SIU Members Brighten Holidays for Kids

Seafarers, AMO Members Volunteer at Filipino Orphanage

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

PHC Upgrades Going Ahead of Schedule

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

Progress in Piney Point

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

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

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

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

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

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

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

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

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

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

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

Coast Guard NPRM also Would Boost Terminal Access

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

Those were some of the primary messages delivered by maritime labor officials Jan. 23 during a public meeting conducted at Department of Transportation headquarters in Washington, D.C.

The gathering concerned a Coast Guard notice of proposed rulemaking (NPRM) aimed at making it easier for mariners to go ashore in U.S. ports. SIU Secretary-Treasurer David Heindel spoke on behalf of the union, and he also offered comments for the International Transport Workers’ Federation, where he chairs the Seafarers’ Section.

He thanked the agency for proposing the rule, and said it is imperative that if any additional costs arise for making it easier for mariners to go ashore, those costs must not be passed on to seafarers, either directly or indirectly. He added that although that sentiment is consistent with the proposal’s stated intent, unions and other mariner advocates are on guard to make sure that’s how it is implemented.

“The concern we have on the labor side and also with the ministry side is that the seafarers have access to shore in a timely manner and at no cost to the seafarer,” Heindel stated.

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

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

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

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

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

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

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

Union Membership Mostly Steady in 2014

Union membership in the United States remained largely unchanged in 2014, according to data contained in an annual report released Jan. 23 by the U.S. Bureau of Labor Statistics (BLS).

The report stated that 11.1 percent of America’s wage and salary workers were members of unions last year compared to 11.3 percent in 2013, a fractional reduction of 0.2 percent.

The number of wage and salary workers belonging to unions, at 14.6 million, was little different from 2013. In 1983, the first year for which comparable union data was available from BLS, union membership was down to 11.3 million.
Keel-Laying Ceremony Marks Construction Milestone for Crowley LNG-Powered Ships

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

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

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

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

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

“This keel laying is a major milestone event in the construction schedule for the Crowley Commitment Class program,” said Bill Skinner, chief executive officer, VT Halter Marine. “We are pleased that construction is underway for this very significant vessel. We are most grateful to our valued customer, Crowley, for their continued confidence in VT Halter Marine.”

According to Crowley, the Commitment Class ships “have been designed to maximize the carriage of 53-foot, 102-inch-wide containers, which offer the most cubic cargo capacity in the trade. The ships will be 219.5 meters long (720 feet), 32.3 meters wide (105 feet) (beam), have a deep draft of 10 meters (32.8 feet), and an approximate deadweight capacity of 26,500 metric tons. Cargo capacity will be approximately 2,400 TEUs (20-foot-equivalent-units), with additional space for nearly 400 vehicles in an enclosed roll-on/roll-off cargo garage. The main propulsion and auxiliary engines will be fueled by environmentally friendly LNG. The Commitment Class, Jones Act ships will replace Crowley’s towed triple-deck barge fleet in the South Atlantic trade, which has served the trade continuously and with distinction since the early 1970s. These new ships, which will be named El Coquí (ko-kee) and Taíno (tah-nee), will offer customers fast ocean transit times, while accommodating the company’s diverse equipment selection and cargo handling flexibility – benefits customers have enjoyed for nearly 60 years.

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

Congressman Garamendi Offers Pro-Jones Act LNG Amendment

Congressman John Garamendi (D-California) earlier this year fought for his diplomatic trip to India, a country that is a large importer of American LNG. India’s Prime Minister Narendra Modi took specific actions to create jobs and bolster his country’s shipbuilding industry in response to the new LNG markets, and Garamendi urged President Obama to do the same for hard-working American families.

Limiting the export of LNG to U.S.-flag, Jones Act vessels would have created and maintained more American jobs, and made building more LNG carriers look appealing to domestic shipbuilders. He continued in the letter, “The opportunity is ripe to push a program that reinvigorates our domestic maritime industry, advances American manufacturing, creates good shipbuilding and maritime jobs, and reclaims our expertise in a technology we once pioneered. The potential is vast, and I urge you to stand strong for American shipbuilding as Prime Minister Modi has for India’s.”

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

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

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

Make sure that you have set up an account and that you have access to your password. If you need your password reset, email your request to map@seafarers.org and put “password reset” in the subject line. If you have not established a portal account, go to the Seafarers.org website and click the Member Login button. Then, click on “register for a Member Portal Account.” You will need to fill in your Social Security number and date of birth.

