

SEAFARERS LOG

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

Merchant Marine Honored in Nation's Capital

National Maritime Day Observance Salutes Past and Present Service

The SIU and its affiliated Paul Hall Center made a typically strong turnout for the annual National Maritime Day ceremony May 22 in Washington, D.C. U.S. Transportation Secretary Anthony Foxx (photo at right) was a featured speaker, as was Gen. Paul Selva, commander of the U.S. Transportation Command (center in photo below, with SIU President Michael Sacco, left, and American Maritime Officers President Tom Bethel). The SIU also took part in a National Maritime Day gathering in Port Arthur, Texas. Pages 11-14.



Jones Act Tanker Order Means New Jobs for SIU Members

A four-ship order grew by one last month as General Dynamics NASSCO (photo in background) announced an agreement to build an additional tanker for an affiliate of American Petroleum Tankers (APT). Seafarers-contracted Crowley Maritime manages vessels for APT. The order, now at five vessels, has options for three additional tankers. NASSCO is a union facility in San Diego. Page 3. (Ken Wright photo courtesy NASSCO)



Union Completes Move to Jersey City

The SIU is settling into its new hall in Jersey City, N.J. (photo above), following last month's historic move from the old hall in Brooklyn, N.Y. The new facility is located at 104 Broadway, and the phone number is (201) 434-6000. The last job call at the Brooklyn hall (photo at right) took place June 13. Port Agent Bob Selzer (left) and Safety Director Osvaldo Ramos made the call. Ramos received his first job called by Selzer from the same podium more than 20 years earlier.



President's Report

U.S. Shipbuilding Thrives

Recently, I received a brief report on American shipbuilding that really highlighted both the industry's strength and its potential.

Like those of us on the seagoing side, I know our brothers and sisters in the shipyards face their share of challenges in keeping the industry afloat. But even though I read just about all the maritime news I can get my hands on, I have to admit being a little surprised at just how well the domestic shipbuilding industry is doing. Seeing the construction orders in one chart really drove home the point.



Michael Sacco

More than 20 containerships and tankers are on order or already under construction in U.S. yards (most of them union facilities), with options for many more, according to the U.S. Maritime Administration. That is the biggest surge in almost 20 years. Most of them are being built for SIU-contracted operators, so new jobs are on the horizon for our members.

Those ships include a combination containership/RO-RO due out this year for Pasha Hawaii, two LNG-powered containerships for TOTE, three tankers and an ATB for Seabulk, and two containerships for Matson. Also on order are four tankers and two combination containership/RO-ROS for Crowley plus five tankers for an affiliate of American Petroleum Tankers (ultimately managed by Crowley). That's a total of 19 vessels with SIU crews, and that's not counting options or other existing orders.

It also doesn't count other construction orders that help sustain this vital part of our manufacturing base and our economy. For instance, in 2012, according to the report, U.S. shipbuilders delivered 1,260 patrol boats, tugs, barges, ferries and other vessels. Those same yards generated \$20 billion in revenue.

The tanker orders are directly related to ongoing support for the Jones Act, one of the most important maritime laws in our nation's history. As many of you know, the Jones Act requires cargo moving between domestic ports to be carried on vessels that are built, crewed, flagged and owned U.S. It doesn't cost our nation a cent but it does help sustain nearly half a million jobs while pumping billions of dollars into the economy.

Without strong bipartisan backing of the Jones Act, there's no way companies would invest in all those American-built tankers. It's that simple, and it's a powerful example of why the Jones Act is great public policy.

Our friends on the shipbuilding side can't afford to let up, though. I recall another report, delivered at a Maritime Trades Department meeting a couple of years ago, which compared shipbuilding trends in the U.S. and United Kingdom. That presentation revealed that since the early 1950s, we've lost more than 300 shipyards, both commercial and naval. We now have around 100. The UK, following a similar decline, had five.

That's not a position we should ever face, and the SIU will continue doing all we can to support our brothers and sisters from Aker Philadelphia to General Dynamics NASSCO and every union shipyard in between.

As we celebrate the United States' 238th anniversary of Independence Day this month, let us not forget the vital roles performed by U.S. mariners and shipbuilders in securing and maintaining that independence.

Historic Move

This month's message wouldn't be complete without acknowledging our historic recent move from Brooklyn to Jersey City. It's the right move for several reasons, but it's also kind of stunning to realize this is the first time in our union's 76-year history that we do not have a formal presence in New York City.

It's not our first time operating a hall in Jersey City, though. Our affiliated United Industrial Workers union for many years had a hall in another part of the city, so this is a homecoming of sorts.

We'll make sure the new SIU hall is a first-class facility that serves the members well, and I know we'll be a vital part of the community. There are bound to be a few hiccups as we set up our operation, but it's going to be worth it.

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

Wait for Weapons Likely Over For Cape May

SIU-Crewed Vessel Part of Effort to Destroy Syrian Stockpiles

The wait for the Seafarers-crewed *MV Cape Ray* to destroy shipments of Syrian chemical weapons could soon be over.

According to the Organization for the Prohibition of Chemical Weapons (OPCW), Syria's final chemical weapons stockpile was shipped out of the Syrian port of Latakia on June 23. The weapons are expected to be brought aboard the *Cape Ray*, which will take them into international waters for destruction.

"A major landmark has been reached today," OPCW Director-General Ahmet Uzumcu said in a statement, adding there was a possibility of "undeclared" weapons remaining in the country.

"We cannot say for sure it has no more chemical weapons," Uzumcu said. "All we can do is work on the basis of verifying a country's declarations of what they have."

Docked in Rota, Spain, since February, the Keystone-operated *Cape Ray* left Portsmouth, Va., in January with a crew consisting of 36 civilian mariners, more than 60 U.S. Army chemical weapons specialists, a security team and representatives from the U.S. European Command. Members of the Machinists union were on board, too.

The plan has the *Cape Ray* traveling from Rota to the Italian port of Gioia Tauro to receive the chemical weapons from Danish and Norwegian ships. The *Cape Ray* will then take the weapons to an undisclosed at-sea location where it will use the state-of-the-art equipment outfitted on the vessel to safely destroy the weapons.

Deadlines to transport the weapons had passed for the Syrian government, however, and the mission has been delayed several times. Prior to the June 23 announcement that all weapons had been transported out of the country, UN Secretary-General Ban Ki-moon told the UN Security Council Syria would be missing a June 30 deadline to have the weapons destroyed. According to the Associated Press (AP), the Syrian government was reportedly saying the final shipment of chemicals could not be safely transported.

"It is imperative that the Syrian Arab Republic concludes remaining removal operations as quickly as possible, as the authorities have pledged to do," Ban said in a letter obtained by the AP. "However, it is now evident that some activities related to the elimination of the chemical weapons program of the Syrian Arab Republic will continue beyond June 30, 2014."

Syria previously missed an April 27 deadline to have all of the weapons out of the country.

The *Cape Ray*'s deployment stemmed from an international agreement in August 2013 to destroy Syria's chemical weapons after the country allegedly used the weapons against its own people. Following its deployment, the *Cape Ray* has received praise from high-ranking officials, including Defense Secretary Chuck Hagel.

There was also a hearing of the Senate Subcommittee on Emerging Threats and Capabilities in April where Defense Department officials praised the speed at which the crew of the *Cape Ray* leapt into action.



Crew members on the *Cape Ray* deploy an evacuation system as part of a safety drill April 12 in Rota, Spain. (U.S. Navy photo by Mass Communication Specialist Seaman Desmond Parks)

Adm. Zukunft Becomes USCG Commandant

Adm. Paul F. Zukunft is the new commandant of the U.S. Coast Guard.

Zukunft assumed command as the service's newest commandant May 30 when he relieved Adm. Bob Papp during a change of command ceremony at the Douglas A. Munro Coast Guard Headquarters Building in Washington, D.C. Papp, the Coast Guard's 24th Commandant, had occupied the service's top post since May 25, 2010.

"Admiral Papp's leadership and resolve have left an indelible mark on the service," said Zukunft during the ceremony. "The Coast Guard is more proficient, more capable and more resilient due to his contributions and I wish him fair winds and following seas."

"To the men and women of the Coast Guard, I'm humbled to stand before you as your 25th Commandant," added Zukunft. "You embody the world's best

Coast Guard."

Zukunft also unveiled the guiding principles which will frame his direction for the Coast Guard over the next four years. He identified them as service to the nation, duty to people, and a commitment to excellence.

A 1977 graduate of the United States Coast Guard Academy, Zukunft reports to his new post from Alameda, Calif., where he served as the Coast Guard Pacific Area Commander since 2012. In this capacity, he was the operational commander for all Coast Guard missions from the Rocky Mountains west to the east coast of Africa.

Prior to that post, the admiral commanded five other units and served extensively in the cutter fleet where he commanded the *Cape Upright*, *Harriet Lane* and *Rush*. In 2010, Zukunft served as the federal on-scene coordinator for the Deepwater Horizon spill. In this position, he directed more than 47,000 responders, 6,500 vessels and 120 aircraft during the largest oil spill in U.S. history.

A flag officer since 2006, Zukunft also served as commander, Defense Force West following tours as commander, Eleventh Coast Guard District, and director, Joint Interagency Task Force West.

The Coast Guard is the largest component of the Department of Homeland Security, comprising 41,700 active duty, 7,800 reserve and 8,300 civilian personnel. More than 31,000 volunteer Coast Guard auxiliaries will also be under his command.

Papp received the Homeland Security Distinguished Service Medal from Secretary of Homeland Security Jeh Johnson during the change of command ceremony. In addition, he received the Defense Distinguished Service Medal from Gen. James Amos, commandant of the U.S. Marine Corps.

A loyal ally of the U.S. Merchant Marine and the U.S. maritime industry in general, Papp retired following 39 years of service to his country. He will be largely remembered for securing funding for the Coast Guard's prized National Security Cutter program, which will bring eight new 420-foot cutters into the fleet.



Adm. Paul Zukunft (right) is congratulated by outgoing Commandant of the Coast Guard Adm. Bob Papp during a change of command ceremony May 30 in Washington, D.C. Looking on (center) is Department of Homeland Security Secretary Jeh Johnson. (U.S. Coast Guard photo by Petty Officer 2nd Class Patrick Kelley)

Order for Extra Product Tanker Means New SIU Jobs

NASSCO Building Additional Jones Act Vessel for APT

The SIU welcomed a mid-June announcement from General Dynamics NASSCO – a union shipyard in San Diego – that eventually will mean addi-

tional jobs for Seafarers.

NASSCO reported an agreement to build an additional product carrier for an affiliate of American Petroleum Tank-

ers (APT). Seafarers-contracted Crowley Maritime manages vessels for APT.

The original order, announced last summer, called for the design and construction of four ships, with options to build up to four additional vessels. These ships will be 50,000 deadweight ton, LNG-conversion-ready tankers with 330,000 barrel cargo capacity. Construction of the first tanker is slated to begin this summer, with deliveries scheduled to start in the fourth quarter of 2015, continuing into 2017. The ships will sail in the Jones Act trade, carrying cargo between domestic ports in the United States.

In last month's announcement about the fifth tanker, the shipyard reported, "This new 610-foot-long tanker is a continuation of the ECO MR tanker design, which delivers improved fuel efficiency and incorporates the latest environmental protection features, including a ballast water treatment system. Including this order, NASSCO is now under contract for the design and construction of eight tankers:

five for American Petroleum Tankers and three for Seabulk Tankers, Inc." Seabulk also is an SIU-contracted company.

NASSCO further noted all eight ships are being designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea.

"DSEC's ECO design achieves improved fuel efficiency through several features.... The tankers will have conversion-capable, dual-fuel-capable engines and the ability to accommodate the future installation of an LNG fuel-gas system and ... LNG tanks," the yard reported.

Rob Kurz, president of APT, stated, "We are very excited to be building an additional tanker at NASSCO. This new order clearly demonstrates APT's and Kinder Morgan's continued commitment to the Jones Act tanker market." APT is a wholly owned subsidiary of Kinder Morgan Energy Partners, L.P.

The Jones Act, a crucial foundation of the American maritime industry that helps maintain nearly 500,000 U.S. jobs, requires that cargo moving between domestic ports be carried on vessels built, crewed, owned and flagged American.



An artist's rendering of the new tanker is pictured above.

Seafarers, SIU-Contracted Companies Receive Awards

SIU crews and Seafarers-contracted companies were honored recently as the Chamber of Shipping of America (CSA) conducted its annual spring safety awards gathering. The event took place May 29 in New Orleans, with more than 200 people in attendance.

The CSA has sponsored this program since 1958. It's a vehicle for recognizing "outstanding feats of safety that contribute to saving a life, a ship or other property" as well as honoring "vessels that have operated for at least two years without a seafarer involved in a lost-time injury," according to the association.

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

Speaking about the accident-free voyages, he added, "This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

This year's honorees included the SIU-crewed articulated tug-barge (ATB) *Achievement/650-8*, which was involved in two rescues in 2013.

The Crowley ATB overcome adverse weather while rescuing an injured man near the base of the Sunshine Skyway Bridge in Tampa, Fla. Seafarers from the *Achievement/650-8* also helped save four individuals aboard a 30-foot fishing boat taking on water 35 miles offshore from Clearwater, Fla.

Recognition for incident-free operations comes in the form of Jones F. Devlin awards (named in memory of a late executive from United States Lines). SIU-contracted companies earning the awards at the most recent gathering included Alaska Tanker Company, Crescent Towing, Crowley Maritime and several of its subsidiaries, E.N. Bisso & Son, Farrell Lines, General Dynamics-American Overseas Marine (AMSEA), Harley Marine, Higman Barge Lines, Horizon Lines, Keystone Shipping, and Maersk Line, Limited.

Additional Seafarers-contracted companies earning awards included Moran Towing, Ocean Shipholdings, OSG Ship Management, Pasha Hawaii, Patriot Contract Services, Sea Star Line, Seabulk Tankers, Seabulk Towing, and TOTE Services, Inc.

