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The

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SEAFARERS INTERNATIONAL UNION

75TH

ANNIVERSARY



DELIVERING SINCE 1938

Last month officially marked the union's 75th anniversary. The SIU got its charter on Oct. 14, 1938 from the American Federation of Labor during a convention in Houston. Turn to pages 10-14 for a timeline (including photos) that touches on many of the highlights of the SIU's first 75 years. For additional thoughts on this milestone, check out SIU President Michael Sacco's column on page 2.

Eligibility Rules Modified
Page 2

MSP Gets Full Funding
Page 3

Scholarship Information
Page 9

President's Report

After 75 Years, SIU Still Going Strong

In our union's infancy, people who were just learning about the SIU usually did so through word of mouth, pamphlets, demonstrations and meetings. Today, most people first hear of us through the Internet, where a basic description starting on our home page serves as a snapshot.

There was nothing wrong with the old ways in the late 1930s and early 1940s, and there's nothing wrong with how it is now. In the Internet age, it's the same for most organizations – your website is your first impression.



Michael Sacco

But there's a difference between making an introduction and capturing the essence of a union. As our organization's 75th anniversary year winds down, if I could only have one shot at truly defining the SIU, I'd turn to the rank-and-file members and listen to them.

More specifically, I am thinking of the graduation speeches year after year from many of the upgraders at our affiliated school in Piney Point, Md. The fact that most of those speeches are similar doesn't detract from their power or sincerity. In fact, it heightens and sharpens and reinforces the message.

The gist is usually the same. Members describe how the SIU gave them a chance for a better way of life. In some cases, they talk about the second chance they got through our union and our school. They express the satisfaction of working hard in a viable career that helps them raise a family, buy a home, put their kids through school. They describe living the American Dream, and taking pride in that fact their work supports U.S. national and economic security.

That's who we are: a gateway to the American Dream.

That doesn't mean it's always a love affair or that it's easy. We're not perfect – no one is – and our members aren't shy about voicing concerns. But they are also the most loyal, reliable, productive mariners on Earth. In my eyes, SIU members are second to none.

No review of our identity would be complete without mentioning our ongoing role as America's fourth arm of defense. Seafarers have served in every conflict since World War II, supporting our troops across the globe, risking their lives by sailing in harm's way to deliver the goods. That's who we are as well.

We are also, of course, part of the broader labor movement, and we are no less dedicated to promoting workers' rights than we are in working on maritime-specific issues. It's no secret that organized labor has taken some hard punches lately, but we, like those who came before us, can and will turn it around.

Education is going to be a key part of our rebound. Besides our country's outdated labor laws and sophisticated union-busting, I think our challenge simply begins with getting people to wake up to reality. I've heard and read many times that unions had a purpose back in the day, but people don't need them anymore. That is an incredibly naïve outlook. As proud and grateful as I am for the SIU's fantastic working relationships with our contracted companies, it is crazy to rely on benevolence for all the things that sustain a good, family-wage job.

But, too many people don't know any better. They think that things like workplace safety regulations, benefits, good pay scales, retirement care, paid holidays and vacations and overtime pay either fell out of the sky or were always there. In the labor movement, we know they were secured through the money, marbles and chalk of generations past. We've got to do much better at spreading that message.

My final thought for this month, and for our milestone anniversary, is a personal one. It's been said that the truly happy man is one who loves his work. Brothers and sisters, for the last 25 years, I have had the honor of serving as your president, and I wouldn't trade those years for anything. Thank you for your support. Thank you for asking questions and for speaking up when you see better ways to do things. Thank you for always answering the call, no matter the voyage or campaign. Thank you for having so much confidence in me, and in the staff who help me make the SIU the greatest union in the world.

Like I said, we're not perfect. But we are a winning team, we are a family, and as long as we stick together, in the long run I know we will remain on top.

Happy 75th Anniversary!



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



SIU Secretary-Treasurer David Heindel (standing in both the photo above and the one below) makes a presentation on the Seafarers Health and Benefits Plan's new eligibility requirements during the October membership meeting at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

SHBP Announces Changes In Eligibility Requirements

Officials Begin Campaign to Educate Members

Changes in eligibility for the Seafarers Health and Benefits Plan (SHBP) are on the horizon, and SIU and SHBP officials are working to make sure members understand how those changes affect them.

Through a letter directed to all SHBP participants, public presentations and one-on-one question-and-answer sessions, officials are getting the word out about what the new eligibility requirements mean to members and what's needed to obtain and maintain coverage. Set to go into effect on Jan. 1, the new rules were created to comply with requirements tied to the Affordable Care Act of 2010 (known also as ObamaCare).

SIU Secretary-Treasurer David Heindel, who gave a presentation on the new requirements following the October membership meeting at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md., said members would ultimately benefit from the changes.

"This allows you to obtain eligibility much faster. That's what it boils down to," Heindel said during his presentation. "It's definitely a positive."

Under these rules, new members and those re-establishing eligibility require less time to qualify for coverage. Eligibility for existing members will be divided into two six-month periods instead of over the entire year; children between the ages of 18 and 26 will be covered; and coverage limits will be removed.

Heindel's presentation and a letter from Seafarers Plans Administrator Maggie Bowen delved into what the new requirements meant in specific circumstances. Following is a breakdown of how the new rules work for certain members and situations.

Initial Eligibility

New employees and those seeking to re-establish eligibility will now require 90 days of "continuous" employment to become eligible for benefits, instead of the 125 days of employment required under the old policy.

According to Bowen, "employment is considered to be 'continuous' if there is a break of less than 90 days between jobs. Only days of employment for a company that is required to make contributions to the SHBP on the employee's behalf count for determining eligibility."

That means those returning to work after an absence could start receiving benefits much faster.

Maintaining Eligibility

Under the new rules, employees must work 60 days over a six-month period to receive benefits during the next six-month period. The first period runs Jan. 1-June 30, while the second period runs July 1-Dec. 31.

"This means that if you have 60 days of covered employment any time between January 1 and June 30, 2014, you will be eligible for coverage from July 1 to December 31, 2014," Bowen wrote. "Covered employment may also include certain time when an employee attends upgrading classes at the Seafarers Harry Lundberg School of Seamanship (SHLSS), and certain time when an employee receives sickness and accident benefits."

During his presentation, Heindel said it's also important to remember that the 90 days required to obtain the benefits in the first place also worked toward maintaining them in the following eligibility period.

"Because you worked 90 days you would be eligible immediately (for coverage over the next six months)," Heindel said. "You met (and exceeded) the 60-day requirement and would be covered in the next period."

Pensioners

There are no changes to the number of days needed

to qualify for a pension.

Like before, those retiring on disability pensions must have at least 4,380 days of covered employment to receive health benefits. Those retiring on any other type of pension require at least 5,475 days of covered employment to receive health benefits as a pensioner. In addition, employees must have 125 days of work in the year prior to retirement.

Those retiring after Jan. 1, 2015 will need to meet new medical requirements prior to applying for pension, as described in the next paragraph.

"You will need to have at least 60 days of covered employment in the two consecutive six-month periods prior to the date on which you become eligible for and apply for a pension," Bowen wrote. "For example, if you retire in August 2015, you would need 60 days of covered employment from the period from July through December 2014 and January through June 2015 in order to be eligible for pensioner's health benefits."

Other Changes

Other changes to the SHBP beginning in 2014 include: coverage of children up to age 26, coverage for those with pre-existing conditions, and the elimination of annual limits on certain essential health benefits.

Moreover, as noted in the letter (which in addition to being mailed is posted on the SIU website), there will be a transition period "so that no [Seafarer] will be adversely affected by this new rule. During the first six months of 2014, the old eligibility rule will apply. This means that from January 1, 2014 through June 30, 2014, you will be eligible for benefits if you had 125 days of covered employment in 2013, and one day of covered employment in the past six months. However, if you did not have eligibility under the old rule at the beginning of the year, you will be able to establish eligibility after 90 days under the new rule for re-establishing eligibility. Beginning on July 1, 2014, you will only be eligible for benefits if you meet one of the new eligibility rules."



MSP Gets Funding for Fiscal Year 2014, Fight for Future Full Funding Continues

Union's Efforts Instrumental in Key Victory for Maritime Industry

The last-minute deal reached in October to reopen the federal government and avoid default on the nation's debt included full funding for the Maritime Security Program (MSP) for Fiscal Year 2014.

The SIU and the Maritime Trades Department, AFL-CIO (MTD) played important roles in securing full funding for the program, which is a bedrock of the U.S. Merchant Marine. Part of that effort included working with allies throughout the U.S.-flag maritime industry to alert Congress and the White House to fix an anomaly created when the program had some leftover funds that rolled into the Fiscal Year 2013 calculations. Preliminary budget figures for the coming year did not take that anomaly into account.

Bipartisan support on the Hill in both the Senate and the House corrected the problem. The MSP amount for 2014 returns to the called-for \$186 million.

However, the compromise passed on Oct. 16 was approved only for three months. The union will work the rest of maritime labor to monitor negotiations headed toward the Jan. 15 deadline, and will work with the Congress and administration to ensure full funding for MSP.

In taking the case for full funding of the MSP to Capitol Hill, the union and other backers of the program pointed out that any reductions would harm America's national and economic security. The MSP keeps 60 militarily useful, American-crewed, U.S.-flag ships in service so they're available to our armed forces in times of conflict or emergency. The program is extremely cost-effective – American military leaders have estimated it would cost the government billions of dollars to replace all the assets our military receives through the MSP at a relatively tiny fraction of that amount.

Before full funding had been secured last month, the SIU issued a statement that read in part, "The U.S.



Gen. William Fraser, commander of U.S. Transportation Command, said earlier this year at the MTD convention that reductions to the MSP would weaken America's military readiness.

Maritime Administration has advised the SIU and others in the industry that there is a possibility of up to 20 vessels being removed from the MSP fleet (all of them SIU-crewed) as a result of contract terminations or suspensions. Calling the idea of slashing the MSP 'penny-wise, pound-foolish' doesn't begin to describe the potentially catastrophic consequences of such a devastating cut.

"Our troops depend on the U.S. Merchant Marine; the heads of the U.S. Transportation Command and the U.S. Military Sealift Command recently stated that they simply couldn't do their jobs without the vital support provided by our industry. Our capacity to support the troops is directly tied to full funding for the MSP... Our men and women in uniform need to know that when they're sent into harm's way, they can still rely on U.S. Merchant Mariners to deliver the goods to them, anywhere, any time."

Meanwhile, the MTD pointed out, "Leading members of Congress and the Defense establishment have noted for many years that the MSP gives the Pentagon access to a reliable source of sealift and to a global logistics network that is second to none at a fraction of what it would

cost the American taxpayer if the federal government were to build, operate and maintain this capability itself. Moreover, the program generates billions of dollars of economic activity and tax revenues, while providing tens of thousands of middle-class jobs."

An MSP report prepared in 2006 for the Maritime Administration put it this way: "If the Department of Defense needed to replicate the ... capacity of the MSP fleet, the capital cost alone would be \$13 billion." The report went on to note that the U.S. Transportation Command — the agency within the U.S. military responsible for ensuring that U.S. troops and supplies are sent to areas in crises in a timely manner — estimated "it would cost the U.S. government \$52 billion to replicate the intermodal system that has been developed, maintained, and continuously upgraded by MSP participants."

"Without fully funding the MSP, which ensures the continued operation of the nation's commercial maritime security fleet, America would either have to place the safety of our troops and the security of our nation in the hands of foreign shipping interests or be forced to spend billions of taxpayer dollars to achieve the commercial sealift capability that the U.S.-flag commercial industry currently provides," wrote the chairmen of House Subcommittees on Seapower and Projection Forces, Readiness, and Coast Guard and Maritime Transportation earlier this year.

The MSP became law in 1996 when a Republican-led Congress passed legislation that was signed by President Clinton to enact the original 10-year program. It has been extended with additional 10-year terms twice, thanks again to strong bipartisan support. The SIU was — and continues to be — a strong supporter of the program, going back to its formative stage during the George H.W. Bush administration with a Democratic-led Congress in 1992.

Ship Seizure Showed Why America Needs Strong U.S.-Flag Fleet

During some of the recent verbal battles in Washington, D.C., concerning two key American maritime programs, supporters of the U.S. Merchant Marine reminded skeptics about a high-profile incident involving a runaway-flag ship that basically held more 10 percent of Canada's military might hostage.

The saga involving the *GTS Katie* happened in 2000, but the lesson remains timely. Namely, when a country relies on a foreign nation to help carry out its military operations — in peace or war — it takes a big risk.

As Vice Adm. James B. Perkins, then the commander of the U.S. Military Sealift Command, put it at the time, "Canada's dilemma is a classic example of the danger of becoming militarily dependent on ships registered in other countries. Even if foreign ships are available, it's unwise now or ever for any country to rely on foreign tonnage and foreign seamen to carry out its defense or foreign policy mission."

"The United States should remember this lesson well, and realize once again that it cannot function militarily without a robust maritime fleet grounded on a thriving U.S. Merchant Marine," Admiral Perkins continued. "We simply can't do without ships under the American flag, and manned by American crews as a vital part of our national defense arsenal."

Sailing under the flag of St. Vincent and the Grenadines, the *GTS Katie* was carrying 200 of Canada's 2,000 armored vehicles, along with five tanks and 390 crates packed with rifles, ammunition and communications equipment. The ship was sailing from Kosovo after a peacekeeping mission when her owners reportedly ordered her to stop short of her destination (Becancour, Quebec) and anchor in international waters. At issue was a pay dispute with the charter company. Shipowner Third Ocean Marine Navigation (based in Annapolis, Md.) refused to send the freighter to port and unload the cargo until the debt was settled.

After two weeks of fruitless negotiations, two Canadian war ships, equipped with torpedoes and deck guns, were dispatched to the cargo ship's position. Canadian officials eventually secured permission from St. Vincent and the Grenadines to board the vessel and resolve the situation. (Under international law, a vessel can only be boarded after either the captain or the country of registry gives consent.)

No shots were fired, and the crew eventually received its wages after the materiel was secured.

Movie Puts U.S. Merchant Marine in Spotlight

The Oct. 11 debut of the critically acclaimed movie "Captain Phillips" brought an unusual amount of attention to the normally overlooked U.S. Merchant Marine. It also reawakened the general public's awareness of maritime piracy.

The film retells the story of the SIU-crewed *Maersk Alabama*, largely focusing on how the mariners refused to allow a takeover of their vessel despite having been boarded by gun-wielding Somali pirates; and on the harrowing days Capt. Richard Phillips (played by Tom Hanks) subsequently spent in a lifeboat with those pirates.

The *Maersk Alabama* mariners were members of, respectively, the SIU, the Marine Engineers' Beneficial Association, and the Masters, Mates & Pilots.

Maritime labor, including Phillips, who still sails, used the premier to promote a strong U.S.-flag fleet. In a well-covered news conference at the National Press Club in Washington, D.C., and in other promotional venues, industry advocates spoke out on behalf of the Maritime Security Program, Food Aid and the general need to maintain a viable U.S. Merchant Marine.

While the movie itself got rave reviews, not all of the publicity was positive. A lawsuit by some of the officers and crew against the shipowner and vessel operator also made headlines.

Following is the statement the SIU released in advance of the movie:

SIU Statement

Most of the mariners (12) sailing aboard the *Maersk Alabama* when it was attacked in 2009 were members of the Seafarers International Union. Regardless of any storytelling liberties taken by Hollywood, we welcome the opening of "Captain Phillips" because it calls attention to an often overlooked but vital American industry.

Ironically, the film opens at a time when Washington is on the verge of doing what the pirates couldn't do: taking the *Maersk Alabama* — and many other American-flag ships — out of service. In addition to fighting off maritime pirates, our industry collectively is being attacked by foreign-flag interests and others who either don't understand or don't care about the extremely important role played by the U.S. Merchant Marine in America's national and economic se-

curity throughout our history.