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

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

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

If the exams that you need are not displayed on the “Medical” tab, please contact the medical department at: shbpmedical@seafarers.org

Tips Can Make Clinic Services Process Easier

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

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**NY Waterway Boatmen Ratify 5-Year Contract**

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

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

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

The SIU negotiating committee was composed of Atlantic Coast Vice President Joseph Soresi, Patrolman Mark von Siegel, Captains George Sullivan and Tim Byam, and Deckhands George Schump and Israel Deleuse. The negotiating committee did an outstanding job during several rounds of contract negotiations with the company, said von Siegel. “This contract is fair and equitable to both parties, but most importantly, it is a very beneficial contract for the membership at NY Waterway.”

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

“We got a lot of things fixed that we didn’t expect,” remarked Schump. “With the new contract, we can make up our contributions to the pension plan by working weekends. It’s a big pie, and you have to break it up into pieces,” Schump added. “You can’t make everyone happy, but with this contract, we did the best we could.”

Nearly 150 SIU members sail aboard NY Waterway’s 32 vessels. Seafarers on those boats have been in the news for heroic actions throughout the years, including the massive evacuation of lower Manhattan after the Sept. 11, 2001 terrorist attacks and the rescue of passengers and crew from the US Airways plane that crashed-landed in the Hudson River in 2009.

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

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

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

In total, the IMB’s report found that 225 incidents were reported worldwide in 2014, a 44 percent drop since 2011. In addition, of the 11 attacks perpetrated by Somali pirates, all of them were thwarted. While Somali pirates are still a threat, the downtrend is certainly good news.

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

As UK Chamber of Shipping CEO Guy Platten said, “These new figures are welcome, and show that military and civil steps are working to tackle these events.”

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

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

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

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

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

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

“Everybody at Keystone and MSC extends their gratitude to everybody onboard USNS Kocak for their hard work and dedication during this unfortunate incident,” said Andrew Hake, a program manager at Keystone.

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

**USNS Kocak**

**Averts Crisis After Grounding**

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

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**Ahead of the Storm**

Just before a big snowfall, Recertified Steward Juan Vallejo (far left) stopped by the union hall in Jersey City, New Jersey, and then emailed this photo. He is standing with (from left) Safety Director Osvaldo Ramos, Port Agent Bob Selzer and Dispatcher Terry Montgomery.

“SIU members ably crew NY Waterway’s 32 passenger ferries.”
SIU VP Corgey Reappointed to Port of Houston Authority

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

Houston Mayor Annise Parker cited Corgey’s broad experience and how it qualifies him to be a member of the commission. “Not only does he bring a labor perspective to the commission,” she said, “but he also brings an understanding of how ports around the world connect with Houston.”

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

“We’ve had two great years at the port and we’ve accomplished a lot,” Corgey said. “We’ve been able to assist mariners with shore access and improving terminals. We’ve increased our revenue to record levels while reducing expenses. The port’s reputation has never been better, and it was an honor to receive unanimous support. I look forward to two more years of continued growth and progress.”

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

According to its mission statement, the Port of Houston Authority “has owned or operated the public cargo-handling facilities of the Port of Houston — the nation’s largest port for foreign waterborne tonnage. The port is an economic engine for the Houston region, the state of Texas and the nation. It supports the creation of more than one million statewide jobs and more than 2.1 million nationwide jobs, and the generation of economic activity totaling more than $178.5 billion in Texas and $499 billion across the nation.”

Union Membership Numbers Mostly Unchanged During 2014

Continued from Page 2

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

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

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

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

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

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

According to data from the 2014 BLS report:

- Public-sector workers had a union membership rate (35.7 percent), more than five times higher than that of private-sector workers (6.6 percent).
- Workers in education, training, and library occupations and in protective service occupations had the highest unionization rate, at 35.3 percent for each occupation group.
- Men had a higher union membership rate (11.7 percent) than women (10.5 percent) in 2014.
- Black workers were more likely to be union members than were white, Asian, or Hispanic workers.
- Median weekly earnings of unrepresented workers ($763) were 79 percent of earnings for workers who were union members ($970).
- Among states, New York continued to have the highest union membership rate (24.6 percent), and North Carolina again had the lowest rate (11.9 percent).

Legislation Aims to Honor WWII Mariners

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

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

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

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

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

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

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

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

With Crescent Boatmen

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

For merchant mariners, being away from home during the holidays is often a part of the job. As reflected in the photos on this page, however, SIU members aboard the MV-Freedom, APL Belgium, and Overseas New York didn’t let homesickness dampen their holiday cheer for Christmas 2014.

**MV Freedom**

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

**APL Belgium**

Steward/Baker Ali Matari, Chief Cook Bernard Butts

**Overseas New York**

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

AB Mike Bowen

GUDE Walter Sainvil, Recertified Steward Judi Chester, SA Kevin Robinson
Although she delivers the message humbly, SIU member JonDa Tanner wants maritime industry newcomers or those searching for a career to know something. “If I can do it, you can do it,” Tanner said. “There is a wonderful opportunity for you with the SIU and the school (the union-affiliated Paul Hall Center for Maritime Training and Education). I’m not saying it’s easy, but look at the complete journey, and not just the steps.”

