Seafarer

This month's question was asked to members in Jersey City, New Jersey.

Question: What do think of the new hall?



Jose Burgos
Chief Cook

To tell you the truth, it's amazing. The building looks sparkling. I love it, I really do. Now, with the lounge downstairs, it's going to be less cluttered, and having that separation is going to keep the noise down. People can get together without disturbing the work of those at the office.



Neptune Williams
SA

I think the new hall is good. They got the lounge downstairs and there's nice seating. Everything is good. It's pretty much what I thought it would be like. It's better than the old hall – cleaner, plus everything is set up and organized right. It's just a comfortable spot.



Mahmoud Elsayes
GUDE

It's a very nice building, really nice. I like it and the area is very quiet. It has A-Plus WiFi, believe me. I'm here a couple of hours every day and the WiFi flies. The hall is more than what I expected. It's a nice building and much bigger than the one in Brooklyn.



Ali Matari
Chief Steward

Personally, I like it a lot. It's pretty cool, especially the hall being separate from the lounge. I live in the Bronx, so I save about a half-hour every morning. I really appreciate what they did for us. The separation is a pretty big deal. We can relax here while we're waiting for the job call.



Salah Saleh
QMED

It's good. It's convenient and nice. It's not a bad train ride or walk. To me, it's closer than the other hall from where I travel, the Bronx. It's clean. The guys are awesome as always – courteous, respectful. I take the subway then the PATH. It's probably a 10-minute walk, and it's good exercise.

Pic From The Past



This photo from early 1954 ran in the *LOG* with the following caption: "Clarence Henry, center, heavyweight contender, dines at the SIU Port O' Call with his manager, while Ed Mooney, left, manager of the nightclub, asks him about the fight game. Henry won his last test against Bob Baker." The photo was taken in New York. Henry retired with a career record of 34-6-1, and he was elected to the World Boxing Hall of Fame in 1998, the year before his death.

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

Welcome Ashore



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

DEEP SEA

EDWARD BANKS

Brother Edward Banks, 66, joined the Seafarers in 1990 in Norfolk, Virginia. He was originally employed on the *USNS Assurance*. Brother Banks shipped in the steward department. He enhanced his skills on two occasions at the maritime training center in Piney Point, Maryland. Brother Banks' most recent ship was the *Cape Ray*. He is a resident of Norfolk, Virginia.



PEDRO CAMPOS

Brother Pedro Campos, 68, signed on with the union in 1974. The deck department member first sailed on the *USNS Assertive*. Brother Campos' last ship was the *Maersk Montana*. He resides in Tampa, Florida.



CHARLES DALLAS

Brother Charles Dallas, 66, became a union member in 1977. A Florida native, he first sailed aboard the *Overseas Aleutian*. He attended classes in 1984 and 2002 at the Paul Hall Center in Piney Point, Maryland. Brother Dallas shipped as a member of the engine department and was last employed on the *Freedom*. He lives Jacksonville, Florida.



ABRAHAM LAGASCA

Brother Abraham Lagasca, 66, began his SIU career in 1990. A native of the Philippines, Brother Lagasca's first ship was the *USNS Antares*; his most recent was the *USNS Roy M. Wheat*. The steward department member upgraded in 2002 at the union-affiliated school in Piney Point, Maryland. Brother Lagasca settled in Jacksonville, Florida.



JOSEPH MURPHY

Brother Joseph Murphy, 68, started sailing with the SIU in 1988. He initially sailed aboard the *USNS Invincible*. In 2007, Brother Murphy enhanced his skills at the Piney Point school. He worked in the deck department and concluded his career on the *Cape Ray*. Brother Murphy is a resident of Green Cove Spring, Florida.



ANGEL SANCHEZ

Brother Angel Sanchez, 69, donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He sailed in both the steward and engine departments. Brother Sanchez's most recent ship was the *Sgt. William R. Button*. He calls New York home.



MARK STEWART

Brother Mark Stewart, 60, joined the Seafarers in 1973 in Piney Point, Maryland. The engine department member's first trip was aboard the *Overseas Artic*. Brother Stewart upgraded often at the Paul Hall Center. His most recent trip was on the *Houston*. Brother Stewart makes his home in Elgin, Texas.



STEPHEN TREECE

Brother Stephen Treece, 62, signed on with the SIU in 1971. Brother Treece frequently took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He initially sailed aboard the *Paul H Townsend*. Brother Treece last shipped on the *Charleston Express*, as an engine department member. He calls Houston home.



RAYMOND VICARI

Brother Raymond Vicari, 61, started sailing with the Seafarers in 1978. He initially sailed aboard the *USNS Maumee*. Brother Vicari often enhanced his skills at the union-affiliated school in Piney Point, Maryland. He worked in the deck department and concluded his career on the *Intrepid*. Brother Vicari is a resident of Long Beach, California.



INLAND

JAMES GILSON

Brother James Gilson, 62, was born in Baltimore. He began shipping with the SIU in 1997. Brother Gilson primarily sailed with Crowley Towing & Transportation of Jacksonville. The deck department member enhanced his skills several times at the Paul Hall Center. Brother Gilson now makes his home in Norris, Tennessee.



PHILLIP JACKSON

Brother Phillip Jackson, 57, became an SIU member in 1989. He sailed with G&H Towing for the duration of his career. Brother Jackson worked in the engine department. He upgraded in 1993 at the Paul Hall Center. Brother Jackson is a resident of Huntingdon, Tennessee.



ROBERT KIEFER

Brother Robert Kiefer, 62, started sailing with the union in 1968. His earliest trip was with Mariner Towing. Brother Kiefer attended classes on two occasions at the union-affiliated school in Piney Point, Maryland. The deck department member's most recent vessel was operated by Turecama Maritime. Brother Kiefer makes his home in Sharon Hill, Pennsylvania.