Dubbed the nation's "fourth arm of defense" by President Franklin D. Roosevelt, the U.S. Merchant Marine consists of civilian seafarers who sail aboard many different kinds of vessels. Some of those ships sail in commercial trades, and others specifically serve as U.S. military support ships. All of the crews are available to mobilize in support of military operations (such as Operation Iraqi Freedom and Operation Enduring Freedom, where in both cases the U.S. Merchant Marine transported more than 90 percent of the war cargo into theatre) and humanitarian efforts (such as the relief mission in Haiti and the one following Superstorm Sandy).

American military leaders have stated they couldn't ensure that our troops will get the materiel they need without U.S. mariners. They've also repeatedly pointed out that it would cost the government billions of dollars to replace the ships, infrastructure and manpower that they now receive via the U.S. Merchant Marine (including commercial U.S.-flag ship operators) for a relatively tiny fraction of that cost. And that's to say nothing of the obvious pitfalls

of putting our troops in a position where they'd rely on foreign-flag, foreign-crewed ships to deliver their cargo.

"Captain Phillips" of course is a human-interest story rather than a movie specifically about the U.S. Merchant Marine, but we hope it increases the public's awareness of the industry — one that has enjoyed strong bipartisan support throughout our nation's history but is currently fighting for survival.

In a further irony, the *Alabama* was carrying Food Aid cargo when it was attacked. The Food Aid program — a time-tested success that has fed hundreds of millions of people around the world while maintaining around 55,000 American jobs — is under severe attack.

Finally, we also hope the movie raises awareness of maritime piracy itself. The SIU has fought against piracy for decades; we recommend visiting www.saveourseafarers.org for more information.

As we said in April 2009, Captain Phillips, his fellow officers and the SIU crew members of the *Maersk Alabama* deserve credit for handling a life-and-death situation. The Navy SEALs who ended the standoff also have our gratitude.

Piney Point Hosts Industry, Labor, Political Leaders

UIW, SEATU Conventions Address Labor Movement, Organizing Successes

A pair of conventions for two SIU-affiliated unions recently brought a cadre of industry leaders, politicians and labor officials to the Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md.

Held in late September and early October, the conventions for the United Industrial Workers (UIW) and the Seafarers Entertainment and Allied Trades Union (SEATU) saw delegates, officials and supporters outline strategies to strengthen the labor movement and generate more good-paying union jobs.

The first of the two events was the UIW convention, which took place from Sept. 30-Oct. 1. Formed in 1949, the UIW represents a wide range of employees, including factory workers, medical technicians, office personnel and much more. Aside from re-electing UIW President Michael Sacco, National Director John Spadaro and Secretary-Treasurer David Heindel, the UIW also heard from guest speakers who voiced their views on the state of the labor movement, politics and what the UIW and its members can expect in the future.

One of those speakers was Kroger Labor Relations Director Steve Loeffler. He said Kroger sees the UIW, and the labor movement as a whole, as vital to the company's success. The good wages and benefits unions fight for lead to high-quality employees, Loeffler said, adding that Kroger values its relationship with the UIW.

"We feel that those benefits, those wages we pay, help our business," Loeffler said. "We're 350,000 associates strong and about 280,000 of them are unionized employees. Depending on the time of year, it's between us and UPS for being the largest union employer (in the country)."

In his speech, Baltimore AFL-CIO President Ernie Grecco expanded on the importance of those types of good-paying union jobs. More needs to be done, he added, to ensure the jobs won't simply disappear.

"We have got to make some changes," Grecco said. "One of those changes is we're reaching out to other groups to help us. We need to help one another."

Grecco said the need was especially evident in Baltimore. While the city has gotten its share of facelifts and has become more of a tourist attraction, Grecco said it is sorely missing the middle class union jobs — like those offered in UIW shops — that made America such a land of opportunity.

"Yes, Baltimore is pretty. But I'll take the old neighborhoods and manufacturing jobs. Every one of those had a union contract," Grecco said. "Middle class Americans could buy a home and put their kids through college."

Maryland State Sen. Roy Dyson — who represents St. Mary's County, where the PHC is located — echoed those sentiments as well, adding that the labor movement, including the SIU and UIW, most certainly has a positive impact.

"I'm proud of you," Dyson said. "This facility has done so much for St. Mary's County."

The UIW convention also heard from SIU/UIW Plans Administrator Maggie Bowen who addressed the implementation of the Affordable Care Act and from SIU Legislative Director Brian Schoeneman who elaborated on the SIU's efforts in Washington. Maritime Trades Department Executive Secretary Daniel Duncan discussed the need for solidarity and explained how the UIW benefits from its various labor affiliations.

Delegates and guests converged on the PHC again the following week; this time for the SEATU convention. Formed in 1995, SEATU represents workers in the service, hospitality and gaming industries. SEATU President Michael Sacco, Executive Vice President David Heindel, Vice President Augustin Tellez and Vice President Tom Orzechowski were all re-elected, while the convention's guest speakers discussed the ever-expanding roster of SEATU-contracted properties and the hard work done by SEATU and the labor movement to improve the lives of middle class Americans.

The stakes simply couldn't be higher, said Fred Mason, president of the Maryland and Washington, D.C. AFL-CIO. He added that union members must do more than simply punch the clock every day. If the labor movement is to survive, Mason said, those members must be involved in their central labor councils and their communities as a whole.

"That is where the collective comes together," Mason said. "We are in some challenging times. The anti-worker forces out there really want to take us back — back to where workers had no rights, back to where people in general had no rights. They're not only attacks on unions, but they're also attacks on civil rights."

UFCW Local 27 Executive Vice President Tim Goins — whose union partnered with SEATU to organize more than 2,500 new casino and gaming workers over the past three years — said the need to organize is vital to the nation, the economy and the middle class Americans who depend on those jobs.

"Your labor union is the only vehicle that can improve your members' wages and working conditions," Goins told SEATU officials during his convention address. He said, however, that unions will have to stick together if they're going to survive the constant onslaught on anti-worker forces.

"We're all organizers in this room. But if we don't continue to organize our unions we are going to die a slow death," Goins said. "We need to continue to organize the unorganized to survive."

When it comes to SEATU's organizing drives, substantial progress is being made. Representatives from SEATU-contracted properties reported good working relationships with the union and a bright future.

"We work so well with SEATU. We did well during the difficult (economic) times through the last several years," said Penn National Gaming Senior Vice President for Human Resources Gene Clark, adding that Penn had a surge in SEATU-represented properties in recent years. "We were able to grow... and you grew with us. We know we can count on this union and its leadership to keep a profitable and healthy business."

Maryland Live! Senior Vice President and General Counsel Howard Weinstein had good news to report as well. He said SEATU-contracted Maryland Live! — which opened in 2012 — has emerged as the second-largest casino in the country in terms of revenue, thanks in no small part to the dedication of SEATU and its membership.

"This place has taken off in ways no one has anticipated," Weinstein said, adding that he agreed with the employees' decision to choose representation with SEATU.

"The employees needed representation and people who would be looking out for them," Weinstein said. "We got to where we are with Maryland Live! and the relationship with SEATU in a 16-month, fairly accelerated pace."

Impressed by the success Maryland Live! and other gaming properties, Maryland State Delegate John Bohanan told the SEATU convention that he would continue to fight for the industry in the state house. He added SEATU has done a good job of reaching out to both the private and the public sectors, and the success seen by the union and the gaming industry shows the work is paying off.

"The entire gambling industry in our state is going to continue to do well and take off. We are going to be very supportive of that," Bohanan said. "We're going to continue to have the kind of partnership you need. You have to have a good partnership between the public and private sector."

Several additional guest speakers addressed both the UIW and SEATU conventions. They included National Labor College Union Skills Program Director Jean Dearden, who touched on the importance of learning within the labor movement; and Union Plus Representative Valerie Cole, who outlined the benefits of Union Plus programs.



During his address to delegates and guests, President Michael Sacco reflected on the progress SEATU has made since the last convention.



Roy Dyson
Maryland State Senator



John Bohanan
Maryland State Delegate



Tim Goins
Executive VP
UFCW Local 27



Officials take the oath of office near the end of the UIW convention.



Ernie Grecco, President
Metropolitan Baltimore AFL-CIO



Fred Mason, President
Maryland/D.C. AFL-CIO



Gene Clark, Senior VP
Human Resources
Penn National Gaming



Howard Weinstein
VP and General Counsel
Maryland Live!



Steve Loeffler
Senior Director, Labor Relations
Kroger Company

Seafarers on Crowley ATB Make Another Rescue

Seafarers aboard Crowley's *Achievement/650-8* have once again saved lives off the Florida coast, marking their second rescue in nine months. This latest rescue saved the lives of four fishermen whose 30-foot boat was sinking about 35 miles offshore from Clearwater, Fla.

The incident occurred Sept. 15 after a sudden and powerful squall moved through the Florida coast, resulting in heavy rains, 50-knot winds and a flood of distress calls coming from small boats in the area. During all of this, the *Achievement/650-8* was instructed to stand by and not proceed with its plans to enter Tampa Bay.

"While the U.S. Coast Guard (USCG) was very responsive in assisting the boaters in distress, one fisherman in particular was having difficulty communicating over his radio, as it got drenched from the storm," said **Gus Cramer**, captain of the *Achievement/650-8*. "It was clear, however, that he was offshore and in the stormy conditions. At that time, the Coast Guard was stretched very thin because the squall caught everyone by surprise and there were many boaters in distress. After a few minutes of monitoring their calls for assistance, it was clear that we were the closest vessel to their location, approximately 12 nautical miles south."

Hoping to get to the distressed boat before the sun went down, Cramer called the Coast Guard to inform them that the *Achievement/650-8* would be assisting the sinking fishing boat immediately. He and the crew then directed the ATB to the site of the distressed vessel at full speed, keeping contact with the boat the whole time.

"What made the rescue more difficult was the fact that the captain of the fishing boat had to keep running with the winds and waves in order to prevent the vessel from continuing to take on water and sinking," Cramer said. "Unfortunately, the winds and waves caused them to move farther and farther away from us and further offshore. After 45 minutes of traveling in their direction, we only gained four or five miles."

It took two hours for the *Achievement/650-8* to spot the distressed fishermen, and the timing couldn't have been better. Night was just about to fall and the radio of the sinking fishing boat finally gave out.

After readying the rescue equipment, the crew of the *Achievement/650-8* lowered the pilot ladder over the side. Chief Mate **Ryan Emmons** then prepared it on the starboard side and directed the boat to

come alongside the ATB using only his flashlight and voice commands. The ATB then made a slow, sweeping turn that allowed the four uninjured fishermen to board the vessel.

While the *Achievement/650-8* attempted to tow the stricken fishing boat back to Tampa, the line had to be cut due to continued high seas. The crew communicated the coordinates of the boat to the Coast Guard, however, so it could be retrieved later.

The *Achievement/650-8* finally arrived at the Tampa sea buoy at 12:30 a.m. and made its petroleum berth in downtown Tampa at 5:30 a.m. The four rescued fishermen walked off the ATB without needing any medical treatment.

"The Crowley crew did a phenomenal job working as a team to save the lives of these fishermen," Cramer said. "We chose the safest possible plan and it worked because everyone knew what to do well in advance and the crew worked as a team."

Of the SIU mariners aboard the *Achievement/650-8*, 10 of them have completed safety training at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The crew has also participated in company-sponsored safety programs designed to train mariners

for emergency situations.

"The great actions of this crew are due to their safety training, diligence and ability to work together," said Rob Grune, Crowley's senior vice president and general manager for petroleum and chemical transportation. "The entire Crowley family is exceptionally proud of the crew for their bravery and competency in yet another challenging situation this year. These crew members are true heroes and deserve to be recognized for their actions."

The mariners aboard the *Achievement/650-8* included: Capt. Cramer, Chief Mate Emmons, Second Mate **Peter Madden**, AB **Thomas "Duke" Ellington**, Third Mate **Dennis Blackman**, AB **Louis Ferrer**, Engineer **Vince Mull**, Assistant Engineers **Zach Lindsey**, **Calvin Burrus**, and **Mark Lettieri**, AB/Tankerman **James Robinson** and Cook **Robeson Carrier**.

The same crew was involved in another rescue earlier this year in which a badly injured man was saved while bobbing in the water near the base of the Sunshine Skyway Bridge in Tampa Bay. During that rescue, the crew pulled the man from the water within eight minutes of spotting him and kept him warm until emergency crews could arrive.

Industry Honors Rep. Peter King

AMP Presents New York Congressman with Prestigious Award

The SIU-affiliated American Maritime Partnership (AMP) recently honored one of the maritime industry's highest-profile allies: U.S. Rep. Peter King (R-N.Y.).

AMP presented King with the 2013 edition of the prestigious Champion of Maritime Award, an honor designed to recognize individuals who have displayed extraordinary dedication to and consistent support for the American

maritime industry.

King is the former chairman of the House Homeland Security Committee and represents New York's 2nd congressional district, an area which is home to hundreds of high-quality maritime jobs that generate more than \$38 million in annual economic activity.

First elected to Congress in 1993, King has spent his time in Washington as an outspoken advocate for the maritime industry, especially when it comes to the important role the industry plays in the nation's security. Most recently, King led a successful fight in Congress to obtain more than \$60 billion in emergency funding to help the victims of Hurricane Sandy – many of whom were aided by SIU members as well.

"Our nation's maritime industry is part of the foundation of America's national security," King said at the awards ceremony, praising the mariners who helped rescue more than half a million people who were stranded on Manhattan following the terrorist attacks of Sept. 11, 2001. "Even 12 years later, we are reminded again why it is so very important to have a vibrant maritime fleet that will always be there to support the people of our great nation."

AMP Chairman Thomas Allegretti added that the industry is proud to have such a strong ally as King.

"As a member of the House Homeland Security Committee, Rep. King deeply understands the integral role that American maritime plays in our nation's safety and security," Allegretti said. "He is a strong and unwavering advocate for the hard-working men and women who make up our growing industry, and for that, we thank him as our Champion (of Maritime) for 2013."

King's recognition from AMP won't be his only maritime honor this year. The United Seamen's Service recently announced King would be one of the recipients of its 2013 Admiral of the Ocean Sea (AOTOS) awards at a benefit dinner on Nov. 15 in New York City. SIU President Michael Sacco is this year's AOTOS dinner chairman.

"Congressman King is a leader in the ongoing effort to have homeland security funding based on threat analysis and is a strong supporter of the war against international terrorism," said retired Gen. Kenneth Wykle while announcing the recipients of the AOTOS award.

Report: U.S. Shipbuilding Results In Huge Benefits for U.S. Economy

Study Finds Industry Generates Billions of Dollars

A recent study by the U.S. Maritime Administration (MARAD) illustrates the enormous impact the nation's shipbuilding and repair industry has on the American economy.

Appropriately titled, "The Economic Importance of the U.S. Shipbuilding and Repairing Industry," the study found that the overall benefit of the shipbuilding industry came to \$36 billion in gross domestic product (GDP), with direct and indirect benefits reaching all 50 states. Aside from the \$36 billion in GDP, the industry also supported 402,010 jobs and \$23.9 billion in labor income.

According to the report, each job in the shipbuilding and repair industry results in another 2.7 jobs in other parts of the U.S. economy. While the industry directly provides jobs in 40 states, every state in the nation feels indirect benefits from the industry, both in jobs and revenue.

The study also found that the average labor income per shipyard was approximately 45 percent higher than the national average for the private sector economy and the nation's shipbuilders have delivered more than 1,200 vessels per year since 2010. Because of that work, the study found the U.S. shipbuilding industry has run a trade surplus six of the last 10 years, with a cumulative surplus of \$410 million over that 10-year period.

"Shipyards create quality jobs and support economic growth far beyond our nation's ports and waterways," said recently retired U.S. Transportation Secretary Ray LaHood, who headed the Department of Transportation (DOT) while the study was being conducted. "This report shows that wherever you live across the country, Americans benefit from opportunities generated by the shipbuilding and repair industry."

The response to the report has been very positive. Shipbuilders Council of America President Matt Paxton outlined and praised its findings during a presentation to the SIU-affiliated American Maritime Partnership (AMP) annual meeting, while the findings have also been touted by key Washington politicians and officials.