Tanner, whose first name is a blend of her parents’ names, said she has found a home with the SIU and its affiliated school in Piney Point, Maryland. She completed the apprentice program in 2010 and upgraded several times afterward, most recently wrapping up the chief steward class in December. But although things are going swimmingly for Tanner nowadays, that wasn’t always the case. She grew up in foster care in Seattle, where she moved among several homes. She had to learn to overcome a lifelong challenge stemming from frostbite suffered on her left hand as a child. She struggled through jobs that weren’t appropriate fits. Before landing a job with the SIU-affiliated Seafarers Entertainment and Allied Trades Union in 2005, she endured periods of homelessness.

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

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

Good Fit
Whatever challenges existed in her distant past, Tanner is thrilled with her career choice and her progress with the SIU. She had gotten a taste of seafaring life while working on cruise ships in the mid-2000s but wanted to try life as a deep sea merchant mariner. “I wanted a different experience and I really wanted a chance to hone my skills,” she recalled. “To me, being in the steward department is the closest I’ll get to owning my own restaurant, without the headache. That’s why I’ve always wanted to sail in that department.”

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

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

As for the future, she eventually wants to start a family while continuing her culinary career. “I want to really, really hone my skills,” Tanner said. “When I first joined, I remember thinking, what am I doing? I’m leaving everything behind! But from the start it has been incredible. I’ve met lifelong friends and the SIU has been my family.”
I

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

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

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

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

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

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

26502_Seafarers_March_X.indd   8
Seafarers LOG March 2015
in all probability I will never again have the
### Membership Meetings

- **Piney Point**: Monday, March 2, April 6
- **Algonac**: Friday, March 6, April 10
- **Baltimore**: Thursday, March 5, April 9
- **Guam**: Thursday, March 19, April 23
- **Honolulu**: Friday, March 6, April 10
- **Jacksonville**: Thursday, March 5, April 9
- **Mobile**: Thursday, March 12, April 16
- **New Orleans**: Tuesday, March 10, April 14
- **Jersey City**: Tuesday, March 3, April 7
- **Norfolk**: Tuesday, March 9, April 13
- **Oakland**: Thursday, March 5, April 9
- **Philadelphia**: Monday, March 16, April 20

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

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### Dispatchers’ Report for Deep Sea

#### January 9, 2015 - February 8, 2015

<table>
<thead>
<tr>
<th>Port</th>
<th>Total Registered</th>
<th>Total Shipped</th>
<th>Trip Reliefs</th>
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<td></td>
<td>A</td>
<td>B</td>
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<td>366</td>
<td>145</td>
<td>21</td>
<td>239</td>
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</table>

#### Deck Department

- **Algonac**: 24 4 0 0 1 0 0 55 28 6
- **Anchorage**: 2 1 0 1 0 0 0 3 3 0
- **Baltimore**: 5 4 2 3 4 0 0 8 3 7
- **Fort Lauderdale**: 15 18 3 15 11 1 33 23 4
- **Guam**: 3 1 0 2 1 0 1 7 4 0
- **Harvey**: 10 2 0 12 0 0 2 20 4 2
- **Hokaholu**: 11 2 0 11 3 1 4 20 10 3
- **Houston**: 49 7 1 46 5 1 4 98 21 8
- **Jacksonville**: 40 22 3 19 7 1 0 83 34 1
- **Jersey City**: 47 12 1 35 11 1 5 3 27 2
- **Mobile**: 10 22 2 15 9 1 3 22 7 4
- **Norfolk**: 2 4 0 0 0 0 0 2 5 0
- **Wilmington**: 33 7 1 22 9 1 14 72 20 4

#### Engine Department

- **Algonac**: 9 9 0 0 1 0 0 13 11 0
- **Anchorage**: 0 0 0 1 0 0 0 0 0 0
- **Baltimore**: 3 3 0 3 2 0 3 6 6 1
- **Fort Lauderdale**: 10 6 1 7 0 0 1 15 11 0
- **Guam**: 11 1 0 4 7 0 1 16 5 0
- **Harvey**: 16 13 0 14 5 0 3 44 13 3
- **Honolulu**: 16 10 0 12 7 1 9 27 22 2
- **Houston**: 6 3 1 0 0 0 0 6 4 1
- **Jacksonville**: 3 4 0 0 0 0 0 9 4 0
- **Norfolk**: 6 12 0 7 6 0 3 23 22 0
- **Philadelphia**: 12 3 0 5 3 0 2 24 6 2
- **Piney Point**: 0 4 0 0 1 0 0 0 0 0
- **Puerto Rico**: 0 9 2 1 2 0 0 4 7 2
- **Tacoma**: 16 5 1 12 4 0 4 27 16 3
- **St. Louis**: 1 2 0 1 0 0 0 2 3 0
- **Wilmington**: 17 5 1 0 0 0 0 27 14 1