LEWIS LONGANECKER

Brother Lewis Longanecker, 58, donned the SIU colors in 1978. He originally sailed aboard a Northern Towing Company vessel. Brother Longanecker was born in Washington, District of Columbia. He



upgraded on numerous occasions at the Paul Hall Center in Piney Point, Maryland. His most recent trip was with OSG Ship Management. Brother Longanecker resides in Homosassa Springs, Florida.

ALBERT MAIETTI

Brother Albert Maietti, 70, joined the Seafarers in 2001. He sailed in deck department and was first employed aboard the passenger ferry *Colgate*. In 2002, Brother Maietti attended classes at the SIU-affiliated school in Maryland. His most recent boat was operated by NY Waterway. Brother Maietti lives in Secaucus, New Jersey.

ALEX MORRIS

Brother Alex Morris, 57, signed on with the union in 1990. His first ship was the *Padre Island*; his most recent was the *Northerly Island*. Brother Morris sailed in both the engine and steward departments. He upgraded in 2001 at the Piney Point school. Brother Morris calls Guyton, Georgia, home.

RICHARD WORKMAN

Brother Richard Workman, 62, became an SIU member in 1996. He sailed with Crowley Towing & Transportation of Jacksonville for the duration of his career. Brother Workman sailed in the deck de-

partment. He upgraded frequently at the Paul Hall Center. Brother Workman makes his home in Florida.

HERBERT ZEHNDER

Brother Herbert Zehnder, 57, donned the SIU colors in 1977. He originally worked with Dixie Carriers. Brother Zehnder shipped in the deck department. He attended classes often at the maritime training center in Piney Point, Maryland. Brother Zehnder's most recent voyage was with Penn Maritime Inc. He resides in Fort Walton Beach, Florida.



GREAT LAKES

MARK KNAPP

Brother Mark Knapp, 65, joined the union in 1968. He initially shipped on the *Reiss Brothers*. Brother Knapp was born in Illinois. The deck department member's most recent ship was the *Joseph H Frantz*. In 1991, Brother Knapp upgraded at the Paul Hall Center. He now calls Duluth, Minnesota, home.



This Month in SIU History

Reprinted from past issues of the Seafarers LOG

medium of cooperation between its member unions.

1950

The SIU Atlantic and Gulf District, with strong support from the SUP, once again set a wage pattern for U.S. seamen with the signing of an agreement early this week establishing a 6.38 percent increase in base pay and other benefits for all ratings. The pay raises, effective as of October 15, range from \$12.82 a month for Ordinary Seamen to \$23.73 monthly for Chief Electricians. The SIU pay hike upset the so-called West Coast formula which the operators hoped to make industry-wide after the Marine Cooks and Stewards, Marine Firemen and Bridges' West Coast Longshoremen Unions settled for a 5.49 increase two weeks ago. Shortly after news of the SIU's wage gain was out, the CIO National Maritime Union signed a similar agreement with its contracted operators. The CIO American Radio Association was the next union to sign for the 6.38 percent boost, and the CIO Marine Engineers are expected to follow the pattern in the present wage talks with the operators.

1962

Speaking to a gathering of some 1,500 members and guests of the Maritime Port Council of Greater New York, U.S. Senator William Proxmire (D-Wisconsin) stressed the important role that the American merchant marine and its allied workers play in the U.S. economy. He also praised the work of the Port Council. Sen. Proxmire joined Mayor Robert F. Wagner and other federal, state, civic and labor officials in a dinner sponsored by the 150 local unions which comprise the Port Council. The unions represent approximately 400,000 workers in the metropolitan area. Other speakers at the gathering included SIU President Paul Hall, president of the AFL-CIO Maritime Trades Department, which is the parent organization of the New York Port Council. In his remarks, Hall emphasized the important role that the council played in serving as a

1975

Seventeen ships under contract to the SIU this month received charters to carry U.S. grain to Russia after strong political pressure by labor forced the Ford Administration to negotiate a new long-term, five-year shipping agreement with the USSR, which includes higher freight rates and a ceiling on the amount of grain that can be sold to the Russians. Labor's unified stand against the uncontrolled sale of grain to Russia not only has given a much-needed shot in the arm to the ailing U.S. tanker industry, but will help stabilize all grain-related consumer prices in this country. U.S. tankers will haul an estimated 890,000 tons of grain to the Soviet Union in October. Six of the SIU-contracted ships had been in layup. They are the *Cities Service Miami*, *Montpelier Victory*, *Ogden Yukon*, *Transpanama*, *Ultramar* and the *Golden Monarch*. On the previously laid-up U.S. vessels alone, 279 jobs have been created which boils down to an estimated 25,110 man days of employment on one round-trip voyage averaging 90 days.

1989

Responding to a cry for help is one of the oldest traditions of the sea, one which the SIU honored when it sprang into action after Hurricane Hugo finished its deadly march through the Caribbean and South Carolina. To date, the SIU and its industrial division, the United Industrial Workers Union (UIW), have collected humanitarian aid totaling in the hundreds of thousands of dollars to help victims of that tragic storm. The UIW represents 3,500 government and private sector employees who reside in the U.S. Virgin Islands. Responding to the most pressing short-term needs, the unions sent generators, chain saws, bottled water and batteries to South Carolina, Puerto Rico and the U.S. Virgin Islands, where some areas are still without housing, water or electricity. It will take months to clear all the debris left by fallen trees and collapsed buildings, said UIW Vice President for the Caribbean Amos Peters.