One of those advocates is Rep. Randy

Forbes (R-Va.), chairman of the House Seapower and Projection Forces Subcommittee. In a statement issued shortly after the report's publication, Forbes said the findings show why the maritime industry as a whole is vital to the nation's economic and national security.

"MARAD's latest report reminds us of the interconnectivity of the American maritime industry. From Hampton Roads (Va.) to South Dakota and (38) states in between, the ship construction and repair industry is an essential part of local communities," he said. "There is an inseparable link between the strength of our domestic maritime industry and U.S. naval power. As this report demonstrates, preserving and expanding America's maritime industry is a project that all Americans can embrace."

Maritime Administrator Paul "Chip" Jaenichen has also showcased the report's findings while emphasizing the Obama administration's efforts to improve shipbuilding throughout the country. Since 2009, the DOT has allocated nearly \$150 million to improve the infrastructure of U.S. shipyards through its small shipyard grant program.

"Our shipyard investments go directly toward an industry that's vital to our economic security and national defense," Jaenichen said in a statement.

Based on the recent boom in demand for shipbuilding, the need for such investments could not be greater. According to the DOT, America's shipyards are the busiest they've been in 20 years, due in large part to the transportation needs tied to surging domestic energy production.

Jaenichen recently discussed the situation during the TradeWinds Jones Act Shipping Forum in New York. During his address, Jaenichen said the increased transport of domestic energy among U.S. ports also illustrates the importance of the Jones Act – the law that requires all cargo transported between U.S. ports to be carried on American-made ships with American crews.

"America's Jones Act fleet will benefit from this new and abundant cargo source," he said. "When domestic cargoes are moving, U.S. ships are moving them. The Jones Act works."

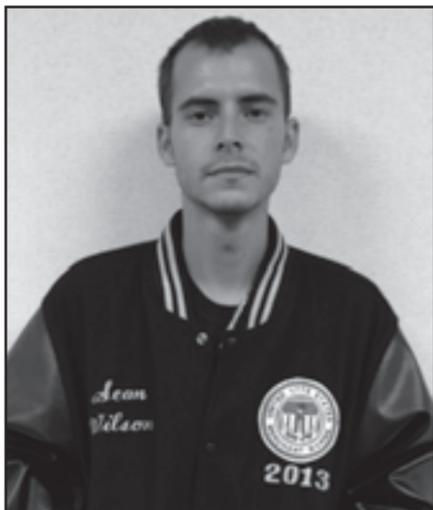


U.S. Rep. Peter King (R-N.Y.)



In the photo at left, some of the attendees begin gathering for food and fellowship. Rosamaria Machado (left in photo above), Hazel Bernal (right) and two other event supporters are pictured in the Philippines.

Seafarer Helps Lead Philanthropy in Philippines



AB Sean Wilson

When AB **Sean Wilson** talked with his mother, Reverend Dr. Rosamaria Machado, about the poverty he'd seen in the Philippines, they decided to do something about it.

In the resulting trip there last fall, they led a mission that fed 600 area children one evening, while also gently offering some spiritual considerations. The menu featured hamburgers and juice.

"We just did what we could for them," recalled Wilson, who started sailing with the SIU in 2007. "The kids were ecstatic. For most of them, it was the first time they'd had food from a restaurant. The primary staple in the Philippines is rice; it's all they normally eat because it's all they can afford."

A graduate of lifeboat class 698 at the SIU-affiliated Paul Hall Center, Wilson developed a fondness for the Philippines after several voyages there. He hopes to open a tour-boat business and eventually wants to

use some of the profits to give back to the country.

"For me, it's a wonderful place," he said. "I've always loved being there, and helping the place seems natural."

Similarly for Machado, outreach is a way of life. She has done worldwide ministry work for years, in countries including New Zealand, Brazil, and Poland.

"Whenever she sees an opportunity to help, she tends to jump on it," Wilson noted. "She has just been a saint, actually. And we were in the worst of the worst area of the Philippines" (near Pilar Village in the City of Las Pinas, part of Manila Metropolis).

"I think it went fantastic," said Machado. "It's a pretty impoverished area. Human trafficking is very high in those areas.... If we can give those kids a leg up, even a good meal, we've done something good."

She added that the kids were friendly and excited, and said her son was "fantastic."

He seemed to be drawn to the kids most in need, the ones who were a little rebellious. And those kids seemed to gravitate to Sean, I think because he showed them he's a merchant mariner. There was an implied message: 'If I can do this (career), you can do this.' That was a big factor for me."

The gathering lasted from around 7 p.m. until midnight.

SIU Patrolman Brian Guiry said he wasn't surprised to learn of Wilson's charitable efforts. The two sailed together on Guiry's last ship, the *Freedom*, when he was the bosun and Wilson was an OS straight from Piney Point, Md. They still occasionally keep in touch because Wilson ships from the union hall in Jacksonville, Fla., where Guiry is based.

"Sean has a lot of energy," Guiry said. I've watched his growth as a Seafarer and have to say I'm proud of him. He's very generous."

For more information about Rev. Machado's ministry, call (386) 478-4688.

Steward Provides Tips For Healthful Shipboard Life

Editor's note: Recertified Steward Steve Dickson recently wrote this article for fellow Seafarers while sailing aboard the Overseas Long Beach. Dickson has been an SIU member since 1991.

Sea Fit

It is said that people either live to eat or eat to live. It's also usually easy to tell which is which at first glance.

How many of you out there are struggling to lose weight or fighting diabetes, elevated cholesterol levels or hypertension (high blood pressure)? Being healthy while working and living aboard ships can be challenging. We work seven days a week for months at a time and it can be difficult to maintain a healthy lifestyle. There are many temptations at sea which can derail the best of intentions to stay fit and test your willpower. Sweet snacks are usually at close proximity and it's easy to grab a pastry or a handful of cookies instead of a healthy snack while on breaks.

Sugar is our enemy. It is sweet and seductive and our bodies and brains crave it once we get a taste for it as children, but it can wreak havoc upon us. It has no real nutritional value and turns to fat rapidly.

Refined sugar is a product of the modern age; it was never part of any older cultures. They ate natural sugar in very small quantities, consumed foods that were found locally and traded for foods which they had no access to. The consumption of so much sugar in our culture has led to unprecedented levels of obesity and the associated diseases that come with it. It also costs us all billions in health care services.

Alternatives to refined white sugar are

brown sugar, honey or agave nectar and these can be used in baking recipes as well. Cinnamon is very good for you and can be made available for oatmeal or cereals. Soft drinks should be avoided altogether and healthy fruit juices can be ordered instead of sugary sodas. Water is of course the best thing to drink to stay healthy.

There are many fad diets making the rounds which claim amazing results, but individual metabolisms vary and your body will usually return to its former shape after time has passed. The only way to lose and maintain weight loss is a combination of a sensible diet and exercise. The human body is a complicated machine and food is what makes it work, either efficiently through a balanced diet; or it breaks down if the wrong things are ingested such as trans fats, sugars, too much salt and processed flour such as white bread. Many modern food products contain large amounts of sugar and salt, and care should be taken when using these. Cereals are notorious for being too sugary and there are alternatives such as hot cereal or muesli or even just fruit and nuts.

It was once very common to see crew members eat only meat and potatoes, and that has changed due largely to the preva-

lence of fresh salad bars. Processed meats such as sausage, hot dogs and lunch meats should be avoided or consumed in moderation. Try to have at least five portions of fruits and vegetables every day. If you want to know how much a portion is, open your hand. One proper portion will fill the palm area. Portions served in America are almost always far more than should be consumed at one sitting. Try cutting down on portions and have nutritious snacks between meals.

Fresh fruits and vegetables should be washed thoroughly before serving, extra care taken especially when purchased in foreign countries. Steam fresh vegetables instead of boiling to help retain their nutritional value. Brightly colored fruits and vegetables are the most nutritious.

Olive oil is also very nutritious and can be used extensively in cooking as well as non-GMO canola oil. Sunflower and peanut oils are also healthy alternatives to lard or vegetable shortening. Oils found in nuts and avocados are actually good for you and necessary for a healthy diet. Butter in small quantities is better by far than margarine, which is basically just one molecule away from being plastic.

People usually eat what they grew up with, so it is sometimes hard to get someone to try healthier alternatives. Menus should always include variety and as many heart-healthy options as possible. Making healthy snacks available such as fresh fruits, peanut butter, whole grained crackers and non-buttered popcorn helps as well, instead of cookies, cakes and pastries, although these are

loved by most crew members.

During the days of wooden ships and iron men, many seafarers fell sick due to scurvy caused by lack of vitamin C. The British discovered that citrus fruits contained vitamin C and they stowed limes aboard their ships for the crews, thus becoming "limeys".

Foods are the best source of all the vitamins and minerals that we need but if your diet is lacking in fresh fruits and vegetables, supplements are recommended.

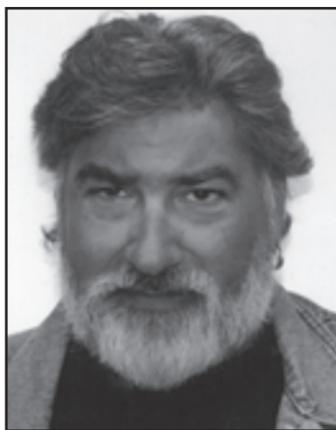
After working hard all day it is not an easy task to go to the gym and work out. But, just 20 to 30 minutes per day of moderate exercise helps to maintain fitness. There are things that you can do in your quarters to stay fit such as isometric exercises and doing crunches and push-ups. There are many exercises that can be done with just a chair. Doing sit-ups on your bed is a good way to tighten abdominal muscles and strengthen the back.

Well before there were Stairmasters, there were stairs. For a quick cardio workout if conditions allow, walk rapidly up and down the stairs on the ship. Depending on the type of ship and if weather and safety permit, take a brisk walk on the deck. Car carriers have decks that are excellent places to walk. Exercise also stimulates the whole body and can alter your mood for the better.

Being in good physical condition is vital for seafarers because we all want a long and healthy life and career, and we must at times face hazardous conditions which require the ability to move quickly and come to the aid of others.

Realize that agility tests are being added to annual physical examinations and your ability to work at sea depends on passing these. Discuss fitness during union meetings and see what kinds of ideas and input your shipmates bring forward. Find someone to exercise with and keep each other motivated to succeed.

Do your part to be as healthy as possible in order to see fit to be fit at sea.



Recertified Steward Steve Dickson

At Sea And Ashore With The SIU



RALLYING FOR UNITED MINE WORKERS OF AMERICA (UMWA) – Maritime Trades Department Secretary-Treasurer Daniel Duncan (right in photo at left above) was one of 15 people arrested Sept. 24 during a peaceful march and rally outside the Peabody Energy headquarters in St. Louis as the UMWA protested the company's continued refusal to pay for health care benefits promised to retired miners, their widows and dependents.

Also arrested during a sit-down protest in the street directly in front of the Peabody tower were UMWA President Cecil Roberts and Coalition of Black Trade Unionists President Terrence Melvin. The demonstration took place after a march by several thousand union members (some of whom are shown in the other photo) and their allies that blocked several streets in downtown St. Louis.



WELCOME ASHORE IN MOBILE – Port Agent Jimmy White (right) presents newly retired AB Harry J. Brown with his first retirement check at the union hall in Mobile, Ala. Brown's most recent ship was USS Transport's *MV Houston*.



B-BOOK IN OAKLAND – SA Larry Wilkinson (left, with SIU Asst. VP Nick Celona) recently picked up his full B-seniority book at the union hall in Oakland, Calif. His most recent ships include Maersk's *USNS Effective* and *USNS Dewayne Williams*. Wilkinson said he plans to upgrade as quickly as possible, adding that he takes great pride in what the SIU stands for.



SAFETY AWARD ON USNS HENSON – Vessel Master Capt. Gene Barry aboard the *USNS Henson* let the LOG know AB Jumar Rapuet (left, with Chief Mate Mel Santos) recently won a Maersk safety award "for diligent watchstanding and avoiding serious transmission damage to the hydrographic survey launch he was driving by immediately shutting down propulsion once he realized the prop had fouled."



SAFETY AWARD ON USNS IMPECCABLE – Congratulations to SA Ahmed Omar (right, with vessel master Captain J. Brokaw) for earning the Maersk Line, Limited safety award aboard the *USNS Impeccable*. According to the write-up sent to the *Seafarers Log*, "Omar was working in the crew's mess when he discovered a class 'C' fire in the electrical wiring in the standup refrigerator. He directed one crew member to secure the power, which resulted in the fire going out, and then he called the bridge and reported the incident and stood by on reflash watch until the engineers responded to the scene. His fast and prompt response potentially averted a much larger fire. He stated he just used what he had learned previously in BST and damage control school."



MEETING AT HARLEY MARINE – SIU Asst. VP Nick Celona (right) and Patrolman Mark von Siegel (left) recently met with Harley Marine Operations Manager Brian Kelly in New York. The SIU represents two dozen boatmen sailing on the company's tugs and barges in the New York Harbor. Most of their work involves bunkering operations.



HELPING KIDS OVERSEAS – SIU and AMO members from the *USNS Wheeler* and its support ship, the *USNS Fast Tempo*, spent two days in early September volunteering at the Sung Ae Won Home for Children, an orphanage in Busan, Korea. *Wheeler* vessel master Capt. John Mansfield credited the mariners for their generosity and hard work. A few of the volunteers are shown in these two photos, with local kids and adults. The vessels are operated by TOTE Services for the U.S. Military Sealift Command.

New York/New Jersey Port Council Recognizes Four

Hundreds of union members and U.S.-flag shipping representatives packed the ballroom of the Sheraton New York-Times Square on Oct. 19 for the 52nd annual dinner hosted by the Maritime Port Council (MPC) of Greater New York/New Jersey and Vicinity, part of the AFL-CIO's Maritime Trades Department (MTD).

Honorees for the evening included New Jersey State AFL-CIO Secretary-Treasurer Laurel Brennan with the Paul Hall Award of Merit; Anil Mathur, president and CEO of SIU-contracted Alaska Tanker Company, with the Herb Brand Memorial Man of the Year Award; U.S. Senator Brian Schatz (D-Hawaii) as the Government Man of the Year; and U.S. Rep. Frank LoBiondo (R-N.J.) with a Special Lifetime Achievement Award.

In presenting Brennan with the Paul Hall Award, PMC Secretary-Treasurer Peter Busacca said she is "what one looks for in a labor leader." Busacca cited his years of working with Brennan not only on behalf of the port council, but also in his position as president of the Hudson County (N.J.) Central Labor Council. He pointed out Brennan is the first woman to serve as the state secretary-treasurer thanks to the work she did throughout her career to advance females in the union movement.

"I am honored to receive the Paul Hall Award of Merit," Brennan told the audience. She said she respected Hall's belief in supporting unions through organizing. Before wrapping up, she reminded New Jersey residents that Nov. 5 is Election Day and urged them to support the amendment to raise the state's minimum wage.

SIU Executive Vice President Augie Tellez (also an MTD executive board member) talked about his first meeting with Mathur years ago. He recalled that Mathur said "each one has the power to create a safe environment on a vessel." Tellez added that Mathur shows a fierce



Gathering before the annual dinner are (from left) Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan, SIU VP and Port Council President Joseph Soresi, Port Council Secretary-Treasurer Peter Busacca, SIU/MTD President Michael Sacco, New Jersey AFL-CIO Secretary-Treasurer Laurel Brennan, Alaska Tanker Company President/CEO Anil Mathur, SIU Executive VP Augie Tellez and MTD VP Scott Winter.

commitment to having the safest vessels on the high seas.

"He trusts unions and the people who work for him," Tellez concluded before offering the Herb Brand Award.

Mathur told the gathering that he was "overwhelmed by all this attention. All of us [work] together achieve great things. Trust is the foundation which gets things done."

Mathur added he is proud of his relationship with the SIU.

He noted, "Value is created by the workers themselves."