#### Steward Department

- **Algonac**: 6 4 0 0 2 0 0 9 5 0
- **Anchorage**: 0 0 0 0 0 0 0 0 0 0
- **Baltimore**: 3 0 0 2 0 0 1 6 1 0
- **Fort Lauderdale**: 8 4 1 14 5 0 3 12 3 1
- **Guam**: 2 0 0 1 0 0 0 3 1 0
- **Harvey**: 4 1 1 4 0 1 2 6 3 1
- **Hokaholu**: 11 1 0 4 7 0 1 16 5 0
- **Honolulu**: 13 6 0 9 2 0 3 29 10 0
- **Jacksonville**: 16 13 0 14 5 0 3 44 13 3
- **Jersey City**: 16 10 0 12 7 1 9 27 22 2
- **Joliet**: 6 3 1 0 0 0 0 6 4 1
- **Mobile**: 3 4 0 0 0 0 0 9 4 0
- **Norfolk**: 6 12 0 7 6 0 3 23 22 0
- **Philadelphia**: 12 3 0 5 3 0 2 24 6 2
- **Piney Point**: 0 4 0 0 1 0 0 0 0 0
- **Puerto Rico**: 0 9 2 1 2 0 0 4 7 2
- **Tacoma**: 16 5 1 12 4 0 4 27 16 3
- **St. Louis**: 1 2 0 1 0 0 0 2 3 0
- **Wilmington**: 17 5 1 0 0 0 0 27 14 1

#### Entry Department

- **Algonac**: 6 4 0 0 2 0 0 9 5 0
- **Anchorage**: 0 0 0 0 0 0 0 0 0 0
- **Baltimore**: 3 0 0 2 0 0 1 6 1 0
- **Fort Lauderdale**: 8 4 1 14 5 0 3 12 3 1
- **Guam**: 2 0 0 1 0 0 0 3 1 0
- **Harvey**: 4 1 1 4 0 1 2 6 3 1
- **Hokaholu**: 11 1 0 4 7 0 1 16 5 0
- **Honolulu**: 13 6 0 9 2 0 3 29 10 0
- **Jacksonville**: 16 13 0 14 5 0 3 44 13 3
- **Jersey City**: 16 10 0 12 7 1 9 27 22 2
- **Joliet**: 6 3 1 0 0 0 0 6 4 1
- **Mobile**: 3 4 0 0 0 0 0 9 4 0
- **Norfolk**: 6 12 0 7 6 0 3 23 22 0
- **Philadelphia**: 12 3 0 5 3 0 2 24 6 2
- **Piney Point**: 0 4 0 0 1 0 0 0 0 0
- **Puerto Rico**: 0 9 2 1 2 0 0 4 7 2
- **Tacoma**: 16 5 1 12 4 0 4 27 16 3
- **St. Louis**: 1 2 0 1 0 0 0 2 3 0
- **Wilmington**: 17 5 1 0 0 0 0 27 14 1

#### TOTALS

- **Deck Department**: 696 421 111 450 215 30 201 1,325 816 290
- **Engine Department**: 146 97 6 88 44 1 37 282 183 14
- **Steward Department**: 151 49 11 109 36 3 51 299 101 19
- **Entry Department**: 111 450 215 30 201 1,325 816 290

**GRAND TOTAL**: 696 421 111 450 215 30 201 1,325 816 290
Editor’s note: This article and the accompanying photos were submitted by MDR Brandon Maeda. The vessels mentioned in the article are operated by Maersk Line, Limited. In addition to carrying SIU crews, the vessels are manned by officers from the Seafarers-affiliated American Maritime Officers. Photos were taken by Maeda, Erik Bergendahl and K. Mangold.

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

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

Kudos goes out to GVA Brenda Alexander and Storekeeper Moore; both worked tirelessly to raise the funds, procure the necessary supplies and ensure that they were delivered. Many thanks to all who contributed to this humanitarian effort—your thoughtful actions brought joy and happiness to the orphanage and in turn was reflected on the smiling faces of the children and staff of the Ninos of Pag-asa.

Plenty of gifts were available thanks to the mariners.

GVA Abdulla Alasfor spends time with some of the kids.

The holidays were brighter thanks to SIU and AMO members.

The smile of STOS Rhod Haines De Leon conveys the moment’s joy.

Some of the residents perform a traditional Filipino dance.
Inquiring Seafarer

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

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

**Tashara Newton**

SA

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

**Shirley Jenkins**

Chief Cook

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

**Maurice Hyde**

SA

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

Fatim Rashed

Oiler

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

Scott Hatcher

Deck & Engine Dept.