Final Departures



DEEP SEA

FRANKLIN CACAYURAN

Brother Franklin Cacayuran, 59, died Jan. 19. He began sailing with the Seafarers in 2001. Brother Cacayuran initially worked on the *Manoa*. A member of the engine and steward departments, he was last employed aboard the *USNS Pathfinder*. Brother Cacayuran was born in the Philippines but made his home in San Diego.

KENNETH HAYES

Pensioner Kenneth Hayes, 93, passed away April 28. He joined the union in 1959. Brother Hayes first sailed on the *Josefina*. He was born in Australia and worked in the steward department. Brother Hayes most recently shipped aboard the *Kodiak*. He went on pension in 1988 and was a resident of Tokeland, Washington.



RICHARD HUNT

Pensioner Richard Hunt, 86, died April 6. He started shipping with the Seafarers in 1952 in Jersey City, New Jersey. Brother Hunt initially sailed on the *Steel Scientist*. The deck department member was born in Pittsfield, Massachusetts. Brother Hunt's final trip was on the *Value*. He became a pensioner in 1992 and called Dalton, Massachusetts, home.



TALMADGE MOSS

Brother Talmadge Moss, 85, passed away March 28. He signed on with the SIU in 1951. Brother Moss's first vessel was the *Alcoa Ranger*. He was born in Alabama and shipped in the deck department. Brother Moss last sailed on the *Dynachem*. He resided in Mobile, Alabama.



ELLERY NICKERSON

Brother Ellery Nickerson, 75, died Dec. 1. He joined the SIU in 2001 during the SIU/NMU merger. He sailed in the deck department. Brother Nickerson most recently sailed on the *Resolve*. He was a resident of Baltimore.

RAMON QUILES

Pensioner Ramon Quiles, 69, passed away April 5. Brother Quiles began sailing with the union in 1967. A native of Puerto Rico, he was originally employed



aboard the *Steel Record*. Brother Quiles worked in the deck department, most recently on the *Elizabeth*. He began collecting his retirement pay in 2000 and was a resident of New Jersey.

MICHAEL SHEEHAN

Brother Michael Sheehan, 51, died Jan. 8. Born in Buffalo, New York, he started shipping with the SIU in 2009. Brother Sheehan's first ship was the *Honor*; his last was the *Stephen W. Pless*. He was a member of the steward department. Brother Sheehan made his home in Tonawanda, New York.



GRAYSON WARREN

Pensioner Grayson Warren, 72, passed away March 6. A native of Detroit, Brother Warren signed on with the union in 1964. The deck department member's earliest trip was on the *Arizpa*. His final voyage was aboard the *Newark Bay*. Brother Warren became a pensioner in 2006. He lived in Houston.

DAVID WEST

Pensioner David West, 66, died March 9. Brother West started sailing with the Marine Cooks and Stewards (which later merged into the SIU) in 1972. The steward department member's final ship was the *President Jackson*. Brother West retired in 2012 and lived in Lake Charles, Louisiana.

SEAMON WYRES

Pensioner Seamon Wyres, 86, passed away April 12. He first donned the SIU colors in 1951. Brother Wyres was a native of Wiggins, Mississippi. He initially sailed with Sprogue Steamship Company. Brother Wyres was a member of the deck department and last sailed aboard the *Overseas Chicago*. He started receiving his pension in 1988. Brother Wyres made his home in Slidell, Louisiana.



INLAND

RICHARD MCMULLEN

Pensioner Richard McMullen, 73, died March 9. He began shipping with the union in 1990. Brother McMullen primarily worked aboard McAllister Towing of Virginia vessels. The deck department member was a resident



of Norfolk, Virginia, and went on pension in 2003.

WILLIAM MEUSER

Pensioner William Meuser, 63, passed away March 5. Born in Kansas, Brother Meuser joined the SIU in 1977. He initially worked with Crowley Puerto Rico Services. Brother Meuser was an engine department member. He last shipped with Crowley Towing and Transportation of Jacksonville. Brother Meuser retired in 2012 and resided in St. Augustine, Florida.



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

WILLIE APKINS

Pensioner Willie Apkins, 81, died Feb. 22. Brother Apkins was born in Alabama. He became a pensioner in 1996 and lived in Whistler, Alabama.

SARKIS APROIAN

Pensioner Sarkis Aproian, 90, passed away Feb. 14. Brother Aproian, a native of Providence, Rhode Island, began collecting his pension in 1969. He resided in Bristol, Rhode Island.

JULIO BATRES

Pensioner Julio Batres, 88, died Feb. 13. He was born in Nicaragua. Brother Batres went on pension in 1989. He lived in Houston.

HERMAN BEASLEY

Pensioner Herman Beasley, 72, passed away Feb. 26. Brother Beasley was born in New Orleans. He retired in 2006 and remained a resident of New Orleans.

MITCHELL BORSA

Pensioner Mitchell Borsa, 93, died Jan. 22. Born in Michigan, Brother Borsa became a pensioner in 1962. He called Bethpage, New York, home.

WILLIAM BRUCE

Pensioner William Bruce, 85, passed away March 21. Brother Bruce was born in Brooklyn, New York. He retired in 1993 and resided in Bristol, Massachusetts.

RENE COLLAZO

Pensioner Rene Collazo, 83, died Feb. 18. Brother Collazo was a native of Manhattan, New York. He started receiving his retirement pay in 1988. Brother Collazo made his home in Tampa, Florida.

RAFAEL COLON

Pensioner Rafael Colon, 94,

passed away March 15. Brother Colon was born in Puerto Rico. He began receiving his pension in 1987. Brother Colon lived in Pataaskala, Ohio.

NOLAN DEVILLER

Pensioner Nolan Deviller, 82, died Jan. 22. Brother Deviller, a native of Welsh, Louisiana, started collecting his retirement compensation in 1974. He resided in Bridge City, Texas.