When it was time to recognize Schatz, SIU President Michael Sacco (who is also president of the MTD) declared, "Anybody who is a friend of Neil Abercrombie is a friend of ours." (Abercrombie is a

longtime supporter of the U.S.-flag fleet, having served in Congress before being elected governor of Hawaii in 2010.) Schatz became senator from Hawaii upon the death of lifetime U.S.-flag supporter Daniel Inouye last year. Schatz was the lieutenant governor at the time.

Sacco saluted the senator for his efforts to support workers and the industry during his brief time in Washington: "Senator Schatz has stood with us on every issue."

Accepting the award on Schatz' behalf was his chief of staff, Andy Winer, who apologized for the senator as he was called home on a family emergency. Winer said the senator understands "the tradition for strong leadership for maritime." He noted that during Schatz' first interview after

coming to Washington he was asked about the Jones Act. "He said he is an unmoved supporter of the Jones Act. He understands these are American jobs!"

Winer added that the senator also supports the Food for Peace Program and is seeking to improve and upgrade the nation's ports and harbors.

MPC President Joseph Soresi (who is vice president of the SIU's Atlantic region) accepted LoBiondo's award, as the congressman also could not attend the event. Soresi thanked all who have supported the dinner throughout the years, and who have stood with the maritime workers and the industry. He expressed his special appreciation to his assistant, Michele Nardo, for all her work behind the scenes to make the evening a success.

Safety Directors Meet in Maryland



SIU safety directors met last month at the union-affiliated Paul Hall Center in Piney Point, Md., and at the union's headquarters building in Camp Springs, Md. They brushed up on the latest safety and training news affecting the industry and also gained insights about other issues that are vital to Seafarers. Pictured outside headquarters with Seafarers Plans Administrator Maggie Bowen (fourth from right) are Safety Directors Kathy Chester, Abdul Al Omari, Warren Asp, Ben Anderson, Ashley Nelson, James Brown, Osvaldo Ramos and Sam Spain.

Remembering Sister Holmes



Fellow Seafarers and officers aboard the *Horizon Pacific* honored the memory of Recertified Steward Gloria Holmes during a shipboard ceremony Oct. 13. In accordance with her family's wishes, Sister Holmes' ashes were scattered in the Pacific Ocean. The late Seafarer died Sept. 2, two weeks shy of her 66th birthday. She had sailed with the SIU from 1978-2011. These photos show vessel master Capt. John Jablonski and some of the other mariners aboard the *Horizon Pacific*.

SHBP Makes \$132,000 Available for 2014 Scholarships

College graduates earn nearly \$20,000 more per year than the average high school grad, according to 2010 U.S. Census Bureau statistics. Further analysis of this data by the Pew Research Center revealed that over a 40-year career, the average college graduate earns \$550,000 more than a high school graduate.

Clearly, the financial investment of attending college and getting a degree is worthwhile. Nonetheless, the former reports indicate that the average college grad also leaves school with \$23,000 in loans. This can be a heavy financial burden to bear, but it does not have to be this way, particularly for Seafarers and their dependents. Financial help is available through the Seafarers Health and Benefits Plan (SHBP), which each year offers scholarships to qualified applicants.

Designed to ease the financial challenges associated with college and vocational studies, the 2014 SHBP Scholarship Program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers, while five will be targeted for spouses and dependents.

One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to send for the 2014 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears on this page and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

Once the scholarship booklet has been received,

Please send me the 2014 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....
 Street Address.....
 City, State, Zip Code.....
 Telephone Number ().....

This application is for: Self Dependent

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

11/13

applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2014.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

Letters of recommendation – solicited from individuals who know the applicant’s character, personality and career goals – should be included as part of the application package. A high-quality photograph and a certified copy of the applicant’s birth certificate are also required and should accompany the package.

A scholarship selection committee, consisting of a panel of professional educators, will examine the

high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2014. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Don’t let the rapidly increasing costs of higher education prevent you from realizing your goals. The SHBP Scholarship Program can make the same difference for you that it has made for other Seafarers and dependents. In the last 10 years alone, the SHBP has awarded more than \$1 million in scholarships to 76 college-bound individuals – 21 Seafarers and 55 dependents.

CIVMARS Support Our Troops



Members of the SIU Government Services Division constantly support U.S. military operations. In photo below, the CIVMAR crewed USNS Big Horn sails in the Atlantic Ocean in late September during an at-sea replenishment with the multipurpose amphibious assault ship USS Bataan.

In the photo above, the Seafarers-crewed USNS Leroy Grumman (right) conducts an unrep in the Mediterranean Sea in mid-October with the USS Kearsarge, which is deployed in a fleet supporting maritime security operations. (Photos courtesy U.S. Navy)



Union Plus—helping hard-working union families get ahead



Scholarships

Helping union families realize their dreams

Going back to school? Sending your children to college? Learn more about the scholarship opportunities available to you as a union member. Union Plus supports working families by providing \$150,000 annually in scholarships to help you focus on your studies instead of your tuition bill.



Who may apply:

Current and retired participating union members, their spouses and their dependent children.

What kind of school is eligible:

The scholarship is open to students who attend or plan to attend a U.S. college, university, community college, or a technical/trade school. Students attending undergraduate or graduate schools are eligible.

Scholarship amounts:

Recipients will receive \$500 to \$4,000.

Deadline to apply:

January 31, 12 p.m. (noon), Eastern Time

Recipients announced:

May 31

Union Plus also offers:

- Discounts on college test prep from The Princeton Review
- College planning tools and guides
- Computer discounts through Dell and HP
- National Labor College scholarships

Details and online application available at:
UnionPlus.org/Scholarships

11/13



Delivering Since 1938

SIU Commemorates 75 Years Of Service to Members, Nation

Although we started observing our 75th anniversary a little early – beginning with last year’s Seafarers International Union of North America convention – October 14 was in fact the actual date on which, in 1938, the old American Federation of Labor presented our charter.

In some ways, it seems fitting that the true anniversary happens at a time when our union and many allies throughout maritime labor are fighting to preserve and revitalize the U.S. Merchant Marine. It is not hyperbole to say the industry is under severe and perhaps even unprecedented attack.

But, nothing about American maritime labor’s history has been easy. As SIU President Michael Sacco has said more than once, “No one is going to give us anything.” It has always been that way for mariners, including long before the SIU got started.

We haven’t shied from that challenge and are continuing to employ every

possible resource to stand up not just for our union but also for an often overlooked industry that is so vital to national and economic security.

Meanwhile, at such an historic juncture, we offer on this page and several that follow, a sampling of events and images from the SIU’s history.

The headline on this page is our anniversary theme, and it sums up the service of Seafarers past and present. Not to be overlooked in those 75 years is the service of our members who sailed in harm’s way to support our troops – especially the 1,235 Seafarers who lost their lives in World War II.

SIU members also stepped up as part of the nation’s fourth arm of defense in every conflict since then, reliably answering the call and delivering the goods from Korea to Vietnam to the first Persian Gulf War, through Operations Enduring Freedom and Iraqi Freedom. They have mobilized with equal dependability and professionalism during numerous humanitarian missions around the world.

1938 – American Federation of Labor (AFL) presents an international charter for mariners to Harry Lundeberg on October 14. The union is known as the Seafarers International Union of North America (SIUNA). It consists of three separate districts: Atlantic, Gulf and Great Lakes, which will be referred to as SIU.

1939 – First contracts with shipping companies (Savannah Line, P&O Steamship and Colonial Navigation) are signed. Among the issues won by members are overtime pay for work on Saturday afternoons, Sundays and holidays, two weeks of vacation and hiring through the union hall. Union gains war bonuses for crews sailing into dangerous zones. Also, delegates from the Atlantic, Gulf and Great Lakes districts approve the SIU’s first constitution.

1940 – SIU’s Atlantic and Gulf districts merge after ratification by membership. The SIU overwhelmingly wins an NLRB-conducted representation election for the crews of Calmar Line vessels.

1941 – John “Whitey” Hawk is elected to head the SIU Atlantic and Gulf District as its secretary-treasurer. A German submarine sinks the SIU-crewed *SS Robin Moor* on May 21, the first time an American-flag vessel is torpedoed. Crew members were given 20 minutes to abandon ship.

1942 – The SIUNA holds its first convention. Harry Lundeberg is elected president. The SIU joins with the Sailors’ Union of the Pacific (SUP) to oppose attacks on the Jones Act, the nation’s freight cabotage law. War Shipping Administration takes control of U.S.-flag merchant fleet.

1943 – Union members continue war effort, risking life and injury to deliver needed supplies to troops around the globe.

1944 – SIU fights effort by Maritime War

Emergency Board to cut mariners’ wages. With bonuses and overtime included, the average seaman’s salary is \$32.25 a week. The SIU opens its new building at 51 Beaver Street, combining the New York hiring hall with the Atlantic and Gulf District headquarters.

1945 – The SIU creates the position of director of organizing to prepare for the battle to recruit new members and sign non-union companies at the war’s end. New York Port Agent Paul Hall is appointed. The SIU and other maritime unions fight an attempt by the U.S. Coast Guard to control the U.S.-flag merchant fleet in peacetime. The campaign to represent crews aboard the Isthmian fleet begins.

1946 – Membership approves committee to investigate the possibility of establishing an upgrading training school in New Orleans. Voting for representation begins aboard Isthmian ships. The AFL creates the Maritime Trades Department to give maritime-related unions equal status with the Building Trades and Metal Trades departments. The SIU shuts down the nation’s ports with a general strike when negotiated wage increases are rejected by the federal Wage Stabilization Board. After eight days, the board approves the increases, which match those approved for West Coast unions, and the strike is called off.

1947 – Paul Hall is elected secretary-treasurer of SIU, the union’s highest position. The SIU wins the campaign to represent Isthmian crews and signs a contract with the company, completing the two-year campaign. Seafarers march with members of the United Financial Employees to help them in their strike against the New York Cotton Exchange. This began the SIU’s commitment to helping other non-maritime unions in times of need.

1948 – Cities Service unlicensed tanker crews vote for SIU representation with more than 83 percent saying yes to the union. The vote followed a yearlong organizing effort which met with stiff opposition from the company. However, labor laws call for another ballot to be conducted. New agreements with contracted companies retain the union hiring hall, a major issue during the negotiations.

1949 – The forerunner of today’s United Industrial Workers (UIW) is chartered by the SIU as the Marine Allied Workers Division. The SIUNA charts the SIU of Canada to restore democratic trade unionism in that country following threats of a communist takeover. Despite the anti-union campaign waged by Cities Service, 89 percent of the crew again votes for SIU representation. The company continues to fight despite NLRB certification that the SIU is the bargaining agent. Congress passes separate bill backed by the SIU calling for 50 percent of military cargo going to non-communist countries as well as 50 percent of goods headed to Europe under the Marshall Plan to be carried aboard U.S.-flag, U.S.-crewed vessels.

1950 – The SIU becomes the first mariners’ union to negotiate a company-financed welfare plan for its members. The plan would provide Seafarers with a \$500 death benefit and \$7 per week hospital benefits. Just days before a Senate hearing looking into Cities Service’s anti-union campaign, the company signs a contract with the SIU, thus ending the union’s four-year effort to organize the tanker fleet. Korean Conflict begins and SIU-crewed ships are delivering the goods to U.S. troops.

1951 – The SIU gains an industry-wide vacation plan for its members. The program provides for the equivalent of two weeks’ vacation pay for each 12 months of service. Union headquarters moves from Manhattan to 675 Fourth Avenue in Brooklyn.

1952 – The first of three projected upgrading schools opens for Seafarers. Operating out of headquarters in Brooklyn, the first class qualifies members to obtain their AB certificates. Plans call for training to start soon for both engine and steward department members. Welfare plan expanded to include maternity and disability benefits. SIU membership overwhelmingly approves new constitution. Union implements scholarship program for members and their dependents.

1953 – Two unions join the growing ranks of the SIUNA: the Marine Firemen, Oilers and Watertenders Union (MFOU) and the Marine Cooks and Stewards (MC&S). AFL calls on the Seafarers to help in the creation of a new longshoremen’s union after the International Longshoremen’s Association is removed from the national labor federation on corruption charges.



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

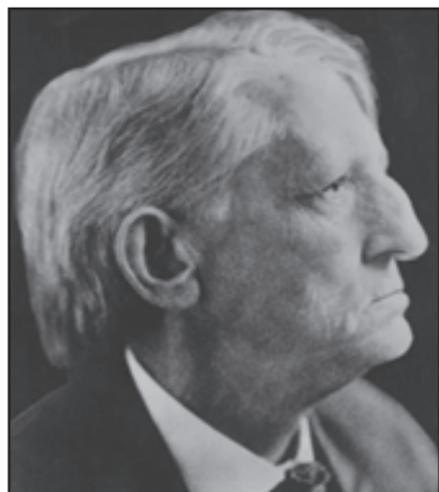
1954 – SIU protests the transfer of 80 U.S.-flag Liberty ships (including 26 under contract to the SIU) to runaway flags by the U.S. maritime administrator. The union terms the action a “torpedo to the midships of the American Merchant Marine” because it not only means the loss of thousands of American jobs but also places the vessels in competition with the U.S. fleet.

1955 – The SIU adopts its seniority system of A, B and C book membership. Welfare plan expands to include hospital and surgical benefits as well as doctors’ visits at home for spouses and dependents. Union negotiates an industry-wide health and safety plan to establish clinics in all ports. The SUP, MFOU and MC&S – all SIUNA affiliates – begin work as the SIU Pacific District. Andrew Furuseth Training School opens in Mobile, Ala., to go along with upgrading facilities in Brooklyn and New Orleans. The AFL merges with the Congress of Industrial Organizations (CIO) to form the AFL-CIO.

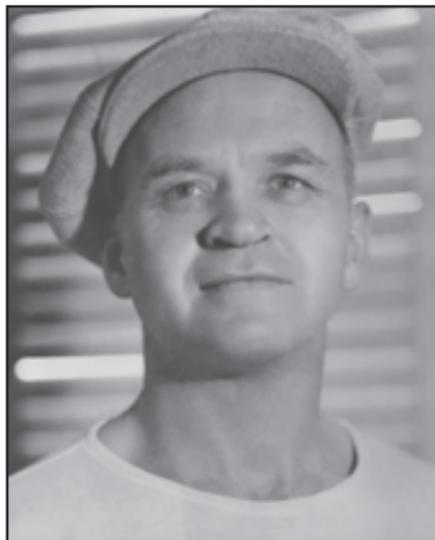
1956 – Dr. Joseph B. Logue named medical director of the Seafarers Welfare Plan Medical Program. First of four health centers is ready to open near the Brooklyn headquarters. The SIU along with others in maritime labor and the shipping industry defeat a proposal in the Senate to weaken the nation’s cargo preference laws.

1957 – SIUNA founder and President Harry Lundeberg dies. SIU Secretary-Treasurer Paul Hall elected to replace him. Brooklyn clinic opens; others set for Baltimore, Mobile and New Orleans. Members’ families are eligible to use the facility.

1958 – Optical benefits for members cover free eye exams and glasses. The SIU and National Maritime Union (NMFU) launch campaign to combat runaway-flag shipping situation with the help of the International Transport Workers’ Federation (ITF). The Great Lakes District votes to affiliate with the Atlantic and Gulf District.



Andrew Furuseth’s relentless efforts led to the Seamen’s Act of 1915, a milestone for American maritime labor.



Harry Lundeberg founded the Seafarers International Union of North America.



Members are pictured in Marcus Hook, Pa., during the general strike of 1946.

1959 – SIU implements blood bank program for members and their families. The union provides additional training facilities at headquarters so members can obtain lifeboat tickets. Ordinary seamen and wipers are given upgrading opportunities.

1960 – The membership approves a revision to the SIU constitution. Under the changes, the membership meetings will be held monthly, the presiding officer's title goes from secretary-treasurer to president and the district's name becomes the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A committee of galley gang members recommends creation of a recertification program for chief stewards.

1961 – SIU optical plan coverage expands to include members' spouses and dependents. Welfare plan now includes provisions for Seafarers who become sick or injured off the job. Union negotiates first pension plan for deep sea members.