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

**Pics-From-The-Past**

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

WILLIAM BAKER
Brother William Baker, 65, joined the SIU in 1973. His first trip was aboard a vessel operated by Intercontinental Towing. Brother Baker upgraded often at the maritime training center in Piney Point, Maryland. He sailed in the deck department. Brother Baker last worked on the vessel was the Horizon Spirit. He calls Thailand home.

JORGIE BERNARDEZ
Brother Jorge Bernardez, 56, became a union member in 1978. He initially worked aboard the Jack McFarland. Brother Bernardez attended classes on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. The stew- ard department member’s most recent voyage was on the Maersk Wisconsin. He makes his home in Ocilla, Florida.

STEVEN CHAPIN
Brother Steven Chapin, 66, donned the SIU colors in 1971. He origi- nally sailed aboard the USNS Relentless. Brother Chapin has served in both the steward and deck depart- ments. He upgraded on numerous oc- casions at the Paul Hall Center in Piney Point, Maryland. Brother Chapin’s last trip was on the Dependable. He was born in Los Angeles and now re- sides in Princeton, West Virginia.

RODNEY CLARK
Brother Rodney Clark, 61, started sailing with the union in 1975. His first trip was aboard the Sea-Land Mar- ket. Brother Clark attended classes in 1977 and 2003 at the union-affiliated school in Maryland. The deck depart- ment member’s most recent voyage was aboard the Horizon Spirit. Brother Clark makes his home in Surprise, Arizona.

WILLIAM FOLEY

MICHAEL GAY
Brother Michael Gay, 62, joined the SIU in 1971 on New York. He initially sailed on the Yukon. Brother Gay attended classes in 1971 and 2002 at the Piney Point school. His final ship was the Ocean Freedom. Brother Gay sailed in both the engine and steward departments. He calls Cullman, Alabama, home.

JACK KEM

PHILLIP LAU
Brother Philip Lau, 70, joined the Marine Cooks & Stewards’ Union in 1969 in San Diego, California. He was born in China and enhanced his skills on two occasions at the Piney Point school. Brother Lau’s first ship was the Santa Mag- delena; his most recent, the APL Philippines. He sailed in the Philippines.

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

AHMED NAGA
Brother Ahmed Naga, 66, joined the union in 1992. The deck de- partment member’s first trip was aboard the Speed Atlantic. Brother Naga upgraded often at the Sea- fars-affiliated school in Piney Point, Maryland. He most recently sailed on the Gem State. Brother Naga calls San Francisco home.

WAYNE PROUDLOVE
Brother Wayne Proudlove, 68, began his seafar- ing career in 1969. He initially sailed with Berg Towing Company. Brother Proudlove worked in the deck depart- ment and concluded Gay sailed in both the engine and steward departments. He calls American Eagle, California. He was originally employed on the Brooks Range. Brother Ramos shipped in the deck department. His most recent vessel was the Palisade. Brother Ramos is a resident of Anaheim, California.

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

CLYDE THOMPSON
Brother Clyde Thompson, 62, began shipping with the Seafar- ers in 2001 during the SIU/NU/MIU merger. Brother Thompson sailed in the steward department. His most recent voyage was aboard the ATR Freeport. Brother Thompson enhanced his skills on three occasions at the Piney Point school. He is a resident of New Orleans.

TAI TUNG
Brother Tai Tung, 65, became a union member in 1987 in Honolulu, Hawaii. He initially sailed aboard the Independence. Brother Tung was born in China and shipped in the engine department. He upgraded in 2001 at the union-affiliated school in Piney Point, Maryland. Brother Tung last sailed on the Horizon Spirit. He lives in Waipahu, Hawaii.

ALEXANDER ZHARKOFF
Brother Alexander Zharkoff, 67, started sailing with the SIU in 1997. A native of Russia, Brother Zharkoff’s first trip was on the USNS Sitalas. Brother Zharkoff’s most recent voyage was aboard the Horizon Spirit. He is a member of the engine department. Brother Zharkoff enhanced his skills on numerous occasions at the Piney Point school. His most recent voyage was aboard the Dravo Gulf. Brother Zharkoff last sailed with Mariner Marteeta. He is a resident of Axis, Alabama.

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

RICHARD WALSH
Brother Richard Walsh, 62, be- came a union member in 1977. Brother Walsh was first employed with Higman Barge Lines. He sailed in the deck depart- ment. Brother Walsh last worked with G&H Towing Company. He makes his home in New Concord, Kentucky.

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

LOYAL BURST
Brother James Hurst, 63, began his seafaring career in 1974. He initially worked with Allied Trans- portation Company. Brother Burst is a native of Virginia. He most recently sailed on a C.G. Wilks Inc. vessel. Brother Burst was a member of the deck department. He calls Barhiums, Virginia, home.