The CSA represents 35 U.S.-based companies that own, operate or charter oceangoing tankers, containerships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.



Sen. Mary Landrieu (D-La.)



Rep. Duncan Hunter (R-Calif.)

MSP 'Critical to Our Military'

Landrieu, Hunter Speak Up for Vital Program

Sen. Mary Landrieu (D-La.) and Rep. Duncan Hunter (R-Calif.) were among those recently voicing support for full funding of the Maritime Security Program (MSP).

Last month, the House passed an appropriations bill that slashes \$20 million from the MSP – a reduction that could remove six or seven vessels from the program. The Senate version of the appropriations legislation calls for full MSP funding for Fiscal Year 2015, which is \$186 million.

Hunter, the chairman of the House Coast Guard and Maritime Transportation Subcommittee, spoke on the floor of the House during a June 9 debate regarding the 2015 Transportation, Housing and Urban Development Appropriations Bill.

"The U.S.-flag fleet is critical to our military in delivering cargo overseas to our military to ensure proper readiness and sustainment," noted Hunter. "The Department of Defense (DOD) for well over a decade has relied on MSP-enrolled vessels for sealift of necessary cargo into conflicts in Iraq and Afghanistan as well as other troubled areas in the world, all at a fraction of the cost of what it would cost DOD to replicate that sealift if it had to build its own vessels.

"These military-sensitive cargoes are handled by U.S.-flag ship operators and mariners that must meet DOD and Homeland Security standards," he continued. "They have a demonstrated record of delivering these cargoes efficiently and safely."

The congressman concluded his remarks by calling on the House to bring the program's fund-

ing level to the same \$186 million mark that was "appropriated in [Fiscal Year] 2014, authorized by the Armed Services Committee, and requested by the president."

Landrieu, who serves on the Senate Appropriations Committee and chairs its Subcommittee on Homeland Security, said in a written communication June 14 she was "proud to report that the bills we passed out of the Senate Appropriations Committee this week offset cuts to critical maritime programs that were included in the House of Representatives' version. Our bill protects the Maritime Security Program from a \$20 million reduction that would compromise our ability to maintain a U.S.-flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the nation."

Since its inception in 1996, the MSP has received strong bipartisan backing in Congress and the White House, while receiving praise from military officials. The program provides an annual stipend to ensure 60 militarily useful U.S.-flag, U.S.-crewed ships are available in times of war or national emergencies. Companies that are contracted under the MSP or through the related Voluntary Intermodal Sealift Agreement make their infrastructure available to the military as needed, too.

MSP backers describe the program as one of the best public-private partnerships in government. The DOD has estimated that replicating the sealift capability provided by the MSP would cost the government billions of dollars, for both ships and operating expenses.

Important Benefits Notice

New summary plan description (SPD) guides were recently added to the Seafarers website for Seafarers Health and Benefits Plan (SHBP) CorePlus and Core Levels (revised June 2014) and the Seafarers Money Purchase Pension Plan (SMPPP) (revised May 2014). Eligible participants will also receive these SPDs in a future participant mailing. They're posted in the Member Benefits section of www.seafarers.org



SIU officials and other participants meet with veterans to promote the industry. (Photo courtesy Jacksonville Port Authority)



The event drew hundreds of military veterans.

SIU Joins Outreach to U.S. Military Veterans

The SIU and its affiliated school in southern Maryland contributed to the success of a recent event in Jacksonville, Fla., aimed at helping U.S. military veterans find work.

A collaborative effort titled "Military to Maritime," the June 4 gathering at the Jaxport Cruise Terminal attracted hundreds of veterans along with representatives from the SIU and other maritime unions, Seafarers-contracted companies, government agencies, trade associations and many other organizations. Most of the event happened indoors, but it also offered tours of the SIU-crewed Crowley tug *Defender* nearby.

SIU Vice President Contracts George Tricker, Assistant Vice President Contracts Archie Ware, Port Agent Mike Russo and Director of Manpower Bart Rogers participated in the job fair, organized by the coalition American Maritime Partnership (AMP, to which the SIU is affiliated) and Seafarers-contracted Crowley Maritime.

AMP suggested that the convergence of military veterans and the maritime industry in the Sunshine State carries great potential. According to the Bureau of Labor Statistics, more than 720,000 servicemen and women are still out of work since finishing their respective tours of duty in the military. Florida, meanwhile, "has an especially vibrant maritime industry and ranks second among all states in domestic maritime jobs, according to a new study by PricewaterhouseCoopers (PwC) for the

Transportation Institute," AMP reported. "Supported by the Jones Act, which ensures vessels operating in our domestic waterways are U.S.-built, U.S.-crewed and U.S.-owned, the state's 52,140 domestic maritime jobs pump more than \$9.6 billion annually into the Florida economy, and maritime worker income in the state totals more than \$2.9 billion."

A day before the Military to Maritime meeting, Sen. Marco Rubio (R-Fla.) described Florida's maritime industry as "a national leader in economic opportunity and job creation, and it plays a critical part in our nation's infrastructure. Not only does this vibrant industry provide good-paying jobs across various sectors in Florida, it also represents a natural fit for our veterans looking for a second career after they have dutifully served our country. I am thankful that the industry is working to support our veterans, and I encourage our heroes who have returned home to take advantage of this unique opportunity."

U.S. Rep. Ander Crenshaw (R-Fla.) stated, "Jacksonville and Florida's high ranking for U.S. domestic maritime job growth is no surprise to me. I am a long-time supporter of the Jones Act, which has protected 52,140 maritime jobs in the state and 9,670 in my district. Northeast Florida and the state can look forward to even more employment and economic growth with U.S. House authorization of legislation to deepen the St. Johns River

and fix the navigational hazard at Mile Point. A deeper river means that large cargo container ships will be able to move freely in and out of the region, bringing more trade, jobs, and economic growth. The future for this sector of our economy is bright and only getting brighter."

Across the nation, the domestic mari-

time industry includes approximately 40,000 vessels, which support almost 500,000 jobs, and have an annual economic impact of nearly \$100 billion according to the Transportation Institute's findings. The industry also accounts for approximately \$29 billion in wages and \$10 billion in tax revenues.



SIU AB Jordan Kareklas welcomes guests aboard the Crowley tug *Defender* as part of the Military to Maritime gathering. (Photo courtesy Jacksonville Port Authority)



The *USNS Spearhead* is pictured in Belize June 1, offloading gear and vehicles in support of an international exercise titled Southern Partnership Station 2014. Members of the SIU Government Services Division sail aboard the *Spearhead* and the other JHSVs. (U.S. Navy photo by Mass Communication Specialist 1st Class Rafael Martie)

CIVMARS to Sail on 10 Joint High-Speed Vessels

The U.S. Military Sealift Command (MSC) recently informed union officials and others from the maritime industry about a change in plans for crewing up the Navy's joint high-speed vessels, commonly called JHSVs.

In a written communication May 30, Rear Adm. T.K. Shannon, MSC commander, said all 10 of the JHSVs will be manned by civil service mariners (CIVMARS). Previously, MSC had planned to crew four or five of the ships with CIVMARS and the rest with mariners from the private sector.

Explaining his rationale, Shannon cited streamlined management and a change in how the agency expects to utilize the ships.

This isn't the first time the program has been altered. Originally, the Army and Navy were going to take delivery of five JHSVs apiece, but the Department

of Defense announced in 2011 that all 10 ships instead would become Navy property.

The first three JHSVs – *USNS Spearhead*, *USNS Choctaw County* and *USNS Millinocket* – have been delivered and the fourth (*USNS Fall River*) was christened earlier this year. The remaining platforms are slated to be named *USNS Trenton*, *USNS Brunswick*, *USNS Carson City*, *USNS Yuma*, *USNS Bismarck* and *USNS Burlington*.

The 338-foot-long JHSVs can transport up to 312 embarked mission personnel plus a crew of up to 41, along with 20,000 square feet or 600 tons of cargo at speeds in excess of 35 knots for 1,200 nautical miles, according to MSC. The JHSVs are also specially designed to operate in shallow-draft ports and waterways, providing U.S. forces added mobility and flexibility.

Maritime Industry Applauds Passage of WRRDA

Bipartisan Bill Funds Much-Needed Improvements to Nation's Waterways

Just in time for National Maritime Day, the Senate overwhelmingly approved a \$12.3 billion bill May 22 that improves the nation's ports and waterways. President Barack Obama signed the legislation into law June 10.

The measure – known as the Water Resources Reform and Development Act (WRRDA) – was widely praised by the maritime industry and had previously seen similar bipartisan approval in the House.

The \$12.3 billion in funding provided by the WRRDA will have a significant impact on the nation's maritime industry. It includes funding for a variety of waterway construction and repair projects, including dredging operations for several East Coast ports. It also provides funding for much-needed dredg-

ing projects along the Great Lakes.

"This is good news for us," said Scott Winter, vice president of the SIU-affiliated Maritime Trades Department, which is also headed by SIU President Michael Sacco. "The bipartisanship demonstrated by our elected officials to advance a WRRDA bill is a clear victory for organized labor, which will (help) maintain approximately 30 million U.S. jobs and will facilitate future job growth in maritime."

The new law also sets the nation on a path for full use of the Harbor Maintenance Tax. Established with cargo taxes to fund port modernization, the Harbor Maintenance Trust Fund is sitting on billions in surpluses that continue to grow every year. That money could, and should, go toward dredging and other port modernization

projects, according to the SIU, MTD and many other organizations and legislators.

"WRRDA and the Harbor Maintenance Trust Fund provide good-paying jobs with benefits, which will cultivate a robust future economy and maritime industry," Winter added.

The bill's passage marks the first time Congress has updated the Water Resources Development Act since 2007. The SIU was among the many maritime organizations pushing for legislation that addressed the need for dredging and other repairs to the nation's waterways.

"This measure will strengthen our nation's transportation network, keep America competitive in the global marketplace, and reform and streamline the way we move forward with improvements

to our ports, locks, dams and other water resources infrastructure," said Rep. Bill Shuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee. "This legislation is about jobs and our country's economic prosperity."

The bill won praise on the Senate side, as well.

"This is a strong bipartisan bill," said Sen. David Vitter (R-La.), who is one of the bill's authors. "It's a jobs bill that is very much needed in our weak economy. It's what we need to do more of."

Sen. Barbara Boxer (D-Calif.) agreed. "This is a bill that rises above bipartisan politics," she said prior to the vote. "I am glad that we will consider it expeditiously so we can quickly send it to the president for signature."

Servidio Takes Command in Calif.



SIU Vice President West Coast Nick Marrone (left) congratulates Coast Guard Rear Adm. Joseph Servidio following a change-of-command ceremony June 5 in Alameda, Calif. Servidio, a friend of the SIU, assumed command of the 11th Coast Guard District. Previously, he was based at the agency's headquarters in Washington, D.C., where he served as assistant commandant for prevention policy overseeing Coast Guard inspections and compliance, marine transportation systems, and commercial regulations and standards. In his new post, Servidio will oversee agency operations in California, Arizona, Nevada and Utah, and coastal and off-shore operations from the California-Oregon border to the U.S.-Mexico border, among other duties.

White House Honors Executive from TOTE

The head of an SIU-contracted company recently was honored by the White House as a 2014 transportation industry "Champion of Change."

Anthony Chiarello, president and CEO of TOTE, Inc., was chosen for his role in "leading the U.S. maritime industry toward natural gas as fuel," the company reported. He was one of 11 honorees at a May 14 event in the nation's capital.

Chiarello joined the other honor recipients and guests in the south auditorium of the White House to accept recognition and share insight during a panel discussion.

TOTE is building the first natural gas-powered container ships in the world to serve Puerto Rico and is converting its ships in Alaska to natural gas.

The experience has been both exciting and humbling for Chiarello, a fourth-generation member of the shipping and logistics industry, he said.

"As a Jones Act domestic carrier, we're uniquely positioned to create real change in the supply conundrum – availability of fuel is a big hurdle for most transportation sectors to change over to clean-burning natural gas," Chiarello wrote in a post he prepared for a White House blog. "Our regular service routes create enough of a steady demand to entice fuel partners to build liquefaction plants in our ports of call, thus making LNG supply available to others in those markets. Supply in Jacksonville, Fla., and Tacoma, Wash., will serve the southeast and Pacific northwest with natural gas that can be used for ships, trucks, and rail."

TOTE announced plans to convert its fleet to natural gas in 2012. Since then, natural gas suppliers have begun creating



Anthony Chiarello

distribution networks in major U.S. ports, making gas available to all transportation modes in those markets.

Natural gas-powered ships will achieve emissions reductions far below even the world's most stringent regulatory standards. These emissions reductions are expected to have long-lasting and far-reaching positive effects on the health and safety of citizens along the U.S. coastline – particularly in Washington, Alaska and Florida – and Puerto Rico, where SIU-crewed TOTE ships are part of the critical domestic supply chain.

Latest IBF Agreement Good News for Mariners

Mariners working on vessels covered by International Transport Workers' Federation (ITF) special agreements got good news in early June. Thanks to negotiations involving the International Bargaining Forum (IBF), mariners sailing under ITF agreements will receive a total of 6.5 percent in pay increases during the next three years.

The gains were announced June 6 as the latest round of negotiations on the new IBF framework agreement finished in Indonesia.

SIU Secretary-Treasurer David Heindel chaired the recent talks, which lasted for two days. In addition to his duties with the SIU, Heindel chairs the ITF Seafarers' Section.

"Considerable progress has clearly been made from both parties over this round," Heindel stated. "The ITF has understood the challenges facing the [employer representatives] in their ability to afford a pay increase, but it has been important to secure a pay increase for our members, to ensure a fair wage and conditions of employment."

Steve Cotton, ITF acting general secretary, congratulated both sides on their achievement and underscored that this is a victory for workers.