1962 – Agreement allows SIU-contracted ships to carry fresh canned milk, now available because of technology changes, aboard vessels. This means steward departments will not have to take chances by purchasing milk in foreign lands. First steward recertification class gets under way at headquarters. SIU marches with other maritime unions in support of ILA strike in Atlantic and Gulf ports.

1963 – SIU-crewed *Floridian* strafed by Cuban jets 50 miles north of the island nation. Seafarers fly to Germany to crew the world's largest cable ship, the *Long Lines*. The SIU wins the first union contract to cover crew members aboard an oceanographic research vessel, ending a three-day strike aboard the *Anton Brunn*.

1964 – The union begins its seniority upgrading program so B book members can gain their A books. The SIU attacks efforts by the U.S. government and grain companies to eliminate cargo preference provisions for carrying American grain to the Soviet Union. President Lyndon Johnson creates the Maritime Advisory Committee.

1965 – SIU fights attempts to weaken the Jones Act by allowing foreign-flag vessels to enter the Puerto Rican-U.S. mainland trade. The SIUNA testifies before Congress on the need to build new U.S.-flag bulk carriers to make the fleet more competitive in the world market. Training programs operating as the Andrew Furuseth Training School change their name to the Harry Lundeberg School of Seamanship in memory of the SIUNA founder.

1966 – As the war in Vietnam calls for an increase in shipping, the SIU works with MEBA-District 2 to enable engine department Seafarers to upgrade their skills and obtain an engineer's license. SIU meets the manpower need created when vessels are broken out for the war effort.



Paul Hall was the first president of the union's A&G District and founder of the Piney Point school. He was the New York port agent when this photo was taken outside the hall, where he rallied members against a Communist-led attempt to seize power on the waterfront.

1967 – U.S. Coast Guard approves lifeboat training offered by the Lundeberg School. SIU President Paul Hall announces the purchase of property in southern Maryland to serve as a consolidated training center for SIU members. The Lundeberg School moves to Piney Point, Md., where members can upgrade their skills and newcomers can learn the skills to become mariners.

1968 – Campaign launched by the SIU and MTD to rebuild the U.S.-flag merchant fleet. Union blasts cuts in federal budget directed at the Maritime Administration as reflecting "a lack of awareness of maritime's essential role in our defense efforts and our peacetime economy."

1969 – Members concur with a headquarters resolution to create a ship's committee – composed of a chairman, secretary and delegate from each of the three departments – aboard each SIU-contracted vessel and to hold regular shipboard meetings. The Nixon administration unveils its maritime program. It is designed to build new ships, encourage increased private investment and guarantee more government cargo for U.S.-flag vessels.

1970 – Congress passes and President Richard Nixon signs into law the Merchant Marine Act of 1970, the first major piece of maritime legislation enacted since 1936. The measure calls for 300 ships to be built. The Lundeberg School institutes a reading program to help members who are slow readers increase their literacy skills. The school also is accredited by the state of Maryland to conduct high school diploma equivalency (GED) tests. The union commences a series of crew and pensioner conferences.

1971 – SIU and MTD fend off congressional attacks on both Jones Act and funding for U.S. Public Health Service Hospitals. Congress approves law that eliminates the need for mariners to pay withholding tax in more than one state. SIU-contracted companies Waterman Steamship and Delta Steamship receive subsidies to build new vessels under provisions of the 1970 Merchant Marine Act.

1972 – Bilateral agreement reached between U.S. and Soviet Union calls for one-third of cargo between two nations to be carried aboard U.S.-flag vessels. New, faster container ships – the SL-7s – begin sailing with SIU members as crew.

1973 – The bosun recertification program begins at the Lundeberg School. Seafarers take over as the crew for formerly military-manned Military Sealift Command tankers. Legislation approved to start work on Trans-Alaska oil pipeline. President Nixon addresses SIUNA convention, reaffirming his strong support for the U.S.-flag fleet.

1974 – Lundeberg School launches training program for liquefied natural gas (LNG) tankers. SIU fights for oil cargo preference legislation. The measure is passed by Congress, but vetoed by President Gerald Ford.

1975 – Alcohol Rehabilitation Center opens in Valley Lee, Md., near the campus of the Lundeberg School. The crew of the SIU-contracted *Mayaguez* is held captive for 72 hours by Cambodian rebels. The crew was released unharmed following action by U.S. armed forces. QMED upgraders can take advantage of new shipboard automation course at Piney Point.

1976 – Following a vote of the memberships, the Inland Boatmen's Union merges with the AGLIWD. SIU signs vacation plan with Steuart Petroleum, the first in the inland industry.

1977 – Seafarers crew the first LNG carrier built in the Western Hemisphere, the *LNG Aquarius*, constructed at the shipyard in Quincy, Mass. Later in the year, SIU members climb the ladder aboard the first privately constructed and operated hopper dredge, the *Manhattan Island*. SIU-crewed tankers carry some of the first loads from the Trans-Alaska pipeline. Sea-Land's *Galveston* transports the first oil from the pipeline in a 30-gallon drum to Seattle where the crude was divided into souvenirs.

1978 – MC&S votes to merge with the AGLIWD, the first time East Coast and West Coast shipboard jurisdiction is united. Coast Guard recognizes upgrading time at Lundeberg School for on-the-job credit. New three-year pact with Interstate Oil Transport establishes new benefits for inland members, including major medical coverage for dependents.

1979 – Seafarers crew *UST Atlantic*, the largest vessel built in the Western Hemisphere, at the Newport News (Va.) shipyard. Great Lakes members man the new thousand-footer, *Indiana Harbor*. The Coast Guard backs off its attempt to eliminate a certified tankerman as part of crew on tank barges under tow. The SIU had been fighting this action for five years. The SIUNA-affiliated Atlantic Fishermen's Union merges with the AGLIWD. A change in the SIU Welfare Plan allows members to use either the U.S. Public Health Service hospital or a private facility for covered care.

1980 – SIUNA and SIU President Paul Hall passes away. Frank Drozak takes the helm of both organizations. Seafarers climb the ladder for the first diesel-powered Sea-Land containership, the *Sea-Land Patriot*. On June 21, the SIU-crewed *Oceanic Independence* sets sail from Honolulu, marking the return of the U.S. flag to deep sea passenger



Shown in 1946, the New York hall on Beaver Street also served as the union's headquarters from 1944 to 1951.



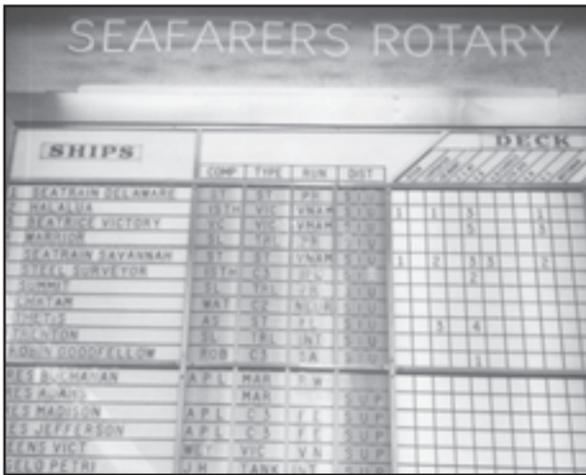
The SIU organized Isthmian's 100 ships and tied up vessels in most major ports for eight days in 1947 after the company refused to negotiate a contract.



Pictured from left in 1946 are SIU New York Port Agent Paul Hall, SUP New York Port Agent Morris Weisberger, and SIU Secretary-Treasurer John "Whitey" Hawk.



The union moved its New York operations to this building in Brooklyn in 1951.



The rotary shipping board in Brooklyn, N.Y., in 1951.

ships after a nearly 10-year absence. Crew members train at Piney Point prior to manning vessel.

1981 – AFL-CIO announces support for five-point U.S.-flag program to increase manpower and vessels in fleet. Reagan administration eliminates U.S. Public Health Service hospitals from budget, cuts funding for new vessels called for in 1970 Merchant Marine Act. Seafarers Welfare Plan restructures because of the loss of the hospitals, which had provided treatment for mariners since the start of the nation. The SIUNA-affiliated Military Sea Transport Union merges with the AGLIWD.

1982 – Union headquarters moves from Brooklyn to the Washington, D.C., suburb of Camp Springs, Md., in order to be closer to Capitol Hill and thereby facilitate the SIU's opportunities to continue fighting for a strong U.S.-flag merchant fleet.

1983 – The Lundeberg School continues to meet the ever-changing needs of the maritime industry. The first ship-handling simulator is installed while basic and advanced computer training are offered. But the change that catches the eyes of most in Piney Point is the opening of the six-story, 300-room Seafarers Training and Recreation Center (TRC). The Reagan administration completely eliminates the shipbuilding provisions of the 1970 Merchant Marine Act from the budget.

1984 – SIU members crew a series of military supply and prepositioning vessels, including the fast sealift ships (former SL-7s). Members attending a deep sea crew conference and an inland conference outline a series of proposals designed to carry the SIU into the future. Among the calls adopted by the union are a change in pension credits for members who have sailed more than 3,000 days; the need for continued grassroots support as well as contributions to the Seafarers Political Action Donation (SPAD); a standardized set of procedures for obtaining military contracts; and supporting the union's effort to organize the unorganized.

1985 – The union moves forward by continuing to crew military-support vessels, thus providing new jobs for members. The Lundeberg School updates its curriculum to include courses that will assist Seafarers working on these vessels, including underway replenishment, crane operations and helicopter operations.

1986 – The SIU works with others in labor, maritime, environment and consumer groups to defeat a proposed oil pipeline from Baton Rouge, La., to Fort Lauderdale, Fla. The effort saves hundreds of jobs in the tanker industry. The union gains recognition to represent the unlicensed crews aboard Lavino Shipping oceanographic vessels.

1987 – The AGLIWD and SIU of Canada along with other shipping unions and companies urge representatives from the two countries to keep the nations' maritime laws out of a U.S.-Canada free trade agreement. The *Overseas Joyce* becomes the first U.S.-crewed (and SIU-crewed) car carrier to bring Japanese automobiles to America.



Seafarers board a bus in front of the Brooklyn hall heading for the *Keystone Victory*.

1988 – SIUNA and SIU President Frank Drozak succumb to cancer. Michael Sacco succeeds him as the head of both organizations. After a decades-long legislative fight, World War II-era mariners are granted veterans' status. However, the action is limited to sailing between December 7, 1941 and August 15, 1945 rather than December 31, 1946, as is the case for other veterans.

1989 – SIU-crewed vessels deliver food and other aid to former Communist-bloc countries in Eastern Europe as the Iron Curtain comes down. The grounding of the *Exxon Valdez* (crewed by what amounted to a company union) in Valdez, Alaska, sets in motion a series of new regulations that will affect Seafarers for years to come. The Lundeberg School initiates an oil spill prevention and containment course.

1990 – Seafarers respond to the nation's call to sail materiel to U.S. troops stationed in Saudi Arabia after Iraq over-



Led by officials (right to left) Joe DiGiorgio, John Fay and Al Kerr, SIU marchers participate in a New York Labor Day parade in the 1960s.

runs Kuwait. The Maritime Administration breaks out the Ready Reserve Force fleet, and despite challenges with the operation, no SIU-crewed vessel sails shorthanded. The union works with the Bush administration to keep maritime out of the world trade talks, known as the General Agreement on Tariffs and Trade (GATT).

1991 – The Persian Gulf War lasts 43 days as United Nations (UN) forces repel Iraq from Kuwait. Seafarers continue to supply troops in the region and then return the goods when the fighting is over. The action of the U.S.-flag fleet draws high praise from government and military officials. It also calls attention to the need to revitalize the fleet. Donning the union's traditional white caps, SIU



Aboard the *Steel Maker* in 1953

members march with the U.S. armed forces in the national victory parade in Washington, D.C. On the anniversary of Paul Hall's birth, the grounds of the Lundeberg School are named in memory of the late SIU president: the Paul Hall Center for Maritime Training and Education. The Seafarers Welfare Plan holds benefits conferences in each of the union's ports. The SIU, along with the other maritime unions, sues the Coast Guard to prevent the implementation of user fees for z-cards.

1992 – In testimony before Congress, the Bush administration outlines a program to revitalize the U.S.-flag merchant fleet. Seafarers crew two new cable ships, the *Global Sentinel* and the *Global Mariner*. SIU Pacific District members climb aboard the first new containership built in the U.S. since 1987, the *R.J. Pfeiffer*. UIW members win campaign to keep *Queen Mary* in Long Beach, where they work aboard the hotel. Nearly 20 SIU-crewed vessels are deployed to Somalia to assist a U.S.-led, UN relief effort to the war-torn nation.

1993 – The House of Representatives passes a maritime revitalization bill. Negotiations for the new standard tanker and freightship agreements lift the cap on pensions for eligible Seafarers. Mariners aboard 16 Dyn Marine oil spill response vessels vote to join the SIU.

1994 – President Bill Clinton becomes the first U.S. chief executive to tour the Paul Hall Center when he attends a luncheon at the facility. Seafarers crew vessels assisting U.S. troops in Haiti restoring democracy to the Caribbean nation. SIU members also sail to the Persian Gulf to support the nation's armed forces when Iraq threatens to invade Kuwait. Union members play an active role in oil spill clean-up operations in San Juan and Houston. The Clinton administration unveils a new maritime revitalization program. Although it passes the House, it is blocked by farm-state legislators in the Senate. Boatmen for New Orleans-based E.N. Bisso Co. vote for SIU representation. The Lundeberg School conducts EPA-approved refrigerant handling courses in each of the union's ports.

1995 – Congress passes and President Clinton signs SIU-supported legislation allowing the export of Alaskan North Slope oil as long as it is carried aboard U.S.-flag tankers. More new jobs along the rivers are created when the paddlewheel steamboat *American Queen* begins sailing. The vessel is the first overnight passenger ship built in a U.S. yard in 40 years. Seafarers crew the first two Army prepositioning ships, the *SP5 Eric G. Gibson* and the *LTC Calvin P. Titus*.

1996 – Congress passes and President Clinton signs the Maritime Security Act of 1996, a 10-year, \$1 billion maritime revitalization program that will help fund approximately 50 militarily useful U.S.-flag vessels. Seafarers meet with, call and write members of Congress to express support for the nation's cabotage laws. Members ratify new five-year standard tanker and freightship agreements that include a money purchase pension plan, 100 percent medical coverage for Seafarers and their dependents, dental coverage for dependents, wage increases and much more. The Maritime Administration announces a program to build



Frank Drozak served as the union's third president.



Major Ken "K.C." Conklin (right) founded the trainee program at Piney Point and oversaw it with strong leadership until retiring in 1993.



The apprentice program in Piney Point provides a gateway to rewarding careers in the U.S. Merchant Marine.



The union moved its headquarters operations to Camp Springs, Md., in 1982.

five double-hulled tankers in U.S. shipyards. SIU members will crew the ships. The SIU-crewed *American Queen* and *American Republic* carry the Olympic torch in preparation for the Atlanta games.

1997 – The Paul Hall Center overhauls its curriculum to meet the needs of Seafarers for the 21st century. The center develops and issues a Coast Guard-approved Training Record Book to help members satisfy the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). The Paul Hall Center launches an LNG recertification program and tanker (PIC) barge course. The steward department upgrading schedule is rewritten. Finally, the school creates an all-new, nine-month apprentice program for people entering the maritime profession to replace the old trainee program. Seafarers crew the first three of eight newly built prepositioning ships to be operated by Maersk Lines. Other new jobs are provided by several reflagged vessels as well as new Crowley tractor tugs. The SIU launches its website, www.seafarers.org.

1998 – SIUNA and NMU announce talks under way to affiliate NMU with SIUNA. Seafarers Welfare Plan initiates prescription plan that eliminates out-of-pocket expenses for qualified pensioners. SIU joins fight with other unions to stop nationwide effort to limit the ability of the labor movement to participate in political activities. Paul Hall Center breaks ground for state-of-the-art firefighting school, named in memory of the late SIU Executive Vice President Joseph Sacco. World War II mariners score another overdue victory when the cutoff date for veterans' recognition is extended to match that which applies to the armed forces.