ROSS FLOYD

Pensioner Ross Floyd, 88, passed away Feb. 16. Brother Floyd was born in the North Carolina. He went on pension in 1989. Brother Floyd made his home in Joppa, Maryland.

ALFRED GUSMAN

Pensioner Alfred Gusman, 88, died Feb. 15. The Round Lake, Maine, native became a pensioner in 1974. Brother Gusman settled in Texas.

PHILMA HOLMES

Pensioner Philma Holmes, 88, passed away Feb. 5. Born in Palmetto, Louisiana, Brother Holmes started receiving his retirement compensation in 1996. He lived in Texas City, Texas.

ALFONZER JOHNSON

Pensioner Alfonzer Johnson, 74, died Jan 23. Brother Johnson was born in Georgia. He began collecting compensation for his retirement in 1998 and continued to make his home in Savannah, Georgia.

DANIEL KEYS

Pensioner Daniel Keys, 77, passed away Feb. 18. Born in Orange, Texas, Brother Keys started receiving his pension in 1992. He lived in Port Arthur, Texas.

JOHN LUKENS

Pensioner John Lukens, 91, died March 17. Brother Lukens began collecting his pension in 1987. He was a resident of Germany.

ADOLPH MATHEWS

Pensioner Adolph Mathews, 89, passed away Jan. 7. Brother Mathews was born in the Philippines. He went on pension in 1990. Brother Mathews made his home in Beachwood, Ohio.

JOHN MCDOWELL

Pensioner John McDowell, 82, died Feb. 10. Born in Louisiana, Brother McDowell retired in 1988. He resided in Carsen, Louisiana.

CLARENCE MYATT

Pensioner Clarence Myatt, 74, passed away Feb. 9. Brother Myatt, a native of Alabama, started collecting his retirement compensation in 1994. He lived in Mobile, Alabama.

LEONARDO NAVARRO

Pensioner Leonardo Navarro, 102, died Feb. 22. Brother Navarro was born in Honduras. He began receiving his pension in 1977. Brother Navarro settled in Miami.

TEOFILO ORTIZ

Pensioner Teofilo Ortiz, 79, passed away March 20. The Puerto Rico-born mariner became a pensioner in 1997. Brother Ortiz called Bronx, New York, home.

ALVIN PERRIEN

Pensioner Alvin Perrien, 94, died March 7. Brother Perrien was a native of New Orleans. He went on pension in 1983 and resided in Metairie, Louisiana.

WILSON RAMOS

Pensioner Wilson Ramos, 90, passed away Feb. 1. Born in New Bedford, Massachusetts, Brother Ramos became a pensioner in 1967. He made his home in Providence, Rhode Island.

ANTONIO RIVERA

Pensioner Antonio Rivera, 92, died Feb. 6. Brother Rivera, a native of Puerto Rico, retired in 1970. He continued to live Puerto Rico.

CORNELIUS SAWYER

Pensioner Cornelius Sawyer, 83, passed away March 8. Brother Sawyer started receiving his pension in 1993. He called Norfolk, Virginia, home.

RAMON SERRANO

Pensioner Ramon Serrano, 84, died March 12. The Puerto Rico-born mariner went on pension in 1990. Brother Serrano continued to reside in Puerto Rico.

JAMES SINGLETON

Pensioner James Singleton, 74, passed away Jan. 29. Brother Singleton was born in South Carolina. He began collecting his retirement pay in 1995. Brother Singleton was a resident of McClellanville, South Carolina.

DAVID THOMPSON

Pensioner David Thompson, 86, died March 8. Brother Thompson was a native of Pennsylvania. He became a pensioner in 1974 and made his home in Las Vegas.

Editor's note: Insufficient data was available to develop sketches on the careers of the following NMU brothers who have passed away.

Name	Age	DOD
Mendez, Norberto	86	April 3
Nunez, Jose	87	Nov. 2
Reed, John	88	Feb. 12
Shaler, Robert	85	Feb. 8
Smith, Daniel	89	Dec. 21
Stoltz, Irwin	90	Feb. 21
Strickland, Andy	93	Feb. 19
Turner, Ernest	84	April 25
Washington, Raymond	97	March 30
Wilson, Charles	88	March 7

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.

ALLIANCE FAIRFAX (Maersk Line, Limited), July 31 – Chairman **Roan R. Lightfoot**, Secretary **Michael A. Correa**, Educational Director **Julian P. Avila**, Engine Delegate **Daunteley J. Signal**, Steward Delegate **Wilfred Lambey**. Chairman reported good voyage and thanked crew for keeping ship clean. Ship's fund contains \$200. Educational director advised crew members to enhance skills at Piney Point school. No beefs or disputed OT reported. Request was made for washers and dryers to be replaced. Suggestions were made regarding medical coverage and lowering retirement age.

EL FARO (TOTE Services), July 24 – Chairman **James K. Walker**, Secretary **Robert E. Wilcox**, Educational Director **Joseph A. Letang**, Deck Delegate **Jackie Jones**, Steward Delegate **LaShawn Rivera**. Chairman announced payoff at sea on July 26. Secretary thanked crew for helping keep common areas clean and reminded them clean linen was available anytime. Educational director reminded fellow members to keep documents current and encouraged them to take advantage of upgrading at the Paul Hall Center. Upgrading schedule was posted in crew lounge. No beefs; disputed OT reported in the deck department. Recommendations were made pertaining to pension benefit sea time requirements. Next ports: San Juan, Puerto Rico, and Jacksonville, Florida.