"Both sides have worked hard to come to an agreement and negotiations have now been going on for eight months," he said. "The hard work has been worth it.

There is now a single standard of employment for IBF seafarers, and all the IBF social partners support this global standard." The IBF was formed in 2003 as a mechanism for collective bargaining between maritime employers and maritime unions over the wages and conditions of employment for mariners serving on foreign-flag ships covered by ITF special agreements. Maritime employers are represented by the International Maritime Employers' Council (IMEC), the International Shipping Employers' Group (ISEG) which incorporates the International Maritime Managers' Association of Japan (IMMAJ) and the Taiwanese company Evergreen, and the Korean Ship-

owners' Association.

Together they form the Joint Negotiating Group (JNG), which allows maritime employers to present a coordinated view to the ITF.

The ITF's affiliates include 684 unions (including the SIU) in 140 countries representing more than 600,000 mariners.

According to the federation, "The IBF negotiations include both central negotiations and local negotiations which allow for development of core principles which can then be incorporated into specific local arrangements. This unique approach to pay negotiations is the only example of international collective bargaining."



Crew members load supplies that will replenish the *USNS Safeguard*, which is taking part in the U.S. recovery effort following the sinking of South Korea's *MV Sewol*.



Mariners from the *USNS Wheeler* pose while working with the vessel's support boat, the *USNS Fast Tempo*. The mariners assisting in the mission include Wiper Braulio Ente (second from left), who also sailed on the *Fast Tempo*.

Seafarers Aid in South Korean Ferry Recovery

Seafarers recently took part in a search and recovery effort that grabbed headlines around the world.

On April 16, a South Korean ferry, the *MV Sewol*, capsized during a trip between Incheon and Jeju while carrying 476 people. More than 300 have been listed as dead or still missing and the event has become an international news story.

To help its South Korean allies, the United States launched an American recovery effort that included the *USNS Safeguard*, which is crewed with SIU Government Services mariners. The *Safeguard* was also assisted by the Seafarers-crewed, TOTE-operated *USNS Wheeler* and its support boat, the *USNS Fast Tempo*.

Arriving at the site of the tragic *Sewol* sinking in late April, the *Safeguard* provided support to the U.S. Navy's recovery effort, including the use of its recompression chamber. That chamber was especially useful to Navy divers as it allowed them

to get used to normal conditions following their operations deep under the water.

"For our part, we conducted a lot of small boat operations to move U.S. Navy dive and salvage personnel back and forth from the Korean ships in the area," said AB **Michele Stevens**.

Knowing that hundreds were dead and missing, the crew worked tirelessly to get the job done. AB **Joseph Palomo** said it was impossible not to feel the weight of the work they were doing.

"Everyone here on the *Safeguard* felt sad for the families of the victims," he said. "Our hearts went out to them."

Compassion for the families, added Bosun **James Gage**, worked to further motivate the crew as they worked through sometimes difficult conditions.

"Out of respect for those who died, our involvement focused on broad area searches of the surrounding area," he said. "The water was really cold and you could see that

there was a lot of drift current in the area. I can't say whether or not our searches were successful, only that we safely launched and recovered our boats daily for about a month."

As the recovery effort stretched into May, another SIU-crewed operation was launched. Capt. Glenn Macario of the *Wheeler* said his vessel's supply ship, the *Fast Tempo*, was selected to do the job.

"The *Safeguard* was running low on some supplies and had a large backlog of mail in Busan, South Korea. Meanwhile, a large amount of trash was piling up," Macario wrote in an email. "The MSC office in Busan floated the idea of using *Fast Tempo* for a re-supply run and permission was granted by MSCHQ (Military Sealift Command Headquarters) in Washington, D.C."

On May 12, the *Fast Tempo*, a 160-foot support boat crewed with five mariners from the *Wheeler*'s regular contingent, then

loaded 30 sacks of mail and 17 pallets of supplies, including critical spare parts for the *Safeguard*'s recompression chamber. The vessel quickly made its way to the *Safeguard* to unload its supplies and gather the *Safeguard*'s trash. By 6 a.m. May 14, the *Fast Tempo* had returned to Busan from its supply mission.

"The *USNS Wheeler*'s SIU crew played a role in the entire operation," Macario wrote. "Wiper **Braulio Ente** made the trip to the *Safeguard* as part of the *Fast Tempo*'s crew. The 17 pallets of supplies and the dumpster were loaded and secured by Bosun **Jerry Gonzaga**, assisted by ABs **Carlo Gentile**, **Tony Olaya**, **Edsel Renegado** and **Kyle Silva**."

Macario added that he and the crew were glad to help in any way they could.

"All hands can be proud of the fact that they played a small part in assisting our South Korean allies during this tragic event," he wrote.

Maritime Labor Mourns Mantia

Richard "Dick" Mantia, the long-time head of the AFL-CIO Maritime Trades Department's (MTD) Greater St. Louis and Vicinity Port Council and a good friend of the SIU, passed away June 4 after a battle with leukemia. He was 82.

Mantia joined Asbestos Workers Local 1 in 1947. He served in the U.S. Navy between 1950 and 1952 and then returned to the local. He was elected its business manager in 1966, serving in that capacity until he became the executive secretary-treasurer of the St. Louis Building and Construction Trades Council in 1972. He held that position for 20 years.

"Dick Mantia helped rebuild the St. Louis Port Council," recalled SIU President Michael Sacco, who is also MTD president. "He was a leader, a great individual, a great family man and a solid union man. You always could count on him."

During the 1970s, Sacco was based in St. Louis as an SIU vice president.

"Dick Mantia was the first guy I contacted - him, Jack Martorelli and Bobby Sansone," Sacco added. "But Mantia was the main man."

From that point, the port council grew to include two dozen locals and unions as well as hosting an annual dinner dance that draws hundreds of members, their families, elected officials and business partners.

As the head of the building trades, Mantia worked with the area's contracted employers to create a regional labor-management construction co-



Dick Mantia is pictured at the 2013 Greater St. Louis and Vicinity Port Council awards dinner.

operative called PRIDE (Productivity and Responsibility to Increase Development and Employment). Sacco said it ended years of problems between the locals and the contractors.

According to the current head of the building trades, Jeff Aboussie (who received the port council's 2014 Labor Man of the Year award), Mantia helped save the labor movement in St. Louis.

Mariner Earns Safety Award

A Seafarer from the *USNS Wheeler* has received a safety commendation from vessel operator TOTE Services recognizing the quick actions he took to extinguish an early-morning fire aboard the ship.

Presented with the TOTE Safety Award during a May 16 ceremony attended by the entire crew of the *Wheeler*, Chief Steward **Ramon Tolosa** was praised by Capt. Glenn Macario for putting his safety training to good use.

"Thanks to his swift and proper actions, Ramon Tolosa prevented what could have been a much more serious incident," Macario wrote in an email.

The fire, which started April 24 shortly before sunrise while the *Wheeler* was anchored in Saipan, was definitely a close call.

Awakening at 4:45 a.m. to the smell of smoke and a crackling sound in his stateroom, Tolosa began investigating. He discovered a small flame above his room thermostat.

"The flame quickly grew to about a foot in height and was nearing the overhead," Macario wrote.

As the ship's smoke alarm triggered the general alarm, Tolosa stepped out of his room and grabbed a 20-pound dry chemical fire extinguisher in the passageway. He then re-entered his room.

"Using his prior firefighting training, he pulled the pin, aimed at the base of the flame and squeezed the handle," Macario wrote.

That short burst of dry chemicals extinguished the fire immediately. Though the rest of the crew arrived within one to two minutes of the alarm sounding, the fire was already out.

Macario said an investigation found the fire was caused by a flaw in the thermostat.

Luckily, he added, the fire was put out before it reached the false ceiling. A scorch mark discovered after the incident showed the fire was just a few inches short of reaching the ceiling.

"Had the fire continued for several more minutes, it could have penetrated the false ceiling and become much more serious," Macario said.

Tolosa's safety award was granted by TOTE Vice President Mitch Walker and included a Leatherman multi-tool, compliments of TOTE.

Tolosa has taken several courses at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.



Chief Steward Ramon Tolosa (left) receives the TOTE Safety Award from Capt. Glenn Macario May 16 aboard the *USNS Wheeler*.

Maritime Stalwarts Cotton, Cox, Harris Reap AOTOS Honors

Three maritime industry stalwarts have been selected as this year's recipients of the prestigious Admiral of the Ocean Sea Awards (AOTOS), presented by the United Seamen's Service (USS).

The 2014 honorees, announced June 17 by the USS, are Stephen Cotton, acting general secretary of the International Transport Workers' Federation (ITF); Joseph J. Cox, president/CEO of the Chamber of Shipping of America (CSA); and Frederick J. Harris, president of the General Dynamics NASSCO shipyard (a union facility in San Diego).

The awards are scheduled for presentation Nov. 7 in New York City. Recognition also will be given to American mariners "for specific acts of bravery and heroism while at sea," according to the USS.

SIU President Michael Sacco is the chairman of the awards dinner, which is considered an annual highlight in the U.S. maritime industry.

Gen. Kenneth Wykle, USA (Ret.), chairman of the USS AOTOS Committee, announced this year's top honorees.

"This year's recipients represent greatly diverse sectors of the maritime industry," he said. "Stephen Cotton oversees a significant labor group whose mission is the wellbeing and fair treatment of the world's seafarers. Joe Cox is well-regarded in international transportation circles and is greatly involved in safety issues. Fred Harris' company has designed and built innovative tonnage for America's seagoing fleet. We anticipate a good turnout for these three gentlemen."

Wykle, who is also president of the National Defense Transportation Association, will receive an AOTOS recognition award at this year's event.

Cotton has taken over the duties of general secretary of the ITF, an international association of more than 700 transportation-related unions (including the SIU) from 150 countries. He served as the ITF Maritime Coordinator until he was appointed acting general secretary in October 2012. He started at the London-based

ITF in 1993, working mainly in the Seafarers' Section as the head of the Agreements Unit.

Under Cotton's leadership, the ITF's maritime sections made gains including expanding the organization's team of inspectors from 35 to a total of well over 100. The results have been overwhelmingly positive, according to many in the industry. For example, in 2013, across 52 countries, a total of 9,503 vessel inspections were carried out and more than \$38 million of owed wages were recovered for mariners. The number of ships covered by ITF agreements has also increased from less than 2,000 to more than 12,000.

Cotton also spearheaded a new direction for the ITF Seafarers' Section through the International Bargaining Forum. This provides an arena for discussion between the ITF, its member unions and maritime employers in the Joint Negotiating Group (JNG). (Editor's note: See related story on page 5.)

Cox graduated from the U.S. Merchant Marine Academy in an accelerated program, finishing his final year in 1967 to meet the need for officers in the Vietnam sealift. He sailed on Vietnam missions for two years and for several more years as second and third mate to other parts of the world.

When he came ashore, he worked for the Maritime Standards Office of the U.S. Department of Labor, where he eventually became a manager of the cargo gear program. After eight years with the Department of Labor, he accepted a position at the CSA, a trade association for American shipowners. He progressed through jobs as marine coordinator, director of marine affairs, and vice president, and first was elected president/CEO in 1997.

With Cox at the helm, the CSA advocates for the industry by pushing for sound public policy through legislative and regulatory initiatives promoting marine safety, maritime security, environmentally responsible policies and operating practices, along with fair treatment of mariners.



Stephen Cotton



Joseph Cox



Fred Harris

Harris, a former union mariner, became president of General Dynamics NASSCO and a vice president of General Dynamics Corporation in 2006. For more than four decades, Harris has worked to foster innovation and excellence in shipbuilding. His extensive experience in the maritime industry has provided him with a breadth of knowledge and a unique viewpoint in current initiatives facing the business.

Harris began his shipbuilding career in 1973 as a senior engineer for Electric Boat's Trident ballistic missile submarine program. His thorough knowledge of ship construction processes and design and build practices earned him a succession of promotions.

For his accomplishments as program manager of the Virginia Class submarine design phase, Harris received the Maine Maritime Academy Outstanding Alumni Award for 2000. In 2002 he received the annual William M. Kennedy Award from the Society of Naval Architects and Marine Engineers. A year later, he was included on the Maine Maritime Academy's Wall of Honor for his numerous contributions to the industry. He was the 2010 recipient of the Harold E. Saunders Award, given by the American Society of Naval Engineers,

for his significant influence on naval engineering.

Harris is currently a board member of the National Academy of Sciences' Transportation Research Board, a board member of the Shipbuilders Council of America, and Chairman of the American Delegation of JECKU, a worldwide shipbuilding organization.

He is frequently called upon to offer his perspective on revitalizing the maritime industry and associated industrial base.

A graduate of Maine Maritime Academy, Harris sailed for several years, notably aboard the *SS Transglobe*, the most decorated American merchant ship of the Vietnam War. (The ship's crew included members of the National Maritime Union.)

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, mariners of all nations, and U.S. government and military personnel overseas. The USS, a non-profit agency established in 1942, operates centers in six foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

With Seafarers in San Juan



Chief Cook Carmelo Calderon (left) receives his B-book from Port Agent Amancio Crespo.



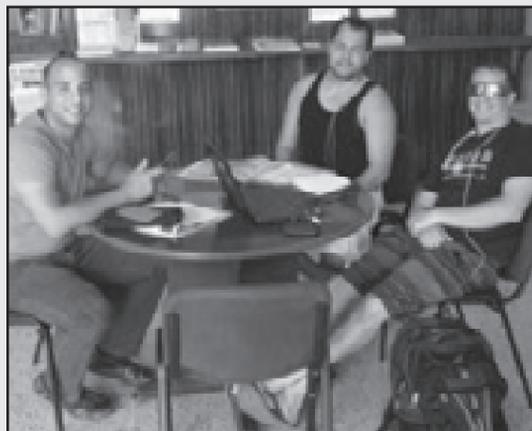
AB Julio Perez (left) picks up his A-seniority book from Port Agent Amancio Crespo.