1999 – SIU members climb the gangways to new car carriers (the *Green Dale* and the *Tanabata*) as well as other new vessels. Expansion of the U.S.-flag cruise ship fleet becomes more promising as the president of American Classic Voyages and the president of Ingalls Shipbuilding sign a contract in the U.S. Capitol to build two vessels for the Hawaiian market. The Paul Hall Center opens the world-class Joseph Sacco Fire Fighting and Safety School. SIU crews continue supplying materiel to U.S. troops stationed in the Persian Gulf and the Balkans. SIU and NMU members vote to proceed with talks for a proposed merger.

2000 – The Paul Hall Center installs a new simulator, opens a safety school in Honolulu and announces planned construction of single-occupancy dorm rooms on the Piney Point, Md., campus. The union opens new halls in Balti-



Michael Sacco (left), pictured with President Clinton in the White House, became the union's president in 1988. He later engineered the long-awaited merger with the NMU.



A world-class marine fire fighting school is part of the Paul Hall Center. The facility is named for the late SIU Executive VP Joey Sacco (inset).

more and Guam and completely refurbishes the facility in Wilmington, Calif. It's a huge year for new job opportunities, as SIU-contracted companies either begin operating or announce plans to build no fewer than 20 new ships, Z-drive tugs and ATBs. (Editor's note: *The nation somehow survived widespread concern about the so-called Y2K bug, which turned out to be not much of a problem after all.*)

2001 – SIU members are among the first to respond to the terrorist attacks of September 11. Seafarers aboard NY Waterway ferries transport an estimated 168,000 people from lower Manhattan, while members of the union's Government Services Division crew up the hospital ship *USNS Comfort* when it activates in response to the attacks. Earlier in the year, the NMU merges into the SIU, following approval by the memberships of both unions. Intermittent merger talks between the two unions had gone on since the mid-1950s. Seafarers welcome numerous gains that were secured in new contracts, including the new standard freightship and tanker agreements. Members crew up newly contracted military support ships and other new vessels. The U.S. Coast Guard approves the Paul Hall Center's new global marine distress and safety system (GMDSS) course.

2002 – Seafarers support U.S. troops involved in Operation Enduring Freedom. The union stands up for mariners' rights during hearings and forums in the U.S. and abroad examining port and shipboard security – a result of September 11. The union gains jobs aboard military support ships, passenger ferries, a hopper dredge, a heavy-lift ship and an oceanographic survey vessel, among others. SIU members perform several daring rescues at sea. The union continues its work with the ITF. The Seafarers Pension Plan issues check No. 1 million. Work is completed on the new hotel near the Paul Hall Memorial Library.

2003 – More than 2,000 Seafarers crew up dozens of RRF ships and mobilize prepositioning vessels in support of Operation Iraqi Freedom. President Bush signs a Defense bill that includes a 10-year extension of the U.S. Maritime Security Program. The SIU makes no fewer than 20 addi-



Of all the legacies of SIU members, none is greater than the unfailingly reliable delivery of cargo for our troops, wherever and whenever needed. Above, the SIU-crewed *Cape Texas* sails through choppy seas during the first Persian Gulf War.



Upgraders at the Paul Hall Center utilize the bridge simulator.

tions to its contracted fleet. More jobs are on the horizon as Norwegian Cruise Lines unveils plans to start a U.S.-flag division. In an historic decision, consolidation of the east and west coast CIVMAR units is approved by the Federal Labor Relations Authority – benefiting both mariners and the agency. The union opens a new hall in Joliet, Ill. The Paul Hall Center, SIU and Secretary of Labor Elaine Chao make history in developing and approving the first ever National Apprenticeship Standards for the maritime industry. The SIUNA welcomes the AMO as its newest autonomous affiliate.

2004 – SIU members continue delivering the goods in the next phases of Operation Iraqi Freedom in Afghanistan as well as in Operation Enduring Freedom. NCL America's *Pride of Aloha* sets sail in July. Construction continues on the first two T-AKE vessels, to be crewed by CIVMARS. Seafarers reelect Michael Sacco as union president in an election that ends Dec. 31, 2004. The union wins organizing campaigns in Philadelphia, San Juan and Cleveland.



SIU President Michael Sacco (standing) chats with upgraders several years ago in Piney Point. Sacco was there from the school's beginning in 1967.



Maritime has always been a bipartisan issue, and the SIU has always backed those who support the industry, regardless of party. In this 2006 photo, SIU President Michael Sacco introduces President George W. Bush at a Labor Day ceremony in Piney Point.

Health care benefits dominate contract talks across the country (for all unions). The U.S. Merchant Marine is included in the new National World War II Memorial. The SIU pushes for enactment of the Employee Free Choice Act. The union mourns the losses of retired Vice President West Coast George McCartney; Major Ken Conklin, founder of the Paul Hall Center's trainee program; Ed Turner, retired executive vice president; Steve Edney, retired UIW national director; Keith Terpe, retired SIU of Puerto Rico president; and others.

2005 – The year begins with Seafarers mobilizing to support victims of the tsunami which struck in the last days of the prior year, and ends with members still on duty in the U.S. Gulf Coast where they helped provide relief for hurricane victims. SIU members continue sailing in OIF and OEF. SIU-contracted OSG announces it will operate 10 new tankers to be built in Philadelphia. NCL America launches the *Pride of America*. Matson orders two additional containerships, while the second and third Alaska-class tankers are delivered. The union establishes the Seafarers Disaster Relief Fund. The Paul Hall Center's vessel security officer (VSO) course becomes the first such curriculum approved by the U.S. Maritime Administration. Adjustments administered to benefits through the SHBP reflect a nationwide crisis. SIU Executive Vice President John Fay dies at age 73.

2006 – President Bush delivers his Labor Day address at the Paul Hall Center. U.S. Shipping Partners and NASSCO announce plans to build nine tankers. Horizon Lines reveals plans to charter five new U.S.-flag ships for 12-year terms. NCL America adds the *Pride of Hawaii* to its fleet. Crowley christens the first of six new 185,000-barrel ATBs. Seafarers continue supporting our troops and are recognized in ceremonies conducted by MarAd and MSC. Seafarers approve new standard contracts that improve wages, maintain medical benefits and preserve jobs. CIVMARS crew up new ammunition ships. More than 7,000 students train at the Paul Hall Center. Assistant Vice President Contracts Steve Judd, 45, and retired Vice President Contracts Angus "Red" Campbell, 84, are among those mourned by the union.

2007 – The SIU introduces a 401(k) savings plan. Seafarers climb the gangways to new ships and replacement tonnage including the first three Veteran-class tankers, the third and fourth T-AKE ships and five new Horizon vessels. Delegates to the SIUNA convention plot a course consistent with the event's theme: Mapping Out a Brighter Future. They reelect Michael Sacco as president. The union continues to weigh in on the new Transportation Worker Identification Credential (TWIC) program. The Paul Hall Center celebrates its 40th anniversary. MSC approves the school's helo fire fighting training. The school upgrades its simulators and makes other improvements. The *Horizon Falcon* rescues Chinese sailors in the North Pacific.

2008 – Seafarers deliver life-saving MRAPS for our troops. CIVMARS perform rescues at sea. Progress continues in the new tanker build programs in San Diego and Philadelphia. Maersk Line, Limited adds three new vessels. The Paul Hall Center begins offering online courses. During MTD meetings, U.S. military leaders powerfully declare support for the U.S. Merchant Marine. More new tankers and T-AKE ships are delivered. Alaska Tanker Company achieves safety milestone of 12 million man hours without a lost-time injury. The *USNS Mercy* begins a fourth-month humanitarian mission. The TWIC deadline for CIVMARS is extended to April 2009. Hawaii Superferry's *Alakai* joins the SIU-crewed fleet. Certain Paul Hall Center courses are approved for college credits. The union endorses Senator



Though the industry faces significant challenges, new tonnage continues to enter the American-flag fleet, through new-build programs and flag-ins like the one that saw the *Maersk Illinois* enter service two years ago.

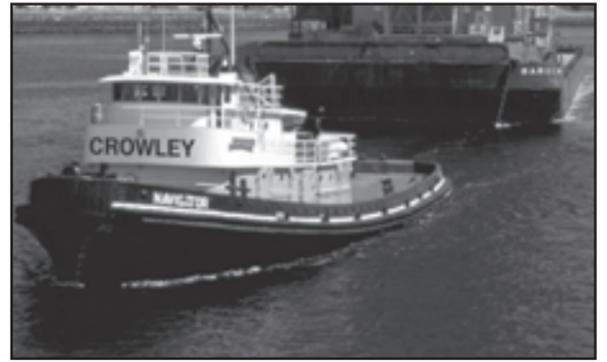
Barack Obama for president.

2009 – SIU members play major roles in two stories that generate worldwide headlines: the rescue of citizens from a downed aircraft in the "Miracle on the Hudson" and the protection of fellow shipmates (as well as the vessel) in the pirate attack aboard the *Maersk Alabama*. In both cases, Seafarers cited safety training they'd received at the union-affiliated Paul Hall Center as having helped them through the respective ordeals. Despite the Great Recession, the union welcomes new tonnage including T-AKE ships, tankers, containerships, RO/ROs and ATBs. SIU members formally participate in inaugural parade for President Barack Obama. Voting results are announced confirming that members have reelected President Michael Sacco and other officials to four-year terms. The union in late November completes a welcome move to a new hall in Jacksonville, Fla. The Seafarers Health and Benefits Plan awards \$132,000 in scholarships to SIU members and their dependents as part of an annual program. SIU halls add new, electronic shipping boards and begin the switch to a state-of-the-art shipping and registration system featuring new scanners and computers along with faster network connections. The new system is known as SMIS (Seafarers Management Information System).

2010 – SIU members mobilize for relief efforts in Haiti following a 7.0-magnitude earthquake; more than a dozen Seafarers-crewed vessels would sail in Operation Unified Response. New tonnage enters the SIU fleet, primarily through four new-build programs. The union teams up with numerous allies to successfully fight off ridiculous attacks against the Jones Act following the *Deepwater Horizon* disaster in the Gulf of Mexico. The Paul Hall Center receives top marks from the U.S. Coast Guard's National Maritime Center, and names a training vessel in memory of late SIU Executive Vice President John Fay. SIU Secretary-Treasurer David Heindel is elected chair of the International Transport Workers' Federation Seafarers' Section, thereby becoming just the second American to hold the prestigious post (the other was the aforementioned John Fay). The union publishes a book, *America's Seafarers*, chronicling its history.

2011 – Despite the ongoing recession, new tonnage continues to join the SIU fleet, including the heavy-lift ships *Maersk Illinois* and *Maersk Texas*, Crowley ATBs, the *USNS Spearhead* (the first of 10 high-speed vessels on order) and others. The *USNS Comfort* finishes a five-month deployment called Continuing Promise, during which the hospital ship visits nine countries and provides medical assistance to nearly 70,000 people. The union continues its efforts, both in U.S. and international forums, to reduce and ultimately eliminate maritime piracy. The U.S. Navy presents a safety award to the hybrid crew of the submarine tender *Emory S. Land*. The union launches a revamped version of its website (the second such remake) featuring a members-only section with access to an array of information.

2012 – Major progress is made in the waterfront restoration project at the Paul Hall Center. The union defies nationwide trends in other industries by securing numerous contracts calling for wage increases and maintaining benefits – headlined by new standard freightship and tanker agreements. Seafarers on no fewer than six ships and boats uphold the finest traditions of the Brotherhood of the Sea by performing rescues. The U.S. Department of Labor recognizes the Paul Hall Center's apprentice program as one of the nation's best. The SIU, other maritime unions



Crowley's new-build program, which includes tankers and ATBs, has been a major plus for Seafarers.

and the Military Sealift Command culminate years of work on revisions to the Civilian Marine Personnel Instruction 610. The SIU-crewed *Ocean Atlas*, *USNS Rappahannock* and *Maersk Texas* successfully turn back pirate attacks. SIU members step up right away to help bring relief to victims of Superstorm Sandy in the northeast. The International Labor Organization ratifies the Maritime Labor Convention, 2006, also known as the mariners' bill of rights – a move long advocated by the SIU. The Seafarers-crewed *Ocean Atlas* survives an unwarranted, tense detention in Venezuela. Collectively, the industry is blindsided by last-minute, secretive cuts to cargo preference that threaten to wipe out American maritime jobs. Rene Lioeanjie, the last president of the National Maritime Union and a retired SIU vice president, dies at age 89. Longtime SIU ally Sen. Daniel Inouye dies at 88.



SIU President Michael Sacco (right) greets President Barack Obama at a labor event.

2013 – President Obama's signature on the National Defense Authorization Act of 2013 extends the Maritime Security Program through 2025, but later in the year, a combination of sequestration and Congress' failure to approve a budget threaten the program, which is a staple of the U.S. Merchant Marine. New jobs for Seafarers are on the horizon following the announcement that Ocean Ships, Inc. will operate the first four mobile landing platform (MLP) vessels. A committee of rank-and-file Seafarers announces the results of the union's election, in which President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Gulf Coast Vice President Dean Corgey, West Coast Vice President Nick Marrone, Atlantic Coast Vice President Joseph Soresi, Great Lakes Vice President Tom Orzechowski, Government Services Vice President Kermet Mangram and others are certified as winners. Members approve an amendment dropping the word "District" from the union's name. U.S. Reps. Cedric Richmond (D-La.) and Michael Grimm (R-N.Y.) form the Congressional Maritime Caucus. The SIU and the Paul Hall Center announce a waterfront park at the Piney Point, Md., campus that features engraved bricks. The Seafarers Health and Benefits Plan launches a bigger, better clinic system. The union teams up with allies to win a tough, key fight protecting the Food Aid program, though the battle continues. New tonnage arrives as Maersk Line, Limited replaces older ships with newer ones. The Paul Hall Center becomes the first school to receive NMC approval for courses leading to the new able seafarer-deck and able seafarer-engine endorsements. SIU-contracted Crowley orders new tankers to be built at Aker Philadelphia Shipyard, while American Petroleum Tankers (whose vessels are operated by Crowley) orders new tankers to be constructed at General Dynamics NASSCO. Longtime ally Sen. Frank Lautenberg dies at 89. A movie about the 2009 *Maersk Alabama* incident premieres. The union pursues plans to relocate its New York-area operations from Brooklyn to Jersey City, N.J. The MLC, 2006 takes effect. The parent company of SIU-contracted Seabulk Tankers, Inc. orders new Jones Act vessels.



In January 2009, members from seven SIU-crewed NY Waterway ferries pulled 143 of the 155 people to safety from the downed aircraft that landed in the Hudson River, including the pilot. The other 12 individuals from the plane were secured by other rescuers in what became known as the Miracle on the Hudson.



Union President Takes in MTD Convention in Los Angeles

The president of the Sheet Metal Workers International Association, Joseph Nigro, is pictured Sept. 5 at the Maritime Trades Department (MTD), AFL-CIO convention in Los Angeles. President Nigro is a member of the MTD executive board. The LOG inadvertently omitted his photo from the convention coverage contained in the October edition.

Personals

Rob McCausland would like to get in contact with **David R. Harvey**. McCausland's email address is rghmcc@gmail.com. His phone number is (757) 464-6804.

Former Seafarer **Nancy Hilpisch** (formerly Nancy Artrip) wants to contact **Paul Su** with whom she sailed aboard the *Independence* and *Constitution*. Brother Su, or anyone who worked with her in 1982 or 1983, may contact Nancy at (803) 316-0154.