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

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

THOMAS MAPLES
Brother Thomas Maples, 62, started shipping with the Seafarers in 1969. He originally sailed aboard the Dravo Gulf. Brother Maples last sailed with Mariner Marteeta. He is a resident of New Concord, Ohio.

MACCINE MOORE
Sister Maccine Moore, 69, started sailing with the union in 2004. She first worked on the John Roland. Sister Moore upgraded on two occasions at the Paul Hall Center. The stew- ard department member’s most recent ship was the Indiana Harbor. She calls Dolton, Illinois, home.
DEEP SEA

ANTHONY CALDEIRA
Pensioner Anthony Caldeira, 87, died August 5. He joined the Sea- farers in 1951. Caldeira was born in Ne- vada. He initially worked on the John Evans. A member of the deck department, Caldeira last sailed aboard the USSS Kane. The World War II veteran became a pensioner in 1984 and called Las Vegas home.

THOMAS DALLAS
Pensioner Thomas Dallas, 91, passed away August 12. He began sailing with the union in 1942 in New York. Dallas sailed with Delta Steamship Lines for most of his career. He was a member of the deck department. Dallas started collecting his retirement compensation in 1977 and was a resident of Mis- sissippi.

JOSE GARCIA

BERNARD HOLZER

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

JAMES MOORE

VIRGILIO PAGLICUA

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

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

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

Editor’s note: The following individu- als, also former members of the NM, have also passed away.

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<thead>
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BROther Caldeira worked on the farers in 1951. He died August 5. He joined the Seafarers in 1946. Brother Caldeira was born in Mexico. He joined the Seafarers in 1946. He worked in the deck depart- ment. His final trip was on the Ventur. Brother Hester became a pensioner in 1992. He lived in Easley, South Carolina.

TOON LEE
Brother Toon Lee, 92, died June 7. He signed on with the Marine Cooks & Stewards (which later merged into the SIU) in 1964 in San Francisco. Brother Lee was born in China and sailed in the steward department. He settled in San Francisco.

RUBEN MANALANSAN
Pensioner Ruben Manalansan, 65, passed away August 3. Brother Manalansan started shipping with the SIU in 1962. His first vessel was the Independence. Brother Manalan- san worked in both the deck and steward departments. The Philippines native first sailed on the Cape Inscription. Brother Manalansan went on pension in 2014 and made his home in Pico Rivera, California.

ALFRED ROBINSON
Brother Alfred Robinson, 96, died June 8. He joined the union in 1963. Brother Robinson’s first ship was the Steel Voyager; his last was the Stonewall Jackson. He worked in engine department. Brother Robinson was a native of Puerto Rico but called Louisiana home.

BRET SUNDERLAND

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

RIVER, Maryland.

CHARLES HESTER
Pensioner Charles Hester, 86, passed away July 10. Brother Hester joined the union in 1966. His first ship was the Ramban. Brother Hes- ter was born in Greenville, South Carolina, and worked in the deck depart- ment. His final trip was on the Venture. Brother Hester became a pensioner in 1992. He lived in Easley, South Carolina.

ANTHONY CALDEIRA
Pensioner Anthony Caldeira, 87, died August 5. He joined the Sea- farers in 1951. Caldeira was born in Ne- vada. He initially worked on the John Evans. A member of the deck department, Caldeira last sailed aboard the USSS Kane. The World War II veteran became a pensioner in 1984 and called Las Vegas home.

THOMAS DALLAS
Pensioner Thomas Dallas, 91, passed away August 12. He began sailing with the union in 1942 in New York. Dallas sailed with Delta Steamship Lines for most of his career. He was a member of the deck department. Dallas started collecting his retirement compensation in 1977 and was a resident of Mis- sissippi.

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

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

BERTIL HAGER
Pensioner Bertil Hager, 92, died July 1. Brother Hager was born in Finland. He became a SIU member in 1946 in the port of Norfolk, Vir- ginia. Brother Hager initially shipped on the S.S. Venice. He was a deck department mem- ber. Brother Hager’s last voyage was with Michigan Tankers Inc.
**Digest of Shipboard Union Meetings**

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

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

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

Request was made for a water fountain on mess deck.

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

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

Next port: Cleveland.

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

**GOLDEN STATE** (Crowley), December 28 – Chairman Raymond Johnson, Secretary Alejandro Mejia, Educational Director Donato Surell, Engine Delegate Francis Brown, Steward Delegate Teresa Rozacka. Chairman reminded fellow mariners to stay current on all shipping documents and physical forms. Educational director recommended upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew requested that a small step or ladder be put into laundry room. Also requested small refrigerators for cabins. Next port: Philadelphia.