AB Adrian Surillo Diaz (right) greets Port Agent Amancio Crespo near the *National Glory*.



Deck and engine department Seafarers gather for a photo at the union hall. Pictured from left to right are Jr. Engineer Richard Vega, Bosun Roberto Flores, Bosun Abel Vasquez, Bosun Jorge Soler and Jr. Engineer Ronaldo Quinones.



AB Jose Crespo, QMED Enrique Velez Velez, QMED Jorge Santiago



AB Ricky Martin, AB Kenneth Mottley



LONG LIVE THE EL MORRO – The *El Morro* laid up in Brownsville, Texas, May 17 at the end of its final voyage. The last mariners aboard the ship included (standing, from left) Chief Engineer Richard Pusatere, SA Anthony Grant, AB Gerald Freeman, GUDE Ronnie Hamilton, Chief Mate Raymond Thompson, Captain Michael Davidson, Chief Cook John Foster, Third Mate Alejandro Berrios, OMU Ronald Williams, Second Assistant Engineer Milton Israel II, GUDE Marcus Pittman, Electrician Louis Champa, AB Janaro Jackson, First Assistant Engineer Chris Levesque, Third Assistant Engineer Joseph Bishop, (front) GUDE Juan Colon, Chief Steward Juan Vallejo, AB Victor Cortes Maldonado, Second Mate Danielle Randolph, AB Paulin Augustin and AB Danilo Fullante. Also serving as part of the last crew but not pictured were Bosun Keller Gilyard, Third Assistant Engineer Alfred Norris, OMU Daunteley Signal and OMU Danilo Fullante. The ship's first name was *El Taino*. Most recently, it was operated by Sea Star Line for TOTE Services.

At Sea and Ashore With the SIU



CULTURAL EXCHANGE IN PHILIPPINES – SIU members from the Maersk-operated *USNS 2nd Lt. John P. Bobo* joined U.S. Navy personnel in May for a cultural exchange program at Gordon College in Olongapo City, Philippines. AB Jason Baker (left in photo at left below, with AB Mike Ratigan) noted, "We learned about Filipino history, culture, language, traditions, and food. Another amazingly warm welcome by the students and staff here at this local community college." A few of the students are pictured at right, while the photo above shows students along with Navy personnel from Maritime Prepositioning Ship Squadron (COMPSRON) 3 and Navy Cargo Handling Battalion 1.



ABOARD USNS RED CLOUD – Keeping fellow mariners well-fed aboard the Patriot-operated *USNS Red Cloud* are Chief Steward Caesar Mercado and Chief Cook Clifton Medley (above, left to right), SA Simplicia Twohie (below, left) and SA Emmanuel Matias.



ABOARD MAHIMAH – Crew members aboard Matson's *Mahimahi* recently enjoyed a cookout thanks to the efforts of Recertified Steward Richard Paulson (left) and Chief Cook Yahya Munassar (above).





QE Nick Vieira uses a circular saw while building a fence outside the LifeNet4Families building.



Bosun Larry Harewood pauses for a snapshot while doing volunteer work.



AB Cielo Ojano (left) and SA Jose Bolbaran put together a fence.

Ft. Lauderdale Seafarers Give Back

Members Donate Time, Skills to Benefit Local Charity

Seafarers in Ft. Lauderdale, Fla., are continuing their tradition of giving back, this time lending a hand in late March to an organization known for its work with the area's homeless.

SIU Ft. Lauderdale Port Agent Kris Hopkins said members at the hall were eager to take part when they were told local charity LifeNet4Families needed some work done at their nearby headquarters.

"They take care of the homeless and people who don't have enough to eat. They also help with clothing, personal items, counseling services, legal services and provide an address to receive mail," Hopkins said of LifeNet4Families. "We work with them a lot. We like that they give back to the community."

From building fences and railings to painting structures and making repairs, the group of Seafarers had a great time helping an organization that does so much to help those less fortunate.

"We just wanted to help them out in general in any way we could," Hopkins said. "The members are great. I've got a group here that I can call any time and they really enjoy it."

The SIU's work with LifeNet4Families doesn't end there. As in previous years, the Ft. Lauderdale hall is planning on working with the organization this winter for yet another holiday

toy drive for needy kids.

Hopkins said it's all part of being community members.

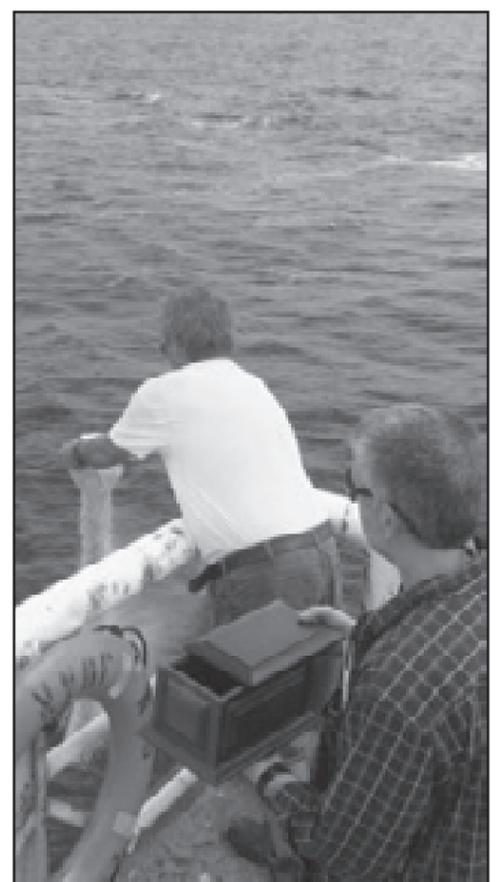
"We try to give back to the community whenever we have the opportunity," he said.

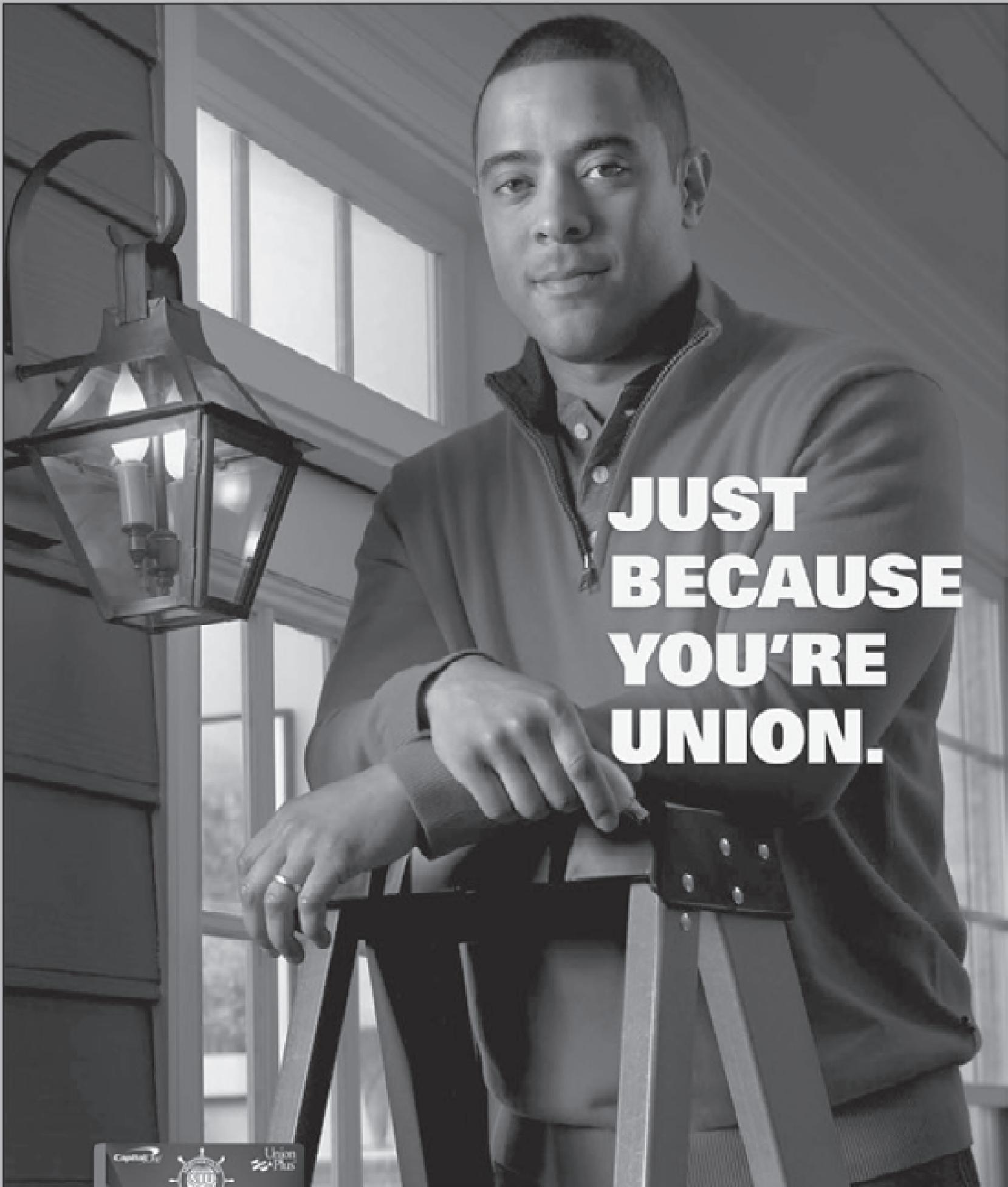


AB Franklin Estupinan happily pitches in.

Remembering Brother Porter

The ashes of NMU retiree Bill Porter were committed to the sea May 26 from aboard the SIU-crewed *El Faro*, as shown in these photos from the shipboard remembrance. In a letter to the family, vessel master Capt. Michael C. Davidson noted the ship (operated by Sea Star Line) was en route from San Juan, P.R., to Jacksonville, Fla., when the crew gathered. "Words were spoken in the manner seamen will speak to each other as brothers and shipmates," he wrote. "A moment of silence was observed, for remembrance and prayers. The ship's bosun (James Walker) gently released Bill's remains to the sea." Brother Porter died April 28, at age 85. He sailed in the steward department from 1979-1994; his last ship was the *Jean Lykes*. A U.S. Navy veteran, Brother Porter hailed from New Haven, Conn.





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7/14



Fr. Sinclair Oubre salutes the industry's proud history while also pointing out its current-day importance.

SIU Officials, Rank-and-File Members Salute Mariners in Port Arthur

Seafarers and SIU officials joined in saluting the nation's merchant mariners during a National Maritime Day Ceremony May 22 in Port Arthur, Texas.

SIU tugboat crews from Seabulk and Moran supported the gathering from aboard their vessels nearby, while SIU Houston Safety Director Kevin Sykes and Fr. Sinclair Oubre, who has sailed with the union as an AB, were part of the ceremony ashore. Oubre, in fact, was a featured speaker – he's the director of the Port Arthur International Seafarers Center.

Brian Hill of the U.S. Maritime Administration (MARAD) read this year's National Maritime Day proclamation from the White House next to a memorial sundial erected in 1973 in honor of local mariners and particularly in memory of the *Texaco Oklahoma* crew. The *Texaco Oklahoma* was a National Maritime Union vessel; 31 of its 44 mariners perished on March 27, 1971 near Cape Hatteras, N.C., as the ship sank while sailing from Port Arthur to Boston. (It was

struck by a massive wave and broke up.)

Oubre said the National Maritime Day ceremony "went very well. This was the 28th year of hosting the ceremony in Port Arthur. This year, we focused on MARAD. It was an opportunity for us to look back upon the importance of the maritime industry to our community and to encourage future generations of mariners to enter the industry. It was also a chance to thank MARAD for all they do for our area."

Hill, the agency's gateway director for the western Gulf of Mexico, also discussed southeast Texas' crucial role in the maritime industry and pointed out that roughly 25 percent of all maritime commerce in the U.S. "moves in and out of Texas."

At a reception following the waterfront ceremony, Hill spoke about the important partnerships that exist throughout the maritime industry. He also touched on some infrastructure improvements that should bolster the industry.



Addressing the gathering is Alvin Adams, a leader in the local Coast Guard Auxiliary Flotilla. Adams also is a retired union pipefitter and an Apostleship of the Sea ship visitor in the Sabine-Neches Waterway.

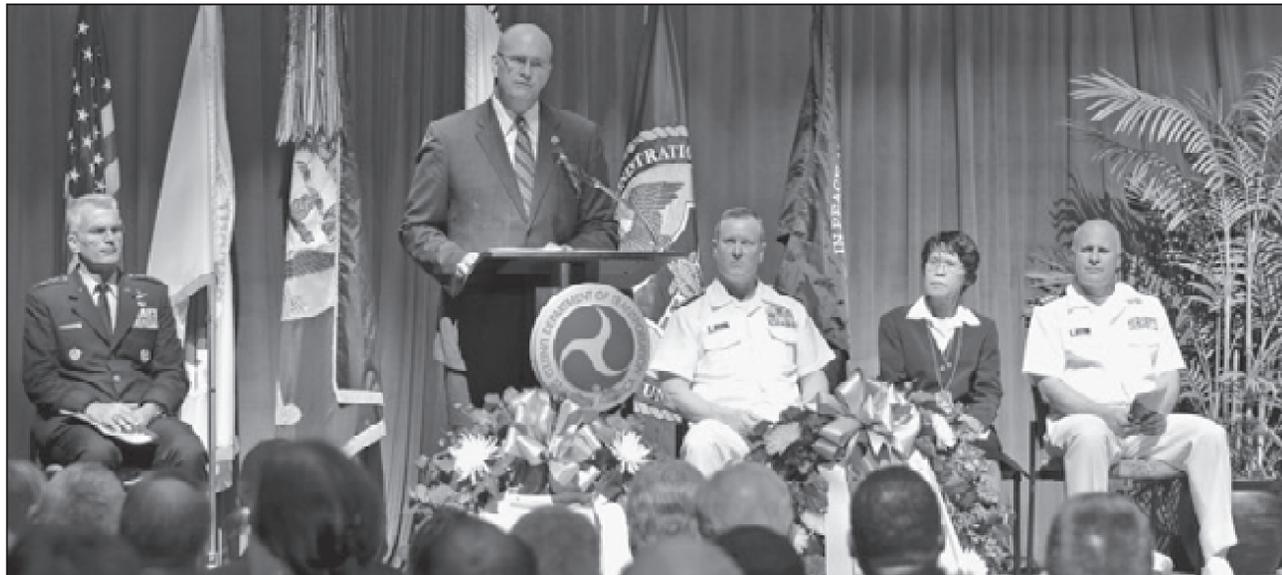


Pictured from left (photo above) are Commander Jacqueline Twomey, Coast Guard Marine Safety Unit (MSU) Port Arthur; Brian Hill of MARAD; SIU Patrolman Kevin Sykes; Coast Guard Captain Joseph Paitl, MSU Port Arthur; and Fr. Sinclair Oubre. In the photo at the immediate left, Maritime Administration official Brian Hill discusses southeast Texas' vital role in the maritime industry.