December 2013 & January 2014 Membership Meetings

Piney Point.....	Monday: December 2, January 6
Algonac.....	Friday: December 6, January 10
Baltimore.....	Thursday: December 5, January 9
Guam.....	Thursday: December 19, January 23
Honolulu.....	Friday: December 13, January 17
Houston.....	Monday: December 9, January 13
Jacksonville.....	Thursday: December 5, January 9
Joliet.....	Thursday: December 12, January 16
Mobile.....	Wednesday: December 11, January 15
New Orleans.....	Tuesday: December 10, January 14
New York.....	Tuesday: December 3, January 7
Norfolk.....	Thursday: December 5, January 9
Oakland.....	Thursday: December 12, January 16
Philadelphia.....	Wednesday: December 4, January 8
Port Everglades.....	Thursday: December 12, January 16
San Juan.....	Thursday: December 5, January 9
St. Louis.....	Friday: December 13, January 17
Tacoma.....	Friday: December 20, January 24
Wilmington.....	Monday: December 16, *Tuesday: January 21

*Wilmington change due to Martin Luther King Jr. Day

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

Dispatchers' Report for Deep Sea

September 16, 2013 - October 15, 2013

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	14	9	0	8	10	0	2	17	17	4
Anchorage	0	2	0	2	1	0	0	0	1	2
Baltimore	9	5	1	4	5	1	0	11	13	2
Fort Lauderdale	14	17	2	9	13	1	6	24	25	3
Guam	2	4	0	1	2	0	0	4	4	1
Honolulu	17	4	1	9	3	0	0	28	11	1
Houston	52	17	6	37	11	1	16	80	27	4
Jacksonville	37	24	1	20	14	0	17	68	41	7
Joliet	5	7	0	6	3	0	0	6	6	0
Mobile	14	4	0	10	1	1	3	23	8	2
New Orleans	14	3	1	6	2	0	0	19	3	3
New York	32	16	2	39	9	2	19	73	27	6
Norfolk	22	22	10	14	11	6	2	27	40	13
Oakland	19	11	2	16	6	0	5	36	12	3
Philadelphia	1	4	1	5	1	3	2	6	7	0
Piney Point	3	3	0	3	2	0	0	3	1	0
Puerto Rico	7	7	3	5	4	1	4	11	10	2
Tacoma	36	13	3	33	17	1	15	59	30	11
St. Louis	2	2	2	1	2	0	0	6	4	3
Wilmington	43	21	4	29	5	1	9	62	42	4
TOTAL	343	195	39	257	122	18	100	563	329	71
Engine Department										
Algonac	2	4	1	1	2	1	1	3	3	1
Anchorage	0	0	0	1	0	0	0	1	1	0
Baltimore	7	3	2	2	2	1	0	6	5	2
Fort Lauderdale	9	6	2	10	3	2	4	16	7	4
Guam	1	1	2	0	0	0	0	2	1	2
Honolulu	8	3	1	0	0	1	1	15	6	2
Houston	21	8	1	16	5	0	8	38	14	3
Jacksonville	20	24	0	12	14	1	8	48	37	11
Joliet	4	3	0	4	2	0	1	3	4	1
Mobile	4	1	1	2	0	1	0	10	4	3
New Orleans	6	2	0	1	2	0	1	6	3	0
New York	18	9	1	12	7	0	4	25	19	6
Norfolk	9	14	1	8	5	0	3	17	23	2
Oakland	12	6	1	7	3	0	2	18	11	2
Philadelphia	3	3	1	3	5	0	2	6	3	2
Piney Point	2	5	0	1	2	0	1	1	8	0
Puerto Rico	0	4	2	1	3	0	1	1	10	2
Tacoma	17	9	1	13	5	0	4	32	13	2
St. Louis	2	2	0	0	1	0	0	2	3	0
Wilmington	12	6	0	6	6	0	4	21	23	3
TOTALS	157	113	17	100	67	7	45	271	198	48
Steward Department										
Algonac	6	4	1	3	1	0	0	4	7	1
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	2	0	0	2	2	0	0	4	2	0
Fort Lauderdale	7	5	0	4	2	2	0	12	10	1
Guam	3	0	0	1	0	0	0	6	2	0
Honolulu	14	0	0	3	1	0	0	24	6	1
Houston	16	9	1	15	6	0	4	36	11	3
Jacksonville	21	10	1	11	8	1	7	30	12	2
Joliet	0	2	0	0	2	0	0	2	2	1
Mobile	4	0	0	3	0	0	0	9	1	3
New Orleans	1	0	0	3	1	0	1	6	2	2
New York	18	10	0	20	3	0	9	32	14	1
Norfolk	13	9	2	9	7	1	2	17	19	6
Oakland	18	3	1	13	0	1	5	32	5	0
Philadelphia	0	1	0	0	0	0	0	0	1	0
Piney Point	1	0	0	0	0	1	0	1	3	0
Puerto Rico	3	0	0	1	0	0	0	3	2	0
Tacoma	20	3	1	12	3	0	1	30	7	1
St. Louis	1	0	0	0	0	0	0	3	3	0
Wilmington	24	5	0	18	0	0	8	40	3	1
TOTALS	172	61	7	118	36	6	37	291	114	23
Entry Department										
Algonac	0	10	12	2	3	6	3	3	9	21
Anchorage	0	2	0	0	1	0	0	0	2	1
Baltimore	1	4	1	0	0	0	0	1	5	4
Fort Lauderdale	1	5	3	0	3	0	0	1	10	4
Guam	0	0	1	0	0	0	0	0	1	1
Honolulu	1	6	8	0	3	3	0	2	8	11
Houston	3	18	3	5	9	3	4	8	27	11
Jacksonville	1	17	9	2	7	3	1	4	24	20
Joliet	0	0	0	0	0	0	0	0	2	1
Mobile	1	2	1	0	0	0	0	2	5	3
New Orleans	1	4	1	1	2	0	0	3	6	2
New York	7	27	8	4	8	4	1	8	43	31
Norfolk	0	19	15	0	8	7	1	0	34	50
Oakland	7	7	6	3	7	0	2	7	14	15
Philadelphia	0	2	1	0	2	0	0	0	1	2
Piney Point	1	2	3	0	2	1	0	1	1	4
Puerto Rico	1	0	1	0	1	0	0	1	2	1
Seattle	4	9	8	6	8	4	4	9	23	6
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	6	15	9	6	10	2	2	11	37	28
TOTALS	35	150	90	29	74	33	18	61	255	216
GRAND TOTAL:	707	519	153	504	299	64	200	1,186	896	358

Seafarers International Union Directory

Michael Sacco, *President*
Augustin Tellez, *Executive Vice President*
David Heindel, *Secretary-Treasurer*
George Tricker, *Vice President Contracts*
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, *Vice President Gulf Coast*
Nicholas J. Marrone, *Vice President West Coast*
Joseph T. Soresi, *Vice President Atlantic Coast*
Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
 (718) 499-6600
 Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by SIU members in Piney Point, Md., aboard the Crowley tug Admiral in Los Angeles and visiting SIU headquarters.

Question: What's your favorite thing about seafaring?



Mark Merenda
OMU

It's great seeing the world. It's the ultimate jack-of-all-trades type of job. Every day you can see and do something new. My best friend's dad was an electrician on a ship and he talked to us about it and told us how cool it was. He was right.



Michael Pirch
GUDE

It was curiosity that got me into this and that's what I like so much about it. You get to learn about and do some really interesting things. You get to explore the whole world. And I like all the freedom this job allows. In my off time I get to work with cars.



Casey Pearson
Chief Cook

I've always been around the water and loved it. My grandfather and my father were both part of it. So I just kind of fell into this. I really like everything about it. The money and the benefits are great. They really are. And I get to travel and see the world.



Nick Dueul
Chief Mate

I'd probably say just working on the water. I drive 30 minutes from home to here (the port), and I'm excited. I also like the guys I work with and the job I do. It's the best decision I ever made.



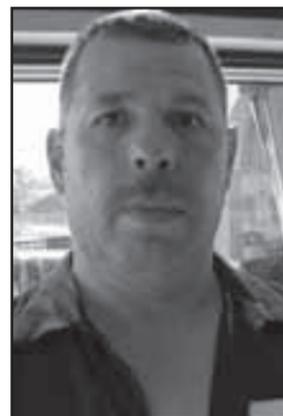
Alejandro Esparza
AB

Being able to spend lots of time at home, and also the guys I work with. We're like a family here. We get to know each other pretty well. I was a Piney Point graduate in 2009 and went straight to Crowley.



Chad MacAulay
Captain

The variety and the interesting people you meet, from all walks of life and all different parts of the world. My family has been in this industry for a long time.



Craig Perry
Chief Engineer

Working for Crowley, the schedule is awesome. It gives you a chance to have a family and home life. On the job, you have freedom and you meet a lot of different people. It keeps things fresh.



Raphael Dewberry
AB

I love traveling and learning to become a better seaman. I really like working with my hands and doing maintenance. It's always fun to fix stuff. You can also apply a lot of what you learn when you go back home.

Pic-From-The-Past

Members of Lundberg School Lifeboat Class 16 practice knot-tying aboard the yawl *Manitou* in Piney Point, Md., in the summer of 1969.



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

DAVID BROWN

Brother David Brown, 66, started sailing with the Seafarers in 1990. He was originally employed aboard the *Seawolf*. Brother Brown was a steward department member. He upgraded in 2002 at the SIU-affiliated school in Piney Point, Md. Brother Brown's most recent ship was the *Mercury*. He was born in Norfolk, Va., and now resides in Virginia Beach, Va.

JOSE CONSTANTINO

Brother Jose Constantino, 67, signed on with the SIU in 1996 while in Piney Point, Md. He initially shipped on the *USNS Capella*. Brother Constantino, who sailed in the steward department, enhanced his skills on three occasions at the Paul Hall Center. He was born in the Philippines and concluded his career aboard the *Intrepid*. Brother Constantino lives in Afton, Mo.



LEONARDO CORTEZ

Brother Leonardo Cortez, 71, joined the SIU ranks in 1999. His first ship was the *Independence*; his most recent, the *Horizon Enterprise*. Brother Cortez worked in the engine department.

He frequently took advantage of educational opportunities available at the Seafarers-affiliated school in Maryland. Brother Cortez was born in Manila, Philippines and calls Aiea, Hawaii, home.

JUANITA CUNNINGHAM

Sister Juanita Cunningham, 70, became an SIU member in 2001 when the NMU merged into the Seafarers International Union. She upgraded in 2003 at the Piney Point school. Sister Cunningham was last employed on the *APL Philippines*. She shipped in the steward department. Sister Cunningham is a resident of Suisun City, Calif.

FREDDIE KESIRE

Brother Freddie Kesire, 70, began sailing with the Seafarers in 2001 during the SIU/NMU merger. He was born in New Orleans and sailed in the deck department. In 2001, Brother Kesire attended classes at the union-affiliated school in Piney Point, Md. His most recent ship was the *Delaware Trader*. Brother Kesire continues to

make his home in New Orleans.

ANTHONY MABEN

Brother Anthony Maben, 67, became an SIU member in 1967, initially sailing on the *Arizpa*.



Brother Maben worked in the deck department, most recently aboard the *Mercury*. In 1995, 1996 and 2001 he upgraded at

the Piney Point school. Brother Maben lives in Virginia Beach, Va.

PAUL PATON

Brother Paul Paton, 64, donned the SIU colors in 1980. He worked in both the deep sea and inland divisions.

Brother Paton first sailed on the *Columbia*. He shipped primarily in the steward department. Brother Paton's most recent trip was on the *Alpena*. He settled in his native state of Michigan.



RALPH SCHNEIDER

Brother Ralph Schneider, 66, started shipping with the union in 2001 while in the port of Wilmington, Calif. His first voyage was aboard the *USNS Sisler*; his most recent was on a Maersk ship. Brother Schneider was born in Indianapolis. In 2003, he attended classes at the Paul Hall Center. Brother Schneider, a member of the deck department, continues to reside in Indiana.

THOMAS SWANSON

Brother Thomas Swanson, 71, signed on with the SIU in 2001 when the NMU merged into the Seafarers International Union. The deck department member was born in New York. Brother Swanson enhanced his skills on two



occasions at the SIU-affiliated school. His final ship was the *Racer*. Brother Swanson lives in Southwest Ranches, Fla.

PETER TUSA

Brother Peter Tusa, 65, began his seafaring career in 1984 in the port of Honolulu. His first ship was the *Independence*; his last, the *1st Lt. Jack Lummus*. Brother Tusa worked in the deck depart-



ment. He makes his home in Mastic Beach, N.Y.

INLAND

WILLIAM HIRST

Brother William Hirst, 62, joined the SIU in 1979. The engine department member primarily sailed with Crowley Towing & Transportation of Wilmington. Brother Hirst calls San Diego home.

RICHARD HURST

Brother Richard Hurst, 63, started sailing with the SIU in 2006. He was employed with Express Marine Inc. for the duration of his career. In 2008, Brother Hurst, who sailed in the deck department, upgraded at the Paul Hall Center. He calls Grimstead, Va., home.



GEORGE JAEGLE

Brother George Jaegle, 59, signed on with the union in 1973. He initially shipped on the *George D. Goble*. Brother Jaegle was a member of the engine

department. His most recent trip was aboard the *Courage*. Brother Jaegle was born in St. Louis and now makes his home in North Port, Fla.

MICHAEL KOSCAK

Brother Michael Koscak, 68, began his seafaring career in 2006. He worked mainly aboard Allied Towing vessels. Brother Koscak sailed in the steward department. He lives in Old Orchard Beach, Maine.



DESIRE NIKOLIC

Brother Desire Nikolic, 70, first donned the SIU colors in 1995 while in Norfolk, Va. For the duration of his career, he sailed with Great Lakes Dredge & Dock. Brother Nikolic was born in Malinska, Croatia, and sailed in the engine department. He attended classes in 2001 at the Seafarers-affiliated school in Piney Point, Md. Brother Nikolic is a resident of Durham, N.C.



NATIONAL MARITIME UNION

PRUDENCIO GACITA

Brother Prudencio Gacita, 65, joined the SIU in 2001 when the NMU merged into the Seafarers International Union. A member of the deck department, Brother Gacita finished his career with Keystone Shipping Service. He resides in Bacoor City, Philippines.



MIRCEA OPRICIU

Brother Mircea Opriciu, 55, was an NMU member before the 2001 SIU/NMU merger. He was born in Yugoslavia. Brother Opriciu attended classes in 2001 at the union-affiliated school in Piney Point, Md. He makes his home in Bronx, N.Y.



This Month In SIU History

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

1942

The SIU is opposing a bill, pending in Congress, to deny seamen protection under the Jones Act. The bill would sabotage seamen's rights to sue the shipowners for injuries suffered in the line of regular work and to receive maintenance and care during illness, as guaranteed under provisions of the Jones Act. The SIU and the SUP are vigorously opposing the revision, passed in the House, and are demanding its defeat in the Senate committee now hearing it. In a letter to the Senate Committee, the SIU said, "The Atlantic and Gulf District of the Seafarers International Union of North America, on behalf of the merchant seamen who are keeping our merchant ships sailing regardless of the hazards of torpedoes, bombs and machine guns, sincerely urge that H.R. Bill No. 7424 as passed by the House be not passed by your honorable body."

1954

With appropriate fanfare in welcoming ceremonies, the SIU in Baltimore formally opened the finest union hall in the Atlantic and Gulf District and one of the best of its kind in the country on Nov. 10. Opening ceremonies before the throng of several hundred Seafarers and their wives and other guests got underway with a special membership meeting at which Mayor Thomas D'Alesandro, Congressman Edward Garmatz, and others extended their congratulations to the men of the SIU for making the new building possible. The new building features a modern hiring hall and meeting hall, union offices, cafeteria, bar

and dance floor, barber shop, parking lot, pool room and game room, television rooms, shower room piped music and public address system.

1956

With the Suez Canal shut down as an aftermath of fighting in the area, the SIU notified its contracted companies of the union's desire to negotiate for a war area bonus. Preparations got underway this week for meetings on the issue of bonuses and insurance coverage for any SIU crew members whose vessels might be in waters defined as a war area. The boundaries of such an area would include a slice of the eastern Mediterranean and probably part of the Red Sea as well. Meanwhile, wholesale diversions of shipping were taking place as a result of the canal shutdown.