HONOR (Crowley), July

Labor Day Cookout

Recertified Bosun Greg Jackson emailed these photos of the Labor Day cookout aboard the USNS Sgt. William R. Button, a prepositioning ship operated by Maersk Line, Limited for the U.S. Military Sealift Command. The photo at right shows Chief Steward Wilfredo Espinosa (right) and Chief Cook Arthur Peoples, whose efforts were praised by the bosun. The other photo shows crew members and officers enjoying the feast.



27 – Chairman **Nathaniel Leary**, Secretary **John D. Bukowsky**. Bosun reminded members to watch expiration dates on all documents and encouraged members to visit Piney Point school whenever possible. Secretary reported a good trip with no drama. No beefs or disputed OT reported. Mariners would like to replace computer with an up-to-date model. Next port: Baltimore.

HORIZON RELIANCE (Horizon Lines), July 20 – Chairman **Kissinfor N. Taylor**, Secretary **Joseph Laureta**, Educational Director **James Donohue**, Deck Delegate **Venerando Ramos**, Engine Delegate **Ricky**

Arroyo, Steward Delegate **Josef Wouthuyzen**. Chairman discussed TWIC card issues and gave crew advice on how to handle it. Educational director recommended training at the Piney Point school and stressed the need to keep documents up-to-date. No beefs or disputed OT reported. Crew would like to reduce sea time requirements to qualify for medical benefits. Next ports: Honolulu and Los Angeles, California.

MAERSK DETROIT (Maersk Line, Limited), July 8 – Chairman **William K. Barrett**, Secretary **Willie E. Massaline**, Educational Director **Grant W. Schuman**, Deck Delegate **Thomas MacGregor**, Steward Delegate **William Knorr**. Chairman thanked entire crew for a safe voyage and for working well together. He reminded mariners to read presidents report from the *Seafarers LOG*. Secretary encouraged members to support President Sacco and union officials and recommended contributing to Seafarers Political Activity Donation (SPAD) and Maritime Defense League (MDL) when you can. Educational director informed members that Coast Guard-issued medical stickers for credential book were being mailed out. He advised those who have not received it to check with their union hall. Members were advised to stay up-to-date with requirements and keep documents current. No beefs or disputed OT reported. Suggestions were made regarding pension benefits. Praise was given to the steward department for doing a great job. Next port: Elizabeth, New Jersey.

MAERSK PITTSBURGH (Maersk Line, Limited), July 27 – Chairman **Cecil Yearwood**, Secretary **Darryl K. Goggins**, Educational Director **Jan Morawski**, Deck Delegate **William Harrison**, Steward Delegate **Jorge Ellis**. Bosun thanked mariners for a smooth safe voyage. Secretary requested that departing mariners leave cabins clean for reliefs and supplied with fresh linen. Educational director advised crew members to enhance skills at Piney Point school. Seafarers were given instructions on accessing the member portal on SIU website. No beefs or disputed OT reported. Ship's upcoming itinerary was discussed. Next port: Port Charleston, South Carolina.

LIGHTNING (Maersk Line, Limited), August 23 – Chairman **Rufino J. Giray**, Secretary **Ernest Polk**, Educational Director **Robert L. Stafford**, Deck Delegate **John Dacuag**, Engine Delegate **Alfredo Nieto**, Steward Delegate **Roldan Delarosa**. Chairman suggested Seafarers stay in contact with patrolman and notified crew of payoff August 24 at sea. Educational director talked about the need for members to contact Seafarers Health and Benefits Plan about COBRA if benefits expire. Mariners were reminded that STCW physicals are due every two years, SIU every six months and company every year. No beefs or disputed OT reported. Crew would like optical benefits increased. Vote of thanks was given to deck department for repainting quarter deck. Crew expressed gratitude to steward

department for delicious meals and to engine department for keeping elevator clean. Next port: Los Angeles.

MAERSK KENTUCKY (Maersk Line, Limited), August 24 – Chairman **William M. Richard**, Secretary **Theodore E. Quammie**, Educational Director **Joaquim Figueiredo**, Deck Delegate **Peter Wojcikowski**, Engine Delegate **James Sieger**. Chairman reported trip went well and discussed ship's itinerary. Educational director thanked everyone for working hard. No beefs or disputed OT reported. Mariners were advised to read the *Seafarers LOG* and check out the www.seafarers.org to stay up-to-date on issues pertaining to the maritime industry. Requests were made for new toaster, microwave and clothes dryer.

OVERSEAS SANTORINI (OSG Ship Management), August 3 – Chairman **Stephen J. Argay**, Secretary **Donna M. Saling**, Educational Director **Edwin Feliciano**, Deck Delegate **Franklin Akins**, Engine Delegate **Ismael Manley**, Steward Delegate **Larry Jolla**. Chairman informed crew that bunkers will be replaced and pump will be replaced. Secretary thanked bosun and pumpman for completing repairs. She also urged fellow members to contribute to Maritime Defense League (MDL). Treasurer reported \$1,500 in ship's fund. No beefs or disputed OT reported. Suggestion was made for option to pay union dues online. Request was made for new refrigerator for crew.

Seafarer Wins Safety Award

OMU Arthur "Buddy" Marshall (right) recently earned a safety award aboard the *Alliance Richmond*, through a longstanding program run by vessel operator Maersk Line, Limited. Chief Engineer Jonathan Kalmukos (also pictured) submitted this photo in early September along with the following note: "Buddy found a fuel leak on the main engine while making a round of the engine room before finishing his nightly duties. He promptly notified the first engineer and assisted with the repair and cleanup of the fuel leak. Buddy's diligence and attention to detail prevented any major damage to the main engine, personnel or possible fire."



Seafarers Health and Benefits Plan Notice of Privacy Practices

Your Information. Your Rights. Our Responsibilities.