SIU-crewed tugs from Moran (above, left) and Seabulk (above, right) add to the atmosphere during Port Arthur's National Maritime Day ceremony.

A memorial wreath is placed in the ship channel next to Lakeshore Drive.



Acting Maritime Administrator Chip Jaenichen (at podium) addresses the morning gathering. He also was the featured speaker at the Propeller Club luncheon immediately afterward.

Washington Honors U.S. Merchant Mariners

SIU Joins in Celebration Of National Maritime Day

High-ranking military and civilian leaders gathered in Washington, D.C., May 22 to honor the hard work and bravery of America's merchant mariners.

Celebrating National Maritime Day with a pair of events at Department of Transportation (DOT) headquarters, officials recounted the U.S. Merchant Marine's storied history and called for strengthening its future. Without merchant mariners putting their lives on the line during every armed conflict in the nation's history, the officials said in their speeches, the United States would never have achieved its position as the greatest nation in the world.

"As a person who spent 35 years in the service of this nation, it is readily apparent to me that without the commitment of our merchant marine... we would not be nearly as strong as we are today," said keynote speaker Gen. Paul Selva, commander of the U.S. Transportation Command (US-TRANSCOM). "To this community we



SIU President Michael Sacco, USTRANSCOM Commander Gen. Paul Selva

owe a debt of gratitude."

Selva was joined on stage by a cadre of Washington leaders. The event featured addresses by Acting Maritime Administrator Chip Jaenichen, Military Sealift Commander Rear Adm. T.K. Shannon and DOT Secretary Anthony Foxx.

"Know that this department and our president support you in all your work—and that our support for you doesn't just start and end with today," Foxx said. "We're working every day to strengthen the fleet, rebuild our ports and keep our merchant marine the finest in the world. You deserve nothing less."

The SIU also had a strong turnout at the event. The audience included SIU President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Legislative Director Brian Schoeneman and Piney Point Port Agent Pat Vandergrift. Dozens of apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md. were also on hand, and two of them—**Will Pappas** and **Unta Mattox**—were featured in the proceedings.

Jaenichen said he was honored to work with such distinguished, patriotic Americans.

"We have long depended on the contribu-

tions of our American merchant mariners and the maritime industry. They have enabled our nation to build economic strength, to provide vital sealift capability and the capability to support our armed forces and advance humanitarian missions worldwide," Jaenichen said, addressing the maritime officials and Seafarers in the audience. "We will continue to rely on our commercial ships, our maritime infrastructure. Our mariners will rise to the task without fail and without any fanfare."

He then addressed the dozens of PHC apprentices in attendance. "These trainees are a reminder that we cannot make the mistake of observing National Maritime Day only as a patriotic or historic duty," Jaenichen said. "We need to be wise and vigilant when it comes to maintaining our merchant mariner fleet and shipyard industrial base so they can continue to serve our nation in years to come."

Selva put some hard numbers to the present day contributions made by merchant mariners. He said the recent conflicts in Iraq and Afghanistan have provided a vivid picture of just how important the U.S. Merchant Marine is to the nation and the world.

"If you don't believe me, here are some of the numbers: 126 million square feet of cargo moved into ports in the Persian Gulf and on the coast of Pakistan to support our deployed sailors and Marines," Selva said. "Twenty-six billion gallons of fuel for the fight have been moved on our merchant

fleet by our merchant marine."

The results, Selva said, speak for themselves.

"Without that contribution, our success in both of those operations would not be possible," he said. "You can debate the politics all you want, but without the capability of our merchant marine we would not have brought the taste of democracy to two countries who have known nothing but tyranny for decades."

Foxx added the vital work done by the merchant marine has made an enormous impact in non-combat operations as well. Merchant mariners, he said, have aided in the recovery from natural disasters, brought food to starving people around the world and helped destroy some of the most dangerous weapons on the planet.

"When the earthquake hit in Haiti, our merchant mariners were there to help. In the days after Hurricane Katrina and Hurricane Sandy, they were there, too," Foxx said. "And right now, as I speak, there are merchant mariners aboard the (SIU-crewed) *Cape Ray*, making it possible to destroy Syrian chemical weapons."

Foxx added that merchant mariners are doing more than just punching a clock—they are making a difference.

"You are a symbol of hope," he said. "A horn in the fog. A light on the horizon."

In his remarks, Shannon praised the bravery and sacrifices of merchant mariners past, present and future. As he rec-

(Continued on Page 14)



The Washington, D.C., National Maritime Day ceremony attracted another strong turnout.



Gen. Paul Selva, USAF Commander, USTRANSCOM



Anthony Foxx Secretary of Transportation



Rear Adm. T.K. Shannon, USN Commander, Military Sealift Command



Members of the Naval Air Facility Washington Color Guard prepare for the ceremony.



Paul Hall Center Apprentice William Pappas rings "eight bells" near the end of the ceremony.



Saluting are wreath tenders Apprentice Unta Mattox (left) and IS1 Kelly Pritt, USN.



Students from the SIU-affiliated Paul Hall Center were repeatedly described by featured speakers as prime examples of industry's future.



Pictured at DOT headquarters are (from left) SIU Legislative Director Brian Schoeneman, SIU Exec. VP Augie Tellez, Paul Hall Center Trustee Tony Naccarato and his wife, Mary, SIU President Michael Sacco, SIU Sec.-Treas. David Heindel and SIU VP Contracts George Tricker.

President Obama Issues Proclamation For Maritime Day

America's open seas have long been a source of prosperity and strength, and since before our Nation's founding, the men and women of the United States Merchant Marine have defended them. From securing Atlantic routes during the naval battles of the Revolutionary War to supplying our Armed Forces around the world in the 21st century and delivering American goods to overseas markets in times of peace, they have always played a vital role in our Nation's success. During National Maritime Day, we celebrate this proud history and salute the mariners who have safeguarded our way of life.



Today's Merchant Marine upholds its generations-long role as our "fourth arm of defense." Yet they also go beyond this mission, transporting food where there is hunger and carrying much-needed supplies to those in distress. Thanks to our dedicated mariners, people around the world continue to see the American flag as a symbol of hope.

To create middle-class jobs and maintain our leading position in an ever-changing world, we must provide new marketplaces for our businesses to compete. As we expand commerce, we do so with confidence that the United States Merchant Marine will keep our supply lines secure. Because just as America's workers and innovators can rise to any challenge, our mariners have demonstrated time and again that they can meet any test. Today, let us reaffirm our support for their essential mission.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2014, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand fourteen, and of the Independence of the United States of America the two hundred and thirty-eighth.

Barack Obama

BARACK OBAMA



The wreaths featured lists of names of mariners (retired and active) who passed away since the last National Maritime Day.



SIU officials and others from throughout the industry gather at DOT headquarters.

Two Events Mark Maritime Day

(Continued from Page 12)

ognized the apprentices in attendance as a “new generation of young men and women (who) have taken up that patriotic legacy,” he also saluted those who had died within the last year. Shannon led the unveiling of a special parchment bearing the names of those lost since last year’s National Maritime Day.

“There are, and always have been, heroes whose only weapons are hard work, integrity and patriotism. Today we honor American merchant mariners for the sacrifices they made for our great nation,” Shannon said. “They have never shied away from duty because it puts them in harm’s way. They have served in every war since our nation began.”

Following Shannon’s speech, PHC unlicensed apprentice **Unta Maddox** was among those tending the memorial wreath, while fellow apprentice **Will Pappas** rang eight bells in honor of those who died.

In an address at a Propeller Club luncheon following the ceremony, Jaenichen echoed earlier sentiments, adding that events honoring the U.S. Merchant Marine and American maritime industry could not be more important.

“The best contribution we can give our U.S. Merchant Marine is widespread cultural recognition,” Jaenichen said. “We have to get the word out. Every mention of the maritime industry is important. We can never miss an opportunity to educate people on what the maritime industry is all about.”

Several organizations and maritime allies used National Maritime Day as an opportunity to

do just that. In statements, press releases and editorials, those familiar with the maritime industry called on everyone to recognize just how important the U.S. Merchant Marine is to the nation’s economic and national security.

One of the highest-profile examples was an editorial written by Rep. John Garamendi (D-Calif.) for *The Hill* newspaper. In his editorial, Garamendi – who serves as the top Democrat on the House Subcommittee on Coast Guard and Maritime Transportation – echoed Jaenichen’s call to get the word out about the industry.

“Our recognition today of our identity as a maritime nation has to be more than a celebration – it must be a rallying cry,” Garamendi wrote. “Let this National Maritime Day mark our commitment to revive the industry that has come to the aid of our armed forces in times of war, delivered food aid to hungry nations in times of peace and promoted our trade and commerce.”

One driver of that revitalization, Garamendi wrote, could be found in the growing natural gas industry. He added that many new ships could be used for exports – an activity that should happen exclusively on American-made vessels with American crews.

“If we are to succeed in the fight for good U.S. jobs, strategic opportunities, and the future of the U.S. Merchant Marine, it will take the active participation and energy of all stakeholders,” Garamendi wrote. “May a future National Maritime Day find us remembering this moment as the inflection point that sent U.S.-flag fleet numbers escalating once again.”



MSC and MARAD teamed up to sponsor the ceremony and luncheon.



SIU President Michael Sacco (left) greets apprentices before the event.



Navy band members provide entertainment before the official start of the program.

July & August 2014 Membership Meetings

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

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

Personal

Retired Seafarer **Darley Solomon** wants **David Laureano** to call him at (954) 616-8056.

Correction

We misspelled the name of Brother **Gilbert Allende** in the Inquiring Seafarer column of the June 2014 *Seafarers LOG*. A U.S. Navy veteran, Brother Allende achieved the rank of chief petty officer while in uniform and is a certified chef. When he was interviewed for the Inquiring Seafarer, he was an ACU taking the certified chief cook course at the union-affiliated Paul Hall Center.



CONFLICILUS SAYS!
LIKE OLDE TIME REVIVALS,
ATTEND YOUR UNION MEETINGS
RELIGIOUSLY!