**OCEAN GIANT** (Crowley), December 14 – Chairman Terry Cowans, Secretary Gradey Ingram, Educational Director Arkady Bichovsky, Engine Delegate Azad Ardeshirvand. Payroll issue has been resolved. Secretary touched on several topics including importance of exercising and eating right. He encouraged members and dependents to apply for Seafarers Health and Benefits Plan scholarships. He advised fellow mariners to read contracts before leaving hiring halls, read the LOG to stay informed, ask questions to patrolman, and upgrade at Piney Point. No beefs or disputed OT reported, although deck and steward delegates recommended adding billets. Crew suggested change in OT pay. Treadmill needs repairs. Special thanks given to steward department for excellent food. Next port: San Diego.

**SAM LAUD** (American Steamship), December 27 – Chairman Abdullah Algalham, Secretary James Cameron, Educational Director Michael Lau, Deck Delegate Walter Mohsin. Chairman discussed documents and paperwork required to ship. He reminded everyone to register within 72 hours of signing off, and encouraged crew to donate to Maritime Defense League (MDL) and Seafarers Political Activities Donation (SPAD) funds, respectively. Secretary encouraged members to upgrade in Piney Point. No beefs or disputed OT reported. Crew looks forward to having gym equipment on board.

**Arctic Cookout**

Steward/Baker Marcus Rowe didn’t let the icy settings at McMurdo Station dampen his enthusiasm for providing a cookout aboard the ship. The veteran mariner to Antarctica for the annual Operation Deep Freeze, a vital mission supported by SIU members for decades.

**Aboard Maersk Carolina**

Wheelchair Robert Waggoner (right) is congratulated by Capt. Lance Nelson late last year aboard the American Steamship Co. vessel American Spirit. Waggoner had informally announced his retirement after 41 years with the SIU and the company. In a note to the LOG, fellow crew members wrote, “Rob’s service and friendship will be missed.” He received a jacket with a patch of the vessel sewn on the back, and a model of a Great Lakes freighter.
FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership’s money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 6 headquarters membership meeting to review the 2014 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

Augustin Tellez, Chairman
Seafarers Appeals Board
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 contractual rights, as well as their obligations, such as filling out time cards, record overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU officer or other union official failed 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 1969 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 any individual 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 OB-LIGATIONS. 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 has been denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is: Michael Sacco, President Seafarers International Union 5201 Auth Way Camp Springs, MD 20746.
Here’s one more thing Union families can share.

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

Save the Union Way at UnionPlus.org/Discounts

3/15
**Apprentice Water Survival Class #794** – The following individuals (above, in alphabetical order) graduated from this course Jan. 26: Concetta Arebalo, Priscilla Brooks, Drushelia Finney, Justin Foran, Matthew Hargrove, Tre Hill, Latosha Love, Andrew Mendoza, Christian Montanez Cruz, Ariven Olamit II, Kevin Quenzer, Osman Ramirez Fajardo, Jounaze Somerville and Jesse Trevino.

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

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

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

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

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

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

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

### Title of Course

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start</th>
<th>Date of Completion</th>
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<tbody>
<tr>
<td>Able Seafarer-Deck</td>
<td>April 25</td>
<td>May 22</td>
</tr>
<tr>
<td>Lifeboat</td>
<td>March 28</td>
<td>April 10</td>
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<tr>
<td>Fast Rescue Boat</td>
<td>May 2</td>
<td>May 8</td>
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<tr>
<td>RFPNW</td>
<td>May 23</td>
<td>June 19</td>
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<tr>
<td>Tanker Familiarization DL</td>
<td>April 4</td>
<td>April 17</td>
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<tr>
<td>BAPO</td>
<td>May 23</td>
<td>June 19</td>
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<tr>
<td>FOWT</td>
<td>April 25</td>
<td>May 22</td>
</tr>
<tr>
<td>Junior Engineer</td>
<td>March 21</td>
<td>May 15</td>
</tr>
<tr>
<td>Marine Electrician</td>
<td>May 16</td>
<td>June 26</td>
</tr>
<tr>
<td>Marine Refrigeration Technician</td>
<td>March 28</td>
<td>June 26</td>
</tr>
<tr>
<td>Machinist</td>
<td>March 28</td>
<td>April 17</td>
</tr>
<tr>
<td>Pumpman</td>
<td>April 18</td>
<td>May 1</td>
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<tr>
<td>Welding</td>
<td>March 7</td>
<td>March 27</td>
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<td></td>
<td>April 25</td>
<td>May 15</td>
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<td></td>
<td>June 6</td>
<td>June 26</td>
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<tr>
<td>Advanced Firefighting</td>
<td>June 13</td>
<td>June 19</td>
</tr>
<tr>
<td>Basic Firefighting/STCW</td>
<td>March 28</td>
<td>April 3</td>
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<tr>
<td></td>
<td>May 9</td>
<td>May 15</td>
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### Deck Department Upgrading Courses