This notice describes how medical information about you may be used and disclosed and how you can get access to this information. Please review it carefully.

Your Rights

When it comes to your health information, you have certain rights. This section explains your rights and some of our responsibilities to help you.

Get a copy of health and claims records

You can ask to see or get a copy of your health and claims records and other health information we have about you. Ask us how to do this.

We will provide a copy or a summary of your health and claims records, usually within 30 days of your request. We may charge a reasonable, cost-based fee.

Ask us to correct health and claims records

You can ask us to correct your health and claims records if you think they are incorrect or incomplete. Ask us how to do this.

We may say "no" to your request, but we'll tell you why in writing within 60 days.

Request confidential communications

You can ask us to contact you in a specific way (for example, home or office phone) or to send mail to a different address.

We will consider all reasonable requests, and must say "yes" if you tell us you would be in danger if we do not.

Ask us to limit what we use or share

You can ask us not to use or share certain health information for treatment, payment, or our operations.

We are not required to agree to your request, and we may say "no" if it would affect your care.

Get a list of those with whom we've shared information

You can ask for a list (accounting) of the times we've shared your health information for six years prior to the date you ask, who we shared it with, and why.

We will include all the disclosures except for those about treatment, payment, and health care operations, and certain other disclosures (such as any you asked us to make). We'll provide one accounting a year for free but will charge a reasonable, cost-based fee if you ask for another one within 12 months.

Get a copy of this privacy notice

You can ask for a paper copy of this notice at any time, even if you have agreed to receive the notice electronically. We will provide you with a paper copy promptly.

Choose someone to act for you

If you have given someone medical power of attorney or if someone is your legal guardian, that person can exercise your rights and make choices about your health information.

We will make sure the person has this authority and can act for you before we take any action.

File a complaint if you feel your rights are violated

You can complain if you feel we have violated your rights by contacting us using the information at the end of this notice.

You can file a complaint with the U.S. Department of Health and Human Services Office for Civil Rights by sending a letter to 200 Independence Avenue, S.W., Washington, D.C. 20201, call-

ing 1-877-696-6775, or visiting www.hhs.gov/ocr/privacy/hipaa/complaints/.

We will not retaliate against you for filing a complaint.

Your Choices

For certain health information, you can tell us your choices about what we share. If you have a clear preference for how we share your information in the situations described below, talk to us. Tell us what you want us to do, and we will follow your instructions.

In these cases, you have both the right and choice to tell us to: Share information with your family, close friends, or others involved in payment for your care

Share information in a disaster relief situation

If you are not able to tell us your preference, for example if you are unconscious, we may go ahead and share your information if we believe it is in your best interest. We may also share your information when needed to lessen a serious and imminent threat to health or safety.

Our Uses and Disclosures

How do we typically use or share your health information?

We typically use or share your health information in the following ways.

Help manage the health care treatment you receive

We can use your health information and share it with professionals who are treating you.

Example: A doctor sends us information about your diagnosis and treatment plan so we can arrange additional services.

Run our organization

We can use and disclose your information to run our organization.

We are not allowed to use genetic information to decide whether we will give you coverage and the price of that coverage. This does not apply to long term care plans.

Example: We share general claims information with the Plan's actuary in order to design Plan benefits.

Pay for your health services

We can use and disclose your health information as we pay for your health services.

Example: We share information about your claims with your spouse's health plan in order to coordinate benefits.

Administer your plan

We may disclose your health information to your health plan sponsor for plan administration.

Example: We will share your claim information with the Board of Trustees if you submit an appeal.

How else can we use or share your health information?

We are allowed or required to share your information in other ways – usually in ways that contribute to the public good, such as public health and research. We have to meet many conditions in the law before we can share your information for these purposes.

For more information, see: www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/index.html.

Help with public health and safety issues

We can share health information about you for certain situations such as:

- Preventing disease
- Helping with product recalls
- Reporting adverse reactions to medications

Reporting suspected abuse, neglect, or domestic violence
Preventing or reducing a serious threat to anyone's health or safety

Do research

We can use or share your information for health research.

Comply with the law

We will share information about you if state or federal laws require it, including with the Department of Health and Human Services if it wants to see that we're complying with federal privacy law.

Respond to organ and tissue donation requests and work with a medical examiner or funeral director

We can share health information about you with organ procurement organizations.

We can share health information with a coroner, medical examiner, or funeral director when an individual dies.

Address law enforcement, and other government requests

We can use or share health information about you:
For Jones Act Claims upon receipt of a subpoena or authorization

For law enforcement purposes or with a law enforcement official

With health oversight agencies for activities authorized by law
For special government functions such as military, national security, and presidential protective services

Respond to lawsuits and legal actions

We can share health information about you in response to a court or administrative order, or in response to a subpoena.

If you attend the Seafarers Addictions Rehabilitation Center (ARC) we will never share any substance abuse treatment records without your written permission, unless we receive a valid subpoena.

Our Responsibilities

We are required by law to maintain the privacy and security of your protected health information.

We will let you know promptly if a breach occurs that may have compromised the privacy or security of your information.

We must follow the duties and privacy practices described in this notice and give you a copy of it.

We will not use or share your information other than as described here unless you tell us we can in writing. If you tell us we can, you may change your mind at any time. Let us know in writing if you change your mind.

We will never share your information for marketing purposes, and we will not sell your information.

For more information, see: www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/noticepp.html.

Changes to the Terms of this Notice

We can change the terms of this notice, and the changes will apply to all information we have about you. The new notice will be available upon request, on our website, and we will mail a copy to you.