Dispatchers' Report for Deep Sea

May 16, 2014 - June 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	13	11	2	13	5	2	5	16	11	1
Anchorage	2	2	0	1	0	0	1	1	4	2
Baltimore	4	4	2	1	4	0	1	11	3	2
Fort Lauderdale	19	6	7	12	10	2	12	26	17	9
Guam	5	1	0	2	0	0	0	5	3	0
Honolulu	6	1	0	6	3	2	2	20	3	3
Houston	70	8	1	29	8	1	19	100	20	6
Jacksonville	55	19	5	39	15	2	25	69	39	7
Joliet	8	4	4	7	3	2	2	6	5	3
Mobile	13	5	2	9	1	1	4	19	7	5
New Orleans	15	1	0	7	2	0	3	22	5	2
New York	41	16	1	29	13	1	19	83	22	1
Norfolk	21	27	2	14	19	2	8	25	44	6
Oakland	27	8	3	19	4	0	3	46	16	2
Philadelphia	7	2	1	5	3	0	2	10	9	2
Piney Point	1	4	0	0	1	0	0	4	4	1
Puerto Rico	10	6	1	6	3	2	5	16	10	0
Tacoma	40	8	0	34	13	3	21	68	20	7
St. Louis	2	2	0	2	1	0	0	4	6	0
Wilmington	29	10	1	32	17	0	18	58	41	5
TOTALS	388	145	32	267	125	20	150	609	289	64
Engine Department										
Algonac	1	4	1	1	2	1	1	1	6	0
Anchorage	1	0	0	0	0	0	0	0	0	0
Baltimore	6	3	0	3	4	0	1	7	4	2
Fort Lauderdale	7	5	1	7	3	0	3	12	5	2
Guam	1	0	1	0	1	0	0	1	0	2
Honolulu	9	4	0	7	1	0	0	22	8	5
Houston	23	9	0	13	5	0	11	41	10	1
Jacksonville	24	20	3	21	15	2	12	43	41	3
Joliet	1	0	0	3	2	0	0	0	1	0
Mobile	4	1	1	3	2	0	0	9	1	1
New Orleans	5	0	0	1	3	0	1	5	2	0
New York	12	7	2	16	7	0	11	23	15	3
Norfolk	14	11	2	5	8	1	3	19	29	2
Oakland	15	11	2	12	5	1	2	19	8	3
Philadelphia	5	3	1	3	1	0	1	6	3	2
Piney Point	3	3	1	1	1	0	1	1	3	1
Puerto Rico	2	7	1	1	5	2	3	5	10	0
Tacoma	14	6	2	14	5	2	9	25	10	1
St. Louis	2	0	0	2	1	0	1	3	1	0
Wilmington	8	10	4	11	7	1	8	19	27	1
TOTALS	157	104	22	124	78	10	68	261	184	29
Steward Department										
Algonac	4	1	1	2	0	0	1	4	1	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	2	0	0	0	0	0	5	1	0
Fort Lauderdale	10	3	0	6	2	0	3	15	3	0
Guam	0	1	1	0	1	0	0	1	2	1
Honolulu	7	1	0	11	3	0	5	14	6	0
Houston	20	7	2	17	7	0	13	33	12	5
Jacksonville	16	2	2	18	4	1	10	32	10	2
Joliet	0	3	0	2	3	0	0	0	1	0
Mobile	5	0	1	3	0	0	2	8	0	2
New Orleans	3	3	0	2	2	0	4	8	4	0
New York	16	5	0	10	3	0	6	30	7	1
Norfolk	22	6	2	9	4	3	8	25	17	2
Oakland	21	3	2	16	5	1	8	35	6	2
Philadelphia	6	0	0	3	1	2	3	3	1	0
Piney Point	2	1	2	3	2	0	2	7	0	1
Puerto Rico	1	4	2	1	4	0	0	6	4	2
Tacoma	17	1	0	6	2	0	3	25	4	0
St. Louis	2	1	0	1	0	0	0	4	3	0
Wilmington	36	4	2	18	4	2	11	50	5	4
TOTALS	190	48	17	128	47	9	79	305	87	23
Entry Department										
Algonac	2	15	5	0	6	3	4	5	18	12
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	0	4	5	0	2	2	1	0	4	1
Fort Lauderdale	1	4	2	0	4	1	2	1	6	3
Guam	0	0	0	0	2	0	0	0	0	0
Honolulu	2	7	6	1	4	3	1	1	15	7
Houston	4	11	3	1	7	2	4	8	17	8
Jacksonville	5	10	7	1	5	8	1	6	21	26
Joliet	0	1	1	0	4	1	1	0	2	0
Mobile	0	1	0	1	2	1	0	3	2	1
New Orleans	2	3	1	1	1	0	2	3	2	2
New York	7	18	3	2	8	3	3	9	41	16
Norfolk	0	19	17	0	7	7	1	0	32	57
Oakland	3	21	8	2	13	9	4	3	31	22
Philadelphia	0	0	0	0	0	0	0	0	3	1
Piney Point	0	1	2	0	1	2	4	0	2	1
Puerto Rico	1	0	0	1	0	0	0	2	0	0
Tacoma	7	7	3	4	6	2	2	6	34	11
St. Louis	0	1	0	0	2	0	0	0	2	0
Wilmington	6	21	15	4	13	8	7	9	23	40
TOTALS	40	146	78	18	87	52	37	56	257	208
GRAND TOTAL:	775	443	149	537	337	91	334	1,231	817	324

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



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520 St. Clair River Dr., Algonac, MI 48001
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 (907) 561-4988

BALTIMORE

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

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P.O. Box 3328, Hagatna, Guam 96932
 Cliffline Office Ctr. Bldg., Suite 103B
 422 West O'Brien Dr., Hagatna, Guam 96910
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 (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 Ave., Jersey City, NJ 10321
 (201) 434-6000

Government Services Division: (904) 281-2622

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered earlier in the year by six Seafarers who went on to complete the steward recertification course at the SIU-affiliated Paul Hall Center in Piney Point, Md.

Question: What was one of your favorite voyages, and what made it so?



Christina Mateer
*Recertified
 Steward*

One of my favorite voyages was working on a bulk carrier delivering PL 480 Food for Peace cargo all along the west coast of Africa. The people were very friendly and very happy to receive the aid cargo we were supplying.

It was a very eye-opening experience to see how people live in a Third World country.



Zlatko Lucic
*Recertified
 Steward*

My favorite voyage was aboard the *Maersk Rhode Island* because in a short time I got to see

so much. We visited Japan, South Korea, Guam and Hawaii.



Charles Washington
*Recertified
 Steward*

There are just too many to mention. I've been around the world so many times and been to so many

places. It's an eye-opener to see how other countries are. I got to meet my wife one trip to Thailand.



Earl Castain
*Recertified
 Steward*

My favorite voyage was a trip to Israel – lots of history and an eye-opening experi-

ence. It gives you a good idea about biblical times.



Derrick Moore
*Recertified
 Steward*

My first voyage was my favorite. I went to Dubai. To me, it was like the New York of the Middle East. The people were friendly and just as

curious about our culture as I was about theirs.



Benjamin Ines
*Recertified
 Steward*

I'd say one of my favorites was on the cruise ship *Independence*. I was sailing as second cook and it was just a great experience. I learned a lot and had fun.

Pics-From-The-Past



In the group photo directly above (first published in the LOG in 1991), *ITB Frances Hammer* crew members pose in Kuwait City while a U.S. Navy helicopter flies behind them. Pictured from left are SIU members James Lewis, Toyo Gonzales, Terry Jacobsen and Edward Herrera. The other photo shows a bunker outside the Kuwait City port area that barely survived the allied assault to retake the capital during Operation Desert Storm.

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

ROBERT BAKEMAN

Brother Robert Bakeman, 66, became an SIU member in 1980. He initially worked aboard the *Long Island*. Brother Bakeman was born in Maine. He attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Bakeman sailed in the deck department. His most recent voyage was on the *Maersk Carolina*. Brother Bakeman makes his home in Brooksville, Maine.



ANDREW BRZEZINSKI

Brother Andrew Brzezinski, 67, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He was born in Poland and worked in the deck department. Brother Brzezinski's last ship was the *Maersk Hartford*. He upgraded frequently at the Paul Hall Center. Brother Brzezinski resides in Brockton, Mass.



WOODROW COLEMAN

Brother Woodrow Coleman, 73, started sailing with the Seafarers in 2001 during the SIU/NMU merger. Brother Coleman shipped in the deck department. His most recent voyage was aboard the *Cape Domingo*. Brother Coleman enhanced his skills often at the Piney Point school. He is a resident of Charleston, S.C.



AUBREY DAVIS

Brother Aubrey Davis, 57, signed on with the SIU in 1980. He initially shipped on the *Taurus*. Brother Davis sailed in all three departments. He often took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. Brother Davis most recently sailed on the *Maersk Detroit*. He settled in Virginia Beach, Va.



CHARLES DICANIO

Brother Charles Dicano, 55, joined the union in 1981 in New York. He worked on the shore gang in Elizabeth, N.J., for the duration of his career. Brother Dicano lives in New Hope, Pa.



SHAWN EVANS

Brother Shawn Evans, 60, donned the SIU colors in 1978. He originally sailed aboard the *Manhattan Island*. Brother Evans shipped in the deck department. Born in Omaha, Neb., he upgraded on three occasions at the Paul Hall Center in Piney Point, Md. Brother Evans' most recent trip was on the *Lightning*. He resides in Las Vegas.



MICHAEL KELLEY

Brother Michael Kelley, 60, joined the Seafarers in 1977. He sailed in both the deck and engine departments and was first employed with the Construction Aggregates. In 1989 and 2008, Brother Kelley attended classes at the SIU-affiliated school in Maryland. His most recent ship was the *Prentiss Brown*. Brother Kelley was born in Michigan and now makes his home in Sault Ste. Marie, Mich.

ABDUL MOHAMED

Brother Abdul Mohamed, 68, began sailing with the union in 1990. He initially shipped aboard the *Independence*. Brother Mohamed was born in Yemen. The steward department member was last employed on Maersk ship. He is a resident of Dearborn, Mich.

GERARD ROGERS

Brother Gerard Rogers, 61, joined the SIU in 1971. His first trip was aboard the *Trans Indiana*. Brother Rogers upgraded in 2009 at the maritime training center in Piney Point, Md. He sailed in both the deck and engine departments. Brother Rogers last worked on the *Maersk Texas*. He was born in New York City and calls Southwest Ranches, Fla., home.



JAMES SKOWRONEK

Brother James Skowronek, 61, became an SIU member in 1972. His earliest trip was aboard the *Steel T Crapo*. Brother Skowronek most recently shipped on the *Alpena*. He is a Michigan native and worked in both the deck and engine departments. Brother Skowronek lives in Alpena, Mich.



LOREN WATSON

Brother Loren Watson, 61, signed on with the Seafarers in 1970 in New York. A member of the deck department, Brother Watson was first



employed aboard the *Yorkmar*. He upgraded on numerous occasions at the Piney Point school. Brother Watson's final vessel was the *Horizon Kodiak*. He was born in Seattle and now resides in Clinton, Wash.

INLAND

HOWARD BLOUNT

Brother Howard Blount, 57, started sailing with the union in 1977. His earliest trip was with Virginia Pilot Corporation. Brother Blount often attended classes at the union-affiliated school. The deck department member's most recent vessel was operated by Allied Towing. Brother Blount makes his home in Virginia Beach, Va.



TERRY JONES

Brother Terry Jones, 63, began shipping with the SIU in 1975 in Norfolk, Va. He primarily sailed with the Association of Maryland Pilots.

Brother Jones was born in North Carolina. He worked in the deck department. Brother Jones calls St. Paul, N.C., home.

NOEL LOPEZ

Brother Noel Lopez, 62, joined the union 1987. His first trip was with Crowley of Puerto Rico. Brother Lopez last sailed with Crowley Towing and Transportation of Jacksonville. He is a resident of Aguada, P.R.



DAVID RUSHING

Brother David Rushing, 61, began sailing with SIU in 1979 in Houston. He was born in Texas. Brother Rushing worked with G&H Towing and Moran Towing. In 1998 and 2001, the engine department member took advantage of educa-



tional opportunities at the Paul Hall Center. Brother Rushing settled in Aransas Pass, Texas.

ANDREW SMITH

Brother Andrew Smith, 61, became an SIU member in 1979. He sailed with Crowley Towing & Transportation of Jacksonville for the duration of his career. Brother Smith worked in the deck department. He upgraded frequently at the Paul Hall Center. Brother Smith makes his home in Wrightsville, Ga.



GREAT LAKES

HIZAM AL ZAWKARI

Brother Hizam Al Zawkari, 68, signed on with the union in 1970. His first ship was the *Peter Reiss*; his last was the *Nicolet*. Brother Al Zawkari was born in Arabia and sailed in the deck department. Brother Al Zawkari lives in San Francisco.

This Month In SIU History

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

1942

Twenty-four SIU brothers owe their lives to the coolness and courage of Earnest Oxley, chief steward. Oxley, under almost impossible circumstances, singlehandedly launched a life boat after his ship had been torpedoed and one-by-one pulled his shipmates into the boat from the waters of the Caribbean.

At 5 p.m. June 17, a large SIU freighter was attacked in the Caribbean by a Nazi sub, which sent a single torpedo crashing into the No. 4 hold. Many men were trapped below deck and were killed. Those above were thrown into complete confusion because of the complete lack of direction from any of the officers.

Some men had been blown overboard by the explosion, others jumped over, some hacked desperately at the lines holding the life rafts . . . but none went near the life boats.

Oxley ran quickly to the boat. It was swung out but lashed against the ship. Oxley hacked at the lines, cutting himself in the process, and swung the boat free just as the ship listed sharply to port. The [boat] fell free. Oxley jumped into the boat and shoved it away from the sinking ship.

1955

American seamen and the maritime industry won a major victory when the House of Representatives crushed a repeal move against the "50-50" law by a vote of 181 to 51. The key vote came in the course of debate on the government's foreign aid program for the 1955-56 fiscal year.

The vote represented a stunning defeat for foreign shipping lobbyists aided and abetted by elements in the State Department. The foreign lobbyists had attempted to line up an administration-bloc coalition to upset the "50-50" law. Since the law requires that at least half of Ameri-

can cargoes go in U.S. ships, repeal would have forced the lay-up of scores of ships and caused heavy unemployment among seamen.

1969

SIUNA President Paul Hall has urged Congress to expand the role of American-flag shipping in commerce with Soviet-bloc nations. Testifying before the Senate Banking and Currency Committee, Hall called for language that would "clearly set forth that at least 50 percent of all this cargo - and more, if possible - should move aboard American-built, American-owned and American-manned merchant vessels."

Hall was sharply critical of language inserted in the bill by the Subcommittee on International Finance, which would have denied to the president the right to stipulate the use of American-flag merchant ships for the carriage of cargo to the Soviet Union and its satellites.

1981

President Ronald Reagan indicated at a White House meeting with SIU President Frank Drozak and 13 other union presidents that he will live up to his campaign promise of revitalizing the American merchant marine. Reagan did not say specifically what we had in mind, but he did express an interest in providing the merchant marine with an increased role in naval military and auxiliary work.

After making his pitch on his tax plan, Reagan passed the ball around the table for comments and suggestions. When the bill got to Drozak, the talk quickly shifted to problems facing America's merchant marine. Drozak suggested, among other things, that the Reagan administration support the concept of bi-lateral shipping agreements with our major trading partners. He also made President Reagan aware of the SIU's belief that all naval auxiliary work should be performed by the private merchant fleet.



Final Departures



DEEP SEA

ROCCO BOCCHETTA

Pensioner Rocco Bocchetta, 100, died Jan. 3. He joined the Seafarers in 1957. Brother Bocchetta initially sailed on the *Del Mar*. He was born in Italy and shipped in the steward department. Brother Bocchetta was last employed aboard the *Del Monte*. He retired in 1983 and called Rochester, N.Y., home.

CLARA DENTON

Pensioner Clara Denton, 92, passed away Dec. 11. Born in Idaho, she began sailing with the union in 1978 while in San Francisco. Sister Denton first sailed on the *Santa Mercedes*. She was a steward department member. Sister Denton's final trip was aboard the *Lurline*. She started collecting her retirement compensation in 1986. Sister Denton was a resident of Bonita, Calif.