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<tr>
<th>Title of Course</th>
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<tbody>
<tr>
<td>Galley Ops</td>
<td>March 28</td>
<td>April 24</td>
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<td></td>
<td>April 25</td>
<td>May 22</td>
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<td>June 19</td>
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<td></td>
<td>June 20</td>
<td>July 17</td>
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<tr>
<td>Chief Steward</td>
<td>March 28</td>
<td>May 8</td>
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<td></td>
<td>May 9</td>
<td>June 19</td>
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<td></td>
<td>June 20</td>
<td>July 31</td>
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<tr>
<td>Serve Safe</td>
<td>April 11</td>
<td>May 8</td>
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<tr>
<td></td>
<td>May 9</td>
<td>June 5</td>
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<td></td>
<td>June 6</td>
<td>July 3</td>
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<tr>
<td>Steward Recertification</td>
<td>March 14</td>
<td>April 6</td>
</tr>
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### Engine Department Upgrading Courses

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<tbody>
<tr>
<td>Government Vessels #1</td>
<td>April 18</td>
<td>April 24</td>
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<tr>
<td>Medical Care Provider</td>
<td>June 20</td>
<td>June 26</td>
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<tr>
<td>Steward Department Courses</td>
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<td>Galley Ops</td>
<td>March 28</td>
<td>April 24</td>
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<td>June 19</td>
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<td></td>
<td>June 20</td>
<td>July 17</td>
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<tr>
<td>Advanced Galley Ops</td>
<td>March 14</td>
<td>April 10</td>
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<td></td>
<td>April 11</td>
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<td>June 5</td>
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<td>June 6</td>
<td>July 3</td>
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</tbody>
</table>

### Important Notice

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

### NMC Website Provides Useful Mariner Resources

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

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

### UPGRADE APPLICATION

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Telephone (Home)</th>
<th>(Cell)</th>
<th>Date of Birth</th>
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</thead>
<tbody>
<tr>
<td>Deep Sea Member □</td>
<td>Lakes Member □</td>
<td>Inland Waters Member □</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Social Security #  Book #  Seniority   Department

Home Port

E-mail

Endorsement(s) or License(s) now held

Are you a graduate of the SHLSS/PHC trainee program? □ Yes □ No

If yes, class #

Have you attended any SHLSS/PHC upgrading courses? □ Yes □ No

If yes, course(s) taken

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

### NMC Website

The National Maritime Center (NMC) is a private, non-profit organization, dedicated to improving the job skills of Seafarers and promoting the American maritime industry. The NMC, located in Piney Point, Maryland, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are encouraged to check out the site at: www.uscg.mil/nmc.

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

### NMC Office Hours

Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

### Note

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

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

March 2015
Strong Support for Jones Act Evident

From mid- to late January, the domestic maritime industry engaged in a hugely successful grassroots campaign defending the Jones Act — a law that’s vital for U.S. national and economic security. A floor amendment to kill the U.S. build provision of the Jones Act had been introduced by Sen. John McCain (R-Arizona) as part of the unrelated Keystone XL Pipeline bill. Although the Senate approved the Keystone bill on Jan. 29, the anti-Jones Act amendment was never brought up or voted on, and so it wasn’t included in the final bill.

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

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

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

“The Jones Act helps to shore up our national security by providing reliable sealift in times of war. It ensures our ongoing viability as an ocean power by protecting American shipbuilders. As a result, the Jones Act provides solid, well-paying jobs for nearly half a million Americans from Virginia to Hawaii. In short, the Jones Act promotes national security and American job creation.”

— SIU President Michael Sacco in a letter to Seafarers

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

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

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

— Lake Carriers’ Assoc. President James Weakly

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

— International Association of Machinists President Thomas Baffenbarger

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

— Editorial from Enterprise-Journal (McComb, Mississippi)

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

— AFL-CIO Transportation Trades Department President Ed Wytkind

“The McCain amendment would gut the nation’s shipbuilding capacity, cost our U.S. Navy and the Department of Defense. Passage of Senator McCain’s amendment would result in a loss of jobs, a loss of industrial capacity to build its own ships, so as to protect and defend the American homeland.”

— American Maritime Partnership Chairman Tom Allegritti

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

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

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

— Coast Guard Commandant Admiral Paul Zukunft

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

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

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

— International Brotherhood of Electrical Workers President Edwin Hill

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

— Senator David Vitter (R-Louisiana)

“The Jones Act would not only negatively impact the thousands of hardworking Wisconsinites this industry employs, but it would also stifle our collective efforts to support a Made in America economy.”

— Senator Tammy Baldwin (D-Wisconsin)

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

— Navy League of the United States

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

— Senator Bob Casey (D-Pennsylvania)

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