For more information, contact the Privacy Officer at: privacyofficer@seafarers.org

Or by mail to: Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746
Telephone: (301) 899-0675; website: www.seafarers.org

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

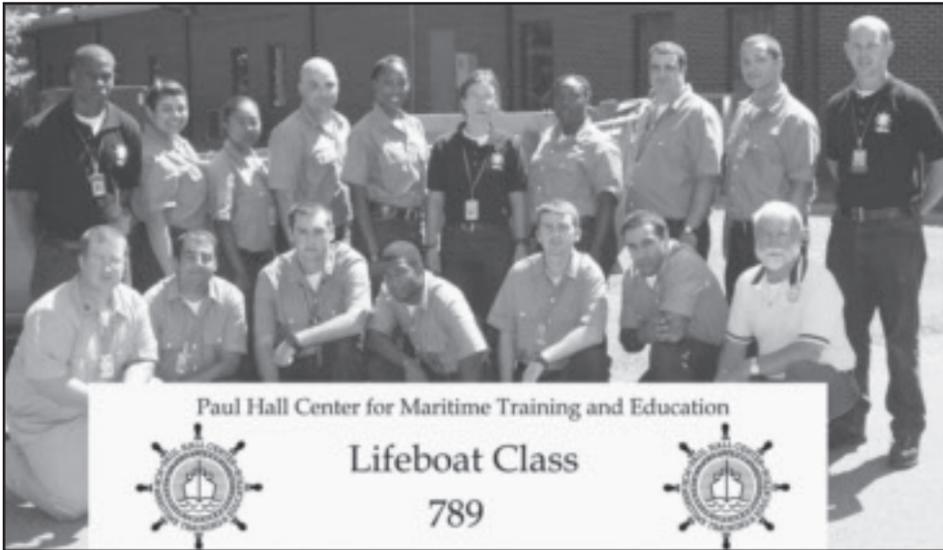
SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Classes



Water Survival Class #789 – The following apprentices (above, in alphabetical order) graduated from this class August 29: Zarinah Bullard, Kem Burton, Marcus Carrasquillo, Luis Cordero-Fuentes, Christopher Dault, Jasen Flippin, Steven Gedrich, Asadullah Kahn, Reisa Martinez-Serrano, Martin McDonald, Melody Mitchell, Allison Oldak, Kenneth Otten, James Pascoello, Sharray Turner and Damon Zschoche. Class instructor Ben Cusic is in the front row at the far right.



ECDIS – Seven upgraders completed this course August 29. Finishing their requirements (above, in alphabetical order) were: Anthony Asbury, Paul Christian, Emmanuel Fiakpui, Scott Fletcher, Fred Luna, Leslie O'Hair and Jon Snow. Patrick Schoenberger, their instructor, is at left.



ECDIS – Two upgraders completed the enhancement of their skills in this course August 8. Graduating were Eric Kjellberg (left) and Darryl Davis (center). Class instructor Patrick Schoenberger is at the far right.



Water Survival Class – A pair of upgraders graduated from this course August 29. Completing their requirements were Peter Solis (left) and James Parker.



Marine Electrician – The following upgraders (above, in alphabetical order) graduated from this course August 15: Juan Castillo, Prentice Conley, Ricardo Ducay, Justin Johnson and Charles Searfass. Jay Henderson, their instructor, is at the far right.



Tankship Familiarization – The following Phase III apprentices (above, in alphabetical order) will complete this course October 10: Cory Atkins, Aaron Beasley, Clifford Christopher, Robert Gross, Helen Haslam, Steven Royall, Tyler Willette and Francis Williams. Each of these individuals plans to work in the deck departments aboard SIU-crewed vessels once they complete the apprentice program.



Tankship Familiarization – Eleven Phase III apprentices are slated to graduate from this course October 10. Scheduled to finishing their requirements (above, in no particular order) are: Abasiama Essien Ete, Juan Iglesias, Ryan Nantista, Teresa Rowland, Corbin Soto, Liam Daly, Richard Kaser, Brandon Mackie, Joseph Parsons, John Peterson and Cameron Siele. All plan to work in the engine department upon their completion of the apprentice program.



Tankship Familiarization – Five Phase III apprentices, each of whom plans to work in the steward department when they finish the apprentice program, will complete their requirements in this class October 10. These individuals (above, in alphabetical order) are: Abraham Alamo, Charles Crawford, Logan Gatton, Benjamin Piker and Keith Small.



Medical Care Provider – The following individuals (above, in alphabetical order) graduated from this class August 22: Husain Ali, Gabriel Cuebas Oliva, Douglas McLaughlin, John Nersten and Glenn Snow.

Paul Hall Center Classes



Government Vessels – Twelve upgraders finished this course August 29. Graduating (above, in alphabetical order) were: Sergio Ayala Diaz, Godofredo Banatao, Mike Bay, Joey Benosa, Victor Brabble, Clark Castrodos, Allan Eng, Lamont Faulks, Felix Garcia, Lorenzo Hall Jr., Rene Hallasgo and Edgardo Ong. Class instructor Stan Beck is standing at the far left on the back row.



Basic Cargo Handling & Stowage – Five Seafarers graduated from this course August 15. Completing their requirements (above, in alphabetical order) were: Omar Aswad, Michael Harris Jr., Jesse James, Eric Kjellberg and Timothy Van Weezel.



BST Refresher – The following individuals (above, in alphabetical order) graduated from this course August 13: Laurent Abad, Miguel Alcerreca Utiarte, Jordan Alfaro, John Ashley, Darren Bates, Walter Boot, David Coggio, David Cunningham, Jioia Deleon, Joshua Devos, William Foley, Matthew Fouse, Trevor Girling, Hollis Irvine III, Joel Kubias, Scott Mitchell, Robert Mussler, Kyle O'Connor, Clemente Oandasan, Raymond Oglesby, Edward Schlueter, Carlos Velasquez Jr., Joseph Walker Jr., Tristan Werner and Steven Woodard. Their instructor, Wayne Johnson Jr., is at the far right in the back row.