JAMES FAIR

Pensioner James Fair, 78, died Jan. 11. Brother Fair originally shipped on the *American Seacoast*. He worked in the engine department. Brother Fair most recently sailed aboard the *Overseas Juneau*. He went on pension in 1997. Brother Fair was born in Tennessee and made his home in Guerneville, Calif.



RAUL IGLESIAS

Pensioner Raul Iglesias, 85, passed away Jan. 18. Brother Iglesias joined the SIU in 1956 in the port of New York. He first shipped with Ore Navigation. Brother Iglesias was a deck department member. Prior to his retirement in 1994, he worked on the *Overseas Philadelphia*. He was a resident of Egg Harbor Township, N.J.



STEVE KRKOVICH

Pensioner Steve Krkovich, 89, died Dec. 27. Brother Krkovich was born in Pennsylvania. He started shipping with the Seafarers in 1943 from New York. Brother Krkovich's first vessel was the *Lafayette*; his last, the *Liberty Star*. He sailed in the engine department. Brother Krkovich became a pensioner in 1988 and settled in Japan.



RONALD MAKOWIECKI

Pensioner Ronald Makowiecki, 76, passed away Dec. 31. He began

sailing with the union in 1979 in Norfolk, Va. Brother Makowiecki was first employed with Tug Management Corporation. The deck department member last shipped on the *USNS Regulus*. Brother Makowiecki was a native of Groton, Conn. He began collecting his retirement compensation in 2003. Brother Makowiecki lived in Norfolk, Va.

JAMES MARRINER

Pensioner James Marriner, 78, died Dec. 26. Brother Marriner joined the union in 1956. He initially sailed aboard the *Overseas Ulla*. Brother Marriner was born in Virginia and worked in the steward department. Before his retirement in 1996, he shipped aboard the *Stonewall Jackson*. Brother Marriner lived in Kill Devil Hills, N.C.

LUIS NIEVES

Pensioner Luis Nieves, 74, passed away Jan. 3. Brother Nieves started sailing with the SIU in 1961. One of his first ships was the *New Orleans*. Brother Nieves was a member of the engine department. He last sailed on the *Elizabeth*. Brother Nieves went on pension in 2000 and resided in Jersey City, N.J.



LANCELOT RODRIGUES

Pensioner Lancelot Rodrigues, 84, died Jan. 5. Born in Guyana, Brother Rodrigues began sailing with the Seafarers in 1964. His first ship was the *Olga*. Brother Rodrigues sailed in the deck department. His final voyage was aboard the *Humacao*. Brother Rodrigues became a pensioner in 1994 and called Puerto Rico home.



INLAND

JOHN DAUGEREAU

Brother John Daugereau, 91, passed away Dec. 30. He signed on with the union in 1963. Brother Daugereau sailed in the deck department. He was employed with Hvide Marine for the duration of his career. Brother Daugereau was born in Church Point, La. He retired in 1988 and made his home in Bridge City, Texas.

DANIEL GAYLOR

Pensioner Daniel Gaylor, 81, died Jan. 11. Brother Gaylor first donned the SIU colors in 1990. He was a member of the deck department. Brother Gaylor was a Bedford, Mass. native. His first trip was on the *USNS Triumph*. Brother Gay-



lor last sailed aboard the *Red Circle*. He went on pension in 2001 and lived in Ball, La.

ROY HARRISON

Pensioner Roy Harrison, 80, passed away Jan. 4. Born in Alabama, he started sailing with the union in 1967. Brother Harrison worked with Dravo Basic Materials Company. He became a pensioner in 1995 and resided in Flomaton, Ala.



RONALD SHAW

Pensioner Ronald Shaw, 86, died Dec. 13. Brother Shaw joined the SIU in 1969. He initially worked on the *Western Clipper*. Brother Shaw was born in Union, N.J. The steward department member's final ship was the *Northerly Island*. Brother Shaw started collecting his retirement pay in 1994. He was a resident of Lehigh, Pa.



HOMER SHIPES

Pensioner Homer Shipes, 74, passed away Jan. 7. Brother Shipes joined the union in 1965. He worked for Crowley Towing & Transportation of Jacksonville. Brother Shipes was born in Georgia and sailed in the deck department. He retired in 2002 and made his home in Odum, Ga.



GREAT LAKES

AUGUSTIN KUHL

Pensioner Augustin Kuhl, 87, died Jan. 7. Brother Kuhl was born in the Ukraine. He started working with American Steamship Company in 1977 and sailed with them until his retirement in 1991. Brother Kuhl was a steward department member. He settled in Sanborn Township, Mich.

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

RAYMOND COOPER

Pensioner Raymond Cooper, 90, died Nov. 14. Brother Cooper became a pensioner in 1974 and called Pequannock Township, N.J. home.

NOEL DE CASTRO

Pensioner Noel De Castro, 90, passed away Dec. 12. Brother De Castro, a native of Spain, began collecting his pension in 1987. He resided in Vero Beach, Fla.

JOHNNIE FARROW

Pensioner Johnnie Farrow, 75, died Nov. 22. Brother Farrow was born Garwood, Texas. He went on pension in 1997. Brother Farrow lived in Galveston, Texas.

JOHN GILMARTIN

Pensioner John Gilmartin, 81, passed away Dec. 5. Born in Queens, N.Y., Brother Gilmartin retired in 1987. He resided in Rockaway Park, N.Y.

MAGNO GUILLEN

Pensioner Magno Guillen, 74, died Nov. 5. Brother Guillen became a pensioner in 2005. He was a resident of Honduras.

FRANK HOWELL

Pensioner Frank Howell, 95, passed away Oct. 29. Brother Howell was born in the West Indies. He retired in 1966 and settled in Brooklyn, N.Y.

BERNARD JOSEY

Pensioner Bernard Josey, 87, died Nov. 6. Brother Josey was a native of Boston. He started receiving his retirement pay in 1997. Brother Josey made his home in Galveston, Texas.

RODGER KEARNEY

Pensioner Rodger Kearney, 83, passed away Nov. 11. Brother Kearney was born in Philadelphia. He began receiving his pension in 1986 and lived in Bedford, Pa.

JOHN MALDONADO

Pensioner John Maldonado, 77, died Dec. 30. Brother Maldonado, a native of Manhattan, N.Y., started collecting his retirement compensation in 1994. He resided in Houston.

JUAN MARTINEZ

Pensioner Juan Martinez, 92, passed away Nov. 13. Born in Puerto Rico, Brother Martinez went on pension in 1976. He made his home in Chapel Hill, N.C.

CHON MUNOZ

Pensioner Chon Munoz, 91, died Nov. 16. The Honduras native became a pensioner in 1984. Brother Munoz settled in Gretna, La.

JOSEPH MUSORAFITE

Pensioner Joseph Musorafite, 84, passed away Dec. 18. Born in New York, Brother Musorafite started receiving his retirement compensation in 1996. He lived in Pike, Pa.

BENOIT NOEL

Pensioner Benoit Noel, 91, died Dec. 17. Brother Noel was born in the West Indies. He began collecting his pension in 1968 and made his home in East Elmhurst, N.Y.

LAZARO NUNEZ

Pensioner Lazaro Nunez, 87, passed away Nov. 17. He was a native of Cuba and started receiving his

pension in 1991. Brother Nunez sailed in the steward department and called Tampa, Fla., home.



ANGEL RIVERA

Pensioner Angel Rivera, 78, died Nov. 12. Brother Rivera, a native of San Juan, P.R., began collecting his pension in 1997. He made his home in Ridgewood, N.Y.

AHMED SALEH

Pensioner Ahmed Saleh, 74, passed away Oct. 3. Brother Saleh was born in Yemen. He went on pension in 2000. Brother Saleh called Dearborn, Mich., home.

NEVILLE SANDIFORD

Pensioner Neville Sandiford, 96, died Dec. 2. Born in Trinidad, Brother Sandiford retired in 1970. He resided in Brooklyn, N.Y.

JOSEPH SANTOS

Pensioner Joseph Santos, 85, passed away Nov. 27. Brother Santos, a native of Nicaragua, started collecting his retirement compensation in 1996. He lived in Metairie, La.

RAYMOND SHEA

Pensioner Raymond Shea, 76, died Dec. 10. Brother Shea was born in Boston. He became a pensioner in 2005. Brother Shea called Sandown, N.H., home.

DILLARD SHELTON

Pensioner Dillard Shelton, 86, passed away Nov. 27. Born in North Carolina, Brother Shelton retired in 1997. He made his home in Marshall, N.C.

ARNOLD SMITH

Pensioner Arnold Smith, 78, died Nov. 14. Brother Smith was born in Paramaribo, Suriname. He went on pension in 2006 and settled in Atlantic City, N.J.

LOUIS SMOTHERS

Pensioner Louis Smothers, 87, passed away Nov. 30. Born in Baltimore, Brother Smothers became a pensioner in 1989. He resided in Jacksonville, Fla.

ARTHUR TOWLER

Pensioner Arthur Towler, 88, died Nov. 13. Brother Towler was a native of Illinois. He began receiving his pension in 1968. Brother Towler lived in Rossmore, Calif.

ANTONIO VIDAL

Pensioner Antonio Vidal, 94, passed away Dec. 12. Brother Vidal went on pension in 1969. He made his home in Woodside, N.Y.



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.

JEAN ANNE (TOTE Services), April 31 – Chairman **Daniel J. Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Martin M. Hamilton**, Deck Delegate **Billy Cooley**, Engine Delegate **Rosalio Cordova**, Steward Delegate **Stephen Avallone**. Chairman discussed articles from the *Seafarers LOG* pertaining to new STCW requirements and medical endorsements. Members were advised to stay up-to-date with requirements and keep documents current. Praise was given to the steward department for doing a great job. No beefs or disputed OT reported. Suggestion was made to purchase a new coffee machine.

INDEPENDENCE II (Crowley), April 27 – Chairman **Larry H. Harwood**, Secretary **Patricia A. Sullivan**, Educational Director **William McCrory**, Engine Delegate **Joseph Spencer**, Steward Delegate **Patricia Ricks**. Bosun reported a safe voyage. He informed crew members that brochures, pamphlets and applications for vacation benefits and upgrading were available. Secretary reminded mariners of sanitary inspection scheduled for April 28. She asked those departing vessel to leave cabins clean. Educational director encouraged mariners to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Request was made for cable TV and TVs in crew cabins.

LIBERTY EAGLE (Liberty Maritime), April 14 – Chairman **Willie M. Marsh**, Secretary **Sergio N. Castellanos**, Educational Director **Nathaniel Lamb**. Chairman announced payoff on April 26 in Brunswick, Ga. Crew members were requested to strip and wax their room decks. Secretary informed steward department of new food handler's certificate that must be obtained from the Coast Guard. He also talked about new information

pertaining to STCW requirements. New dryer arriving in Beaumont, Texas; forklift tires will also be fixed in Beaumont. Educational director recommended training at the Piney Point school. No beefs; disputed OT reported in deck department. Motion was made to adjust how retirement benefits are calculated. Request was made for new mattresses and new washer and dryer. Thanks were given to the steward department for BBQs during voyage and deck department for their help setting up for the BBQs. Next port: Brunswick, Ga.

MAERSK CHICAGO (Maersk Line, Limited), April 27 – Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donna J. Sylvia**, Deck Delegate **Lucas Mejia**, Steward Delegate **Carlos Diaz**. Bosun reported smooth trip with a crew that works well together. He stated payoff to take place in Newark, N.J. May 2. Crew was asked to leave rooms clean and supplied with fresh linens. Educational director suggested mariners upgrade at Paul Hall Center in Piney Point, Md. She also reminded fellow members to keep an eye on document expiration dates and allow plenty of time for renewals. No beefs or disputed OT reported. Crew would like new mattresses. Next port: Newark, N.J.

SBX (TOTE Services), April 26 – Chairman **Weldon Hebllich**, Secretary **Larry Pugh**, Educational Director **Loreto Orosco**, Deck Delegate **Christopher Sahagan**, Engine Delegate **Jeffrey Stuart**. Chairman advised members to renew credentials and keep up with new STCW requirements. Mariners were reminded of new medical endorsement being mailed from Coast Guard. Secretary encouraged members to register at their local union hall, update beneficiary cards and pay union

Aboard Sealand Lightning

Recertified Bosun **Gerry Gianan** submitted these recent snapshots of fellow Seafarers aboard Maersk's *Sealand Lightning*.



Apprentice Noel Reyes, QMED Yuri Hernandez, DEU Hassan Mohamed



Electrician Zachary Ross



Chief Cook David Simon



Apprentice Corbin Soto

dues. Educational director encouraged crew to get time in and take advantage of upgrading at Piney Point. Treasurer reported \$6,500 in ship fund. No beefs or disputed OT reported. Recommendations were made regarding vacation and pension benefits. Request was made for new sofas in crew lounge. Next port: Honolulu.

USNS LAWRENCE H GIANELLA (Ocean Ships), April 28 – Chairman **Bernardino R. Eda**, Secretary **Karl E. Meyer**, Educational Director **Stanley M. Sporna**, Steward Delegate **James Martin**. Chairman discussed upcoming 45-day yard period in Mobile, Ala. Call-back, if eligible, will be on or about June 15. He also talked about completion bonus for permanent, uninjured crew members for 120 days. Crew was thanked for good attitudes and hard work preparing for shipyard. Secretary went over plans for vacating rooms while vessel is in shipyard. Educational director answered questions regarding new medical requirements and suggested contacting port agent if there was still confusion. Mariners were encouraged to purchase MDLs and contribute to SPAD when they can. No beefs or disputed OT reported. Weight machine in gym needs to be fixed. Next port: Mobile, Ala.