BST Refresher – Six Seafarers graduated from this course August 20. Completing their requirements (above, in alphabetical order) were: Sergio Ayala Diaz, Johnny Dozier III, Michael Gray, Rene Hallasgo, Tony Kirven and Jermaine Robinson. Class instructor Mike Roberts is at the far left.



Combined Basic and Advanced Firefighting – The following upgraders (above, in alphabetical order) finished this course August 15: Husain Ali, Johnny Dozier III, Roberto Flauta, Marcus Hugee, Douglas McLaughlin, Montree Nakwicheh, Jermaine Robinson, Jesse Sendejas, Glenn Snow and Peter Solis. Mike Roberts, their instructor, is at the far left.



Chief Cook – Five steward department upgraders recently completed their requirements in this course. Graduating (above, in alphabetical order) were: Edgar Castillo, Ben Fera, Jasmine Garrett, Bonnie Kropolinsky-Hinkle and Patricia Placek.



BST Refresher – The following individuals (above, in alphabetical order) recently graduated from this course: Carlo Balajadia, Bobby Boger, Jeffrey Boles, Preston Graham, Kenneth Graybill III, Irena Jansone, Tonya Johnson, Sean Jordan, Mark Laskowski, Romualdo Medina, Jimmy Orr, Miles Partridge, Cle Popperwill, Bruce Raquet, Chester Roberson Jr., Ronald Robinson, Brendan Ross, Gary Schulte, Lawrence Soulier and Eric Vieira. Wayne Johnson Jr., their instructor, is at the far right.



Galley Operations – Two steward department members recently graduated from this course. Finishing their requirements were Jennifer Ramirez (left) and Joseph Arigo.



The SIU-crewed *USNS Seay* (right) offloads cargo to a Navy lighterage system causeway Aug. 7 during an exercise at Naval Station Mayport, Florida. (U.S. Navy photo by Mass Communication Specialist 3rd Class Taylor Mohr)

USNS Seay Aids in Military Exercise



A disembarked amphibious assault vehicle floats near the *USNS Seay*. (Photo by Cpl. Austin Long, Second Marine Expeditionary Force)



A 26-ton military vehicle leaves the water and arrives on the beach. (Photo by Lance Cpl. Sara Graham, Marine Forces Reserve)

The *USNS Seay*, an SIU-crewed prepositioning vessel, recently played a big role in Maritime Prepositioning Force Exercise 14 (MPFEX 14), which occurred on Blount Island near Jacksonville, Florida.

MPFEX 14 offered plenty of ways for the *Seay* – operated for the U.S. Military Sealift Command by SIU-contracted General Dynamics American Overseas Marine – to assist with the joint Marine Corps/Navy operation, including transporting equipment to the Marine Corps support facility located on the island. The *Seay's* cranes were also used in transporting cargo to an integrated Navy lighterage system.

The SIU crew aboard the *Seay* during the operation included Bosun **Robert Hayes**, ABs **Antonio Jones**, **Martha Wall**, **Jonathan Bennett**, **Jules Delgado** and **Mario Torrey**, OSs **Terrance Jones**, **Ricardo Salazar** and **Kamin Raji**, QEE **Kevin Conklin**, QE4s **Reginald Colbert**, **Nicole Walton** and **Terrance Colbert**, Wiper **Tyree Delk**, Storekeepers **Thomas Conway** and **Paul Conway**, Chief Cook **Marcelo Alicea**, and SAs **Pedro Ruiz** and **Sean Sullivan**.

In addition to SIU crew members, personnel from many battalions were aboard the *Seay* during MPFEX, including Navy Cargo Handling Battalion ONE, Naval Beach Group TWO, Beachmaster Unit TWO, Amphibious Construction Battalion TWO, Amphibious Construction Battalion ONE, Assault Craft Unit TWO and U.S. Marine units.

One of the most exciting parts of the operation that the *Seay* was an integral part of was an amphibious assault vehicle

(AAV) launch training exercise, working with the Reserve Marines of the 4th Assault Amphibian Battalion, 4th Marine Division. In an AAV launch, 21 Marines join a crew of four in the vehicle, and it is driven down a ramp extended off the ship.

The 26-ton AAV then “splashes,” floating at the waterline, and is driven like a watercraft towards the shore. Once on land, the vehicle seamlessly transitions into an armored personnel carrier role.

The *Seay* was used as the launch vessel for the AAVs. The Marines embarked overnight on the ship to prepare the AAVs for launch, and then splashed off the back of the ship once all AAVs were operable. The training focused on returning the Marines to their amphibious roots, which is a first for some of the Marines manning the AAVs.

“To splash off the back of an MPS is a rare training opportunity,” said Sgt. Jacob Lewis, AAV crew chief, 4th Assault Amphibian Battalion, 4th Marine Division. “For some of these guys it was their first time, and they performed outstanding.”

Supported by the SIU crew, the Marines not only boosted their ability to work together and drive an assault vehicle from ship to the shore, but also honed new skills needed to maintain their readiness.

“The importance of the training, especially for Reserve Marines, is to maintain our proficiency in being able to conduct ship-to-shore operations,” said Cpl. Carlos Diaz, an AAV mechanic with the 4th Marine Division. “Just in case for the one day we get a call, we are ready and proficient enough ... to support the fight.”



The Seafarers-crewed *USNS Seay* assists in a military exercise Aug. 7 near Naval Station Mayport, Florida, designed to offer hands-on training to active and reserve U.S. Navy Sailor. (U.S. Navy photo by Mass Communication Specialist 3rd Class Taylor Mohr)