USNS RED CLOUD (Ocean

Ships), April 8 – Chairman **Dana Naze**, Secretary **Cezar R. Mercado**, Educational Director **Henry Callahan**, Deck Delegate **Juan Machado**, Engine Delegate **Arthur Shaw**, Steward Delegate **Clifton Medley III**. Chairman announced payoff and ship turnover May 6. Sanitary inspection will be before payoff. Letter was read from company concerning all unlicensed deck and engine personnel being repatriated home after turnover. SIU representative will visit ship April 12. Secretary informed crew of BBQ April 11. Educational director encouraged crew to get time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Steward talked about possibility of crews overlapping and the need for overtime to accommodate extra meals. He said departing crew will be missed and he hopes they will be back soon.

MAERSK DENVER (Maersk Line, Limited), May 9 – Chairman **Ion Irimia**, Secretary **Ali A. Matari**, Educational Director **Nat Lamb**, Engine Delegate **Roger L. Dillinger**. Chairman thanked crew for a smooth trip with no lost-time injuries. He reminded crew members to keep garbage room locked in port. Secretary urged mariners to contribute to SPAD. He advised crew who are getting off to leave rooms like they would like to see them when they are joining

the ship. Educational director recommended training at the Piney Point school and stressed the need to get sea time in. No beefs or disputed OT reported. Steward delegate thanked deck and engine departments for helping keep ship clean. Suggestion was made to lower retirement age and increase pension benefits. Crew expressed gratitude to steward department for great meals and keeping ship clean.

ST. LOUIS EXPRESS (Crowley), May 25 – Chairman **Billy G. Hill Sr.**, Secretary **Richard A. Ripley**, Educational Director **Daniel G. Ramirez**, Deck Delegate **Tavell Love**, Engine Delegate **Michael Warner**, Steward Delegate **Evelyn Tayag**. Bosun went over ship's itinerary. He suggested Seafarers learn as much as possible about their trade to protect your job. Secretary encouraged mariners to support our union officials, purchase MDLs and contribute to SPAD. Educational director urged members to pay attention to expiration dates and visit Piney Point school as often as possible. Treasurer reported \$209 in ship's fund. No beefs or disputed OT reported. Motion was made to lower sea-time requirements for pension and add more days for vacation pay. Chairman expressed his gratitude to crew for an enjoyable voyage, especially since this is his last ship.

Sunrise in Portland

AB Benny Wright emailed this photo from the *USNS Montford Point*, taken at sunrise while the vessel was in Portland, Ore., earlier this year. (A larger, color version is posted on our Facebook page, linked on the SIU homepage at www.seafarers.org)



Seafarers Deliver Food Aid



These photos, courtesy of vessel operator Sealift Inc., were taken in early June aboard the *Advantage* in Beaumont, Texas, before the ship began its voyage delivering life-saving food aid cargo to West Africa. Pictured from left to right in the group photo above are Bosun Leonard Gregg, AB Cielo Ojano, QMED George Box, OS Sam Fisher, QMED Edward Galbis, OMU Brian Thurmer, DEU Luis Ruiz and AB Steve Gagnon. The photo at right features steward department members (from left) Chief Cook Hector Sahagun, GSU Elena Hoener and Chief Steward Isabel Miranda.



Notice from Trustees Of Sailors' Snug Harbor In the City of New York

Editor's note: The SIU is not formally affiliated with the Sailors' Snug Harbor. This notice is being printed in the LOG as a courtesy and for general interest.

We Are Looking for Retired Merchant Mariners

History

The Trustees of the Sailors' Snug Harbor (SSH) was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant and sea captain. It was Captain Randall's desire to have his estate utilized to assist "aged, decrepit and worn-out seamen..." upon his death. SSH is the oldest secular charity in the country.

Who We Are

SSH is a non-profit organization whose mission is to aid retired career mariners in need of assistance. SSH no longer owns or operates a retirement facility for mariners in Sea Level, N.C., Staten Island, N.Y., or anywhere else. Today, we assist mariners in their home communities where they are familiar and more likely to be near family and friends.

Whom we assist

We offer support to career mariners who can demonstrate they have a need for financial assistance and meet the following requirements:

- 3,650 days of deep sea time proven through discharge papers (at least 50 percent on U.S.-flagged ships)
- 65 years of age or older (exceptions may be made in rare cases)
- A proven need for financial assistance
- Assets may not exceed \$50,000 (primary residence excluded)
- All public benefits available to an eligible mariner must be accessed before any subsidy from SSH is approved (e.g. VA benefits, Medicaid)

Each interested Mariner must complete an application that requires detailed information about present living arrangements, financial history, etc.

Contact Sailors' Snug Harbor

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

We look forward to hearing from you.

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.

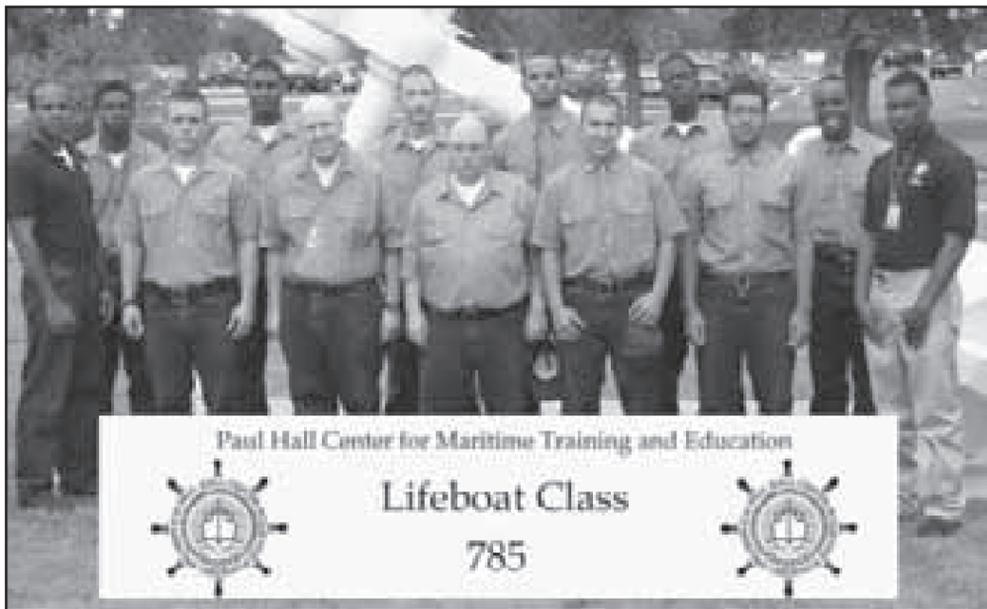
SEAFARERS POLITICAL ACTIVITY

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



Apprentice Water Survival Class #785 – Fourteen Phase I apprentices graduated from this course May 9. Completing their requirements (above, in alphabetical order) were: Alejandro Cintron, Joshua Claffey, Jonathan Collier, Calvin Davidson, Justin Drayton, Lars Edvardsen, Anthony Henry, Joseph Herman Jr., Caliph Johnson II, Unta Mattox, Stephen Nelson, Ryan Ramos, Tad Van and Pomaikai Velasquez. (Note: Not all are pictured.)



Welding – The following upgraders (above, in alphabetical order) completed the enhancement of their skills in this class May 23: Keith Carswell, Peter Dadzie, Joe Griggs, Christopher Shivalier and Marcel Soares. Chris Raley, their instructor, is at the far right.



ECDIS – Five individuals finished this course May 23. Graduating (above, in alphabetical order) were: Jacob Frisbie, James Hoffman, Wade Poor, Steven Taylor and Cecil Wilson Jr. Their instructor, Brad Wheeler, is at left.



Medical Care Provider – Three upgraders finished this class May 23. Graduating (above, in alphabetical order) were: Jesse James, Timothy Hetz and Keith Reeder. Class instructor Wayne Johnson Jr. is at the far right.



Fast Rescue Boat – Five upgraders finished this class May 23. Graduating (above, in alphabetical order) were: Christopher Allen, Michael Harris, Charles Herrera, Todd Kasler and Steve Mathis. Class instructor Stan Beck is at left.



Advanced Stability – Great Lakes Dredge and Dry Dock Mate Wade Poor (right) completed his requirements in this course May 12. Pictured with Poor is his instructor, Brad Wheeler.



Tankship Familiarization – Three Phase III apprentices finished this course May 16. Graduating (above, in alphabetical order) were: Frederick Conroy, Abraham Elsayw and Cynora Hunter. All three will work in the steward department aboard SIU-crewed vessels once they complete their training.



Tankship Familiarization – The following Phase III apprentices (above, in alphabetical order) graduated from this class May 16: Smyrno Desir, Nicole Donald, Joseph Griggs, Lauren LaFond, David Lane III, Robert Mack, Chester Piaskowski, Nicholas Selle and Ezequel Trorcoso. Each will be sailing in the deck department of SIU-crewed vessels upon the completion of their training.



Tankship Familiarization – Twelve Phase III apprentices, all of whom will be working in the engine department aboard SIU-crewed vessels upon the completion of their training, finished this class May 16. Graduating (above, in alphabetical order) were: Carlos Arzuaga Flores, Rodrigues Carson, Stacy Fulcher, Matthew Gilliland, Steven Horta, Tyler Jones, Imran Khan, Isacc Lesh, Jean Lozada, Carlos Mohler Vega, David Myrick and Hector Tirado-Surilo.

Paul Hall Center Classes



Basic Training Refresher – Eighteen Seafarers finished this class May 21. Completing their requirements and graduating (above, in alphabetical order) were: Russell Cowell, Scottie Duncan, Jeffrey Fackett, Trevor Gray, Steven Jones, Garnett Leary Jr., Gary Mason, Roland Mason Jr., Brent Midgette, Byron O’Neal, Herbert O’Neal, Terry Popperwill, Todd Potter, Gil Pruitt, Jackie Pruitt, Zeffie Roberts III, Aaron Sadler and Oswald Smithwick. Class instructor Joe Zienda is at the far right.

Rating Forming Part of a Navigational Watch – The following upgraders (above, in alphabetical order) finished their requirements and graduated from this course May 23: Joseph Evans, Bill Hunt and Marinescu Radu. Tom Truitt, their instructor, is at the left.



BST – Sixteen individuals completed this class May 16. Those graduating (above, in alphabetical order) were: Antolin Avorque, Maurice Brodie, Clark Castrodes, Jorge Chacon Sanchez, Lars Edvardsen, Brian Magill, Steve Mathis, Sunnil Motley, Roberto Rubio, Jorge Soler, Robert Wagner, Steven White, William Winnett, Kevin Youman, Jason Young and Roberto Zepeda. Class instructors Wayne Johnson Jr., and John Thomas are standing at the far left and far right, respectively.

Combined Basic and Advanced Fire Fighting – The following upgraders (above, in alphabetical order) completed this course May 16: Brandon Albro, Thomas Bray, Charles Herrera, Timothy Hetz, Thad Hickey and Jesse James. Joe Zienda, their instructor, is at the far left.



Small Arms Training – Six Seafarers finished their requirements in this course May 16. Graduating (above, in alphabetical order) were: William Dowzicky, Rick James, Erick Johnson, Tom Moore, Robert Oppel and Gregory White. Class instructors Stan Beck and Robbie Springer are at the far left and far right, respectively.

Water Survival – Two upgraders completed the enhancement of their skills in this course May 9. Graduating were Christian Haber (above, left) and Clark Castrodes. Their instructor, Ben Cusic, is at right.

Galley Operations - Two steward department upgraders recently satisfied their requirements in this course at the union-affiliated Paul Hall Center (PHC). Graduating (above, from left) were Jesse Kendall and Rafael Borja.



Certified Chief Cook – Two upgraders recently completed this course at the PHC. Graduating were Paula Brookshire (left) and Keith Miller (right). Joining them in the photo is John Dobson, chef instructor.

Steward Department Classes – Six upgraders recently finished steward department courses at the Piney Point, Md.-based PHC. Those graduating (above, in alphabetical order) and the classes they completed were: Bruce Johnson, advanced galley operations (ops); Yuriy Klimov, galley ops; Joe Martin, galley ops; Cliff Simril, advanced galley ops; David Stephens, advanced galley ops; and Karen Thomasson, galley ops.

Certified Chief Cook – Three steward department upgraders recently satisfied their requirements in this course at the PHC. The graduates (above, from left) were: Joseph Hernandez, Ingrid Ortiz and Matthew Dugan.



**Paul Hall Center
Class Photos
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FOR A GREAT CAUSE – SIU members and officials regularly team up with fellow trade unionists through the Hawaii Port Maritime Council (PMC), part of the AFL-CIO's Maritime Trades Department. The PMC raised nearly \$1,400 for Special Olympics Hawaii when volunteers (after receiving safety instructions) scaled from the roof down the side of the Sheraton Waikiki Hotel. One participant, PMC Delegate Gary Aycock of the Boilermakers, is pictured in the photo at right during his descent and again (photo above) with SIU Port Agent/PMC Executive Secretary Treasurer Hazel Galbiso (right) after successfully completing the project.



With Seafarers in Hawaii



ABOARD HORIZON RELIANCE – Offering reliable service that benefits the residents of Hawaii, the Horizon Reliance recently called on Honolulu. Pictured aboard the vessel are AB Venerando Ramos (photo below) and OMU Frank Zoumakpe (photo above).



WELCOME ASHORE – Two Seafarers recently picked up their first pension checks at the hall in Honolulu. They are OMU Mel Sison (right in photo at left above), with Patrolman Amber Akana) and ACU Sheng Jen Hsieh (right in other photo, with Shureen Yatchmenoff, secretary). Sison's most recent ship was the *Horizon Spirit*, while Hsieh last sailed on the *Empire State*.



MARITIME CAREER TALK – SIU members and representatives met with students at Farrington High School in Honolulu to discuss the American maritime industry in general and the apprentice program at the union-affiliated Paul Hall Center in particular. Standing at the front of a classroom are (from left) AB Julius Udan, QEE Richard Huffman and Port Agent Hazel Galbiso. Patrolman Amber Akana, a Farrington grad, helped coordinate the meeting and also participated in it.