1965

SIU President Paul Hall called on Congress to amend the U.S. labor laws in order to give the NLRB jurisdiction over crews of foreign-flag vessels substantially engaged in American commerce. The SIU president declared that this action would prevent disasters such as the sinking of the *Yarmouth Castle*, the American-owned, Panamanian-flag cruise ship which sunk in the Caribbean with a loss of 89 lives, after being destroyed by a fatal fire. He said that the SIU will urge the next session of Congress to amend the labor laws to make it clear that the NLRB has jurisdiction over the crews of foreign-flag vessels, the bulk of whose sailings are in U.S. commerce. This amendment would allow U.S. maritime unions to serve as bargaining representatives for these crews. It would also enable unions to insist upon maintenance of the safety standards prevailing on U.S.-flag ships.

Final Departures



DEEP SEA

JAMES BRIGHENTI

Brother James Brighenti, 56, passed away Jan. 11. He began sailing with the union in 2006. Brother Brighenti was born in Tripoli, Libya and originally worked on the *Resolve*. He was a member of the deck department. Brother Brighenti's final ship was the *USNS Waters*. He made his home in Kodiak, Alaska.

JACK BROWN

Pensioner Jack Brown, 84, died Jan. 10. He became a union member in 1951. Brother Brown's first vessel was the *Pan Atlantic*; his last ship was the *Challenger*. He sailed in the deck department. Brother Brown went on pension in 1990 and resided in Bay Minette, Ala.



FAUSTINO CASTILLO

Pensioner Faustino Castillo, 72, passed away Feb. 14. He started sailing with the SIU in 1991. Brother Castillo first sailed on the *Independence*. He was a steward department member. Brother Castillo's final ship was the *Overseas New Orleans*. He retired in 2005 and was a resident of Houston.



JERRY DELLINGER

Pensioner Jerry Dellinger, 73, died April 9. Born in Cabarrus, N.C., he signed on with the SIU in 1966. Brother Dellinger's earliest trip was aboard the *Seatrain Savanna*. He was a member of the engine department. Brother Dellinger most recently shipped aboard the *Atlantic*. He began collecting his pension in 2000. Brother Dellinger called Salisbury, N.C., home.



CLIFFORD FEURTADO

Pensioner Clifford Feurtado, 88, passed away April 4. He donned the SIU colors in 1970 while in the port of Houston. Brother Feurtado initially sailed on the *Stonewall Jackson*. He was born in Honduras and shipped in the steward department. Brother Feurtado last worked aboard the *Star of Texas*. He started receiving compensation for his retirement in 1989. Brother Feurtado continued to live in Honduras.

EDDIE FISHER

Pensioner Eddie Fisher, 82, died Feb. 7. Brother Fisher joined the union in 1963. His first ship was the *Manhattan*; his last, the

Inger. Brother Fisher was a steward department member. He started collecting his pension in 1992 and called Houston home.



EDMOND HAWKINS

Brother Edmond Hawkins, 67, passed away Jan. 29. He started shipping with the Seafarers in 1991. Brother Hawkins first worked aboard the *Cornhusker State*. He was a member of the engine department. Brother Hawkins most recently sailed on the *1st Lt. Jack Lummus*. He made his home in Tacoma, Wash.

JOSE HIPOLITO

Pensioner Jose Hipolito, 90, died April 23. Brother Hipolito was born in Pennsylvania. He started his SIU career in 1971 in the port of New Orleans. Brother Hipolito was an engine department member. He originally shipped on a Penn Tanker Corporation vessel. Brother Hipolito's final ship was the *Liberty Star*. He went on pension in 1994 and was a resident of Waynesville, Mo.



CLIFFORD LEAHY

Pensioner Clifford Leahy, 69, passed away Jan. 17. He began sailing with the SIU in 1965. Brother Leahy was originally employed aboard a Vantage Steamship Corporation vessel. He worked in the deck department. Brother Leahy's last trip was on the *Humacao*. He retired in 2009 and called Toms River, N.J., home.



MANUEL LOPEZ

Pensioner Manuel Lopez, 83, died March 11. He became a union member in 1960. Brother Lopez's earliest trip was aboard the *Captain Sitina*. The engine department member last worked on the *Consumer*. Brother Lopez began receiving his retirement pay in 1994 and resided in Las Vegas.



CHARLES MARTINEZ

Pensioner Charles Martinez, 91, passed away March 25. Brother Martinez joined the SIU in 1951 in Mobile, Ala. He initially sailed with Victory Carriers Inc. Brother Martinez was a native of Belize and



worked in the engine department. His final trip was aboard the *Caguas*. Brother Martinez went on pension in 1986. He was a resident of St. Petersburg, Fla.

KENDRICK MINCEY

Brother Kendrick Mincey, 31, died Feb. 11. He was born in Jacksonville, Fla. Brother Mincey started sailing with the union in 2005. His first ship was the *Global Patriot*. Brother Mincey was a steward department member. His final trip was with Crowley Liner Services. Brother Mincey continued to live in Florida.

TOMAS PEARCE

Pensioner Tomas Pearce, 79, passed away March 13. A native of Mexico, Brother Pearce signed on with the Seafarers in 1966. He initially sailed on the *Ames Victory* as a member of the deck department. Brother Pearce last shipped aboard the *Zapata Ranger*. He retired in 1999 and made his home in Boulder City, Nev.



DONALD PETERSON

Pensioner Donald Peterson, 78, died Feb. 23. Brother Peterson joined the SIU ranks in 1978, originally sailing on the *Economy*. The engine department member was last employed aboard the *Sgt. Matej Kocak*. Brother Peterson became a pensioner in 1999 and settled in Foley, Ala.



RAMON REYES

Pensioner Ramon Reyes, 75, passed away April 2. Brother Reyes began shipping with the union in 1962. His first vessel was the *Fairland*; his last ship was the *Value*. Brother Reyes was born in San Juan, Puerto Rico. He worked in the deck department. Brother Reyes went on pension in 1994 and called Bronx, N.Y., home.



DERRELL REYNOLDS

Pensioner Derrell Reynolds, 82, died May 16. Born in Mississippi, Brother Reynolds became an SIU member in 1967. He initially shipped on the *Cortland*. Brother Reynolds was a member of the steward department. His final ship was the *2nd Lt. John Paul Bobo*. Brother Reynolds started collecting his retirement compensation in 1994



and resided in Mobile, Ala.

MICHAEL WATSON

Pensioner Michael Watson, 64, passed away Jan. 30. Brother Watson joined the Seafarers in 1968. He was originally employed aboard the *Yellowstone*. Brother Watson was born in Seattle and sailed in the deck department. He most recently shipped on the *North Star*. Brother Watson retired in 2009 and made his home in Tacoma, Wash.

MOON WOO

Brother Moon Woo, 90, died April 25. He sailed with the Marine Cooks & Stewards before that union merged into the Seafarers in 1978. Brother Woo was born in China and worked in the steward department. He was a resident of Seattle.

INLAND

SILVAIN BOUDOIN

Pensioner Silvain Boudoin, 87, passed away April 20. He first donned the SIU colors in 1971. Brother Boudoin's first voyage was aboard a Western Towing vessel. His final trip was with Dixie Carriers. Brother Boudoin was a native of Nunez, La., and he called Kaplan, La., home. He went on pension in 1987.

ROBERT WIX

Pensioner Robert Wix, 80, died April 12. Brother Wix was born in Fulton, Texas. He joined the union in 1962, primarily working with G&H Towing. Brother Wix began receiving his pension in 1996. He was a resident of Clute, Texas.



GREAT LAKES

LAVERNE COLE

Pensioner LaVerne Cole, 86, passed away May 19. Brother Cole signed on with the SIU in 1952. He was initially employed with Penn Dixie Cement Corporation. Brother Cole was born in Rogers City, Mich. His last trip was on the *Southdown Challenger*. Brother Cole, who sailed in all three departments, became a pensioner in 1989. He made his home in Haynes Township, Mich.

KENNETH SMITH

Pensioner Kenneth Smith, 82, died Feb. 21. Brother Smith started sailing with the union in 1963 while in Detroit. He originally shipped with Rockport Steamship Company. Brother Smith's final ship was the *Charles E. Wilson*. The Illinois-born mariner began receiving compensation for his retirement in 1996. Brother Smith, who sailed in the



deck and engine departments, settled in Manistique, Mich.

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

MANNIE ALVES

Pensioner Mannie Alves, 90, died March 31. Brother Alves was born in Portugal. He went on pension in 1969. Brother Alves continued to make his home in Portugal.

ROBERT BRUNO

Pensioner Robert Bruno, 89, passed away March 22. Brother Bruno, a native of New Jersey, started collecting his retirement compensation in 2002. He lived in Brooklyn, N.Y.

CLYDE EVANS

Pensioner Clyde Evans, 87, died March 27. Born in New Bern, N.C., Brother Evans became a pensioner in 1987. He lived in Florida.

FELIPE HERRERA

Pensioner Felipe Herrera, 80, passed away March 17. Brother Herrera was born in Honduras. He retired in 1995 and resided in Bronx, N.Y.

WILLIAM JOHNSON

Pensioner William Johnson, 86, died March 10. Brother Johnson was a native of Mobile, Ala. He began receiving his pension in 1988. Brother Johnson lived in Alabama.

ROGELIO LISBOA

Pensioner Rogelio Lisboa, 97, passed away Feb. 18. Brother Lisboa, a native of San Juan, Puerto Rico, went on pension in 1970. He continued to make his home in Puerto Rico.

FRANK PASCOE

Pensioner Frank Pascoe, 87, died March 18. Born in Detroit, Brother Pascoe started receiving his retirement compensation in 1994. He lived in Dafer Township, Mich.

JEROME PONSELL

Pensioner Jerome Ponsell, 92, passed away March 3. Brother Ponsell was born in Waycross, Ga. He retired in 1986 and settled in Jacksonville, Fla.

LOUIS SHACKIE

Pensioner Louis Shackie, 95, died March 11. Brother Shackie, a native of New York, started collecting his retirement pay in 1987. He lived in Hayward, Calif.



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.

MAERSK DENVER (Maersk Line, Limited), August 28 – Chairman **Stephen R. Kastel**, Secretary **Peter J. Schmitt**, Educational Director **Nicholas W. Collins**, Deck Delegate **Jonathan Davis**, Engine Delegate **Julian Avila**. Chairman reported changeover from *Meteor* to *Denver* went smooth. He reminded members to get paperwork for safety endorsements from captain. Secretary encouraged mariners to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also urged them to keep necessary documents current. No beefs or disputed OT reported. New washers and dryers were installed and crew received instructions from the engine department. Next ports: Newark, N.J. and Charleston, S.C.

MAERSK DETROIT (Maersk Line, Limited), August 4 – Chairman **Vasily P. Semes**, Secretary **Willie E. Massaline**, Educational Director **Antoine L. Rainey**, Deck Delegate **Joel P. Harris**, Steward Delegate **Robert J. Costa**, Engine Delegate **Herman Castro**. Bosun thanked the deck department for a safe voyage and entire crew for working well together. Secretary encouraged members to support our union officials and contribute to SPAD (Seafarers Political Activity Donation) and MDL (Maritime Defense League). He stated, "Our union leadership is constantly striving to protect our jobs and ensure continued growth within our industry." Educational director let crew members know he had forms for upgrading and suggested they check out www.seafarers.org to access their career information. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read. Payoff at sea on August 7 was announced. Recommendations were made to lower days required for retirement and increase pension amounts.

CHARLESTON (USS Transport), September 8 – Chairman **Charles J. Hill**, Secretary **Catherine M.**

With Seafarers Aboard MV Chapman

These crew photos were taken aboard the Sealift, Inc.-operated repositioning ship *MV John A. Chapman*. Pictured from left to right in the engine room (photo at top right) are DEU Maurice Ayuso, OMU Victorino Labrilla and OMU Michael Robinson. Shown in the other photo are members of the deck gang: from left in front, AB John Cragin, AB Emmanuel Wabe, AB George Phillips, AB Chris Hughes, (rear) Bosun Michael Nee and AB Christopher Curran.



Hays, Educational Director **Peter E. Joseph**, Deck Delegate **Tecumseh Williams**, Engine Delegate **Craig Croft**. Chairman reported good crew and reminded them to renew BST and acquire shipboard security endorsement. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. It was noted that new washing machine had been installed. Crew requested new chairs for rec room and mess hall. Members would also like new mattresses and electric blankets. Next ports: Houston, Corpus Christi, Texas and Philadelphia.

GREEN POINT (Central Gulf Lines), September 22 – Chairman **Pablo O. Borja**, Secretary **Jeffrey J. Badua**, Educational Director **Pasquale V. DiBiase**, Deck Delegate **Sally Santiago**. Chairman announced payoff October 1 in Richmond, Calif. He also talked to the membership about the importance of donating

to SPAD and how it benefits members. Crew was notified that nonskid paint was being applied to the main deck. Secretary suggested crew take advantage of courses available at maritime training center in Piney Point and keep documents up-to-date. Educational director reminded members to keep dues paid up. No beefs or disputed OT reported. Crew would like union representative to come aboard in Richmond or send ship Coast Guard form for security endorsement. Chairman asked Seafarers to keep noise down while watch standers are resting. Steward department was thanked for great food and cookouts. Next ports: Richmond, Port Hueneme, Calif. and Guam.

JEAN ANNE (TOTE Services), September 1 – Chairman **Thomas Johnson**, Secretary **Ingra Maddox**, Educational Director **Michael A. Papaioannou**, Engine Delegate **Dencio Cayan**, Steward Delegate **Mary Maddox**. Chairman reminded mariners about obtaining security endorsement for MMC. Educational director urged all mariners to enhance skills at Piney Point school. He also mentioned they could get their GED in Piney Point. No beefs or disputed OT reported. Smooth trip was reported by all departments.

LIBERTY PROMISE (Liberty Maritime), September 8 – Chairman **Marco A. Galliano**, Secretary **Robert S. Davis**, Deck Delegate **William D. Steele**, Steward Delegate **Quentin Hood**. Bosun informed crew security letters would be issued to all

who qualify. He thanked all members for a great voyage. Secretary asked mariners to check board in crew lounge for SIU news and department issues. No beefs or disputed OT reported. Request was made for small refrigerators in unlicensed rooms. Suggestions were made regarding pension and medical benefits. Next ports: Beaumont, Texas, Charleston, S.C., Baltimore and Jacksonville, Fla.

OVERSEAS ANACORTES (OSG Ship Management), September 19 – Chairman **Tony Beasley**, Secretary **Dana A. Paradise**, Educational Director **Cary Pratts**. Chairman discussed ship's itinerary and urged mariners to keep documents current. Secretary advised members to see her for forms. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks was given to steward and deck departments. Next ports: Richmond, Calif. and Portland, Ore.

PACIFIC TRACKER (TOTE Services), September 16 – Chairman **John Mossbarger**, Secretary **Brenda M. Kamiya**, Deck Delegate **Kevin Kellum**, Engine Delegate **Zachary Ross**, Steward Delegate **Christopher Hopkins**. Chairman reminded crew members about deadline for submitting security letters to the Coast Guard. Secretary thanked mariners for help keeping house clean and being well-mannered. Educational director suggested mariners upgrade at the Paul Hall Center in Piney Point, Md. He also talked about the importance of obtaining

certification to be competitive when jobs are tight. No beefs or disputed OT reported. Crew was asked to limit time on computer to 15 minutes so everyone has a chance to use it. Mariners were reminded to leave rooms clean when departing vessel. Request was made concerning ventilation in gym. Next ports: Honolulu and Portland, Ore.

PHILADELPHIA EXPRESS (Crowley), September 29 – Chairman **Jose Jimenea**, Secretary **Oscar R. Angeles**, Educational Director **Jesse J. Tornabene**, Deck Delegate **Michael Brisco**, Engine Delegate **Phillip Niles**. Chairman talked about the need to have security endorsements by January 1. No beefs or disputed OT reported. Request was made for new blankets and linens. All departments were thanked for a job well done.

ST. LOUIS EXPRESS (Crowley), September 17 – Chairman **Matthew Sagay**, Secretary **Richard A. Riley**, Steward Delegate **Evelyn Tayag**. Bosun requested that members use appropriate washer when washing clothes. He reminded them that security documents are due January 1. Educational director recommended members train at the Paul Hall Center in Piney Point. He asked fellow members to keep an eye on document expiration dates, allow plenty of time for renewals and pay dues ahead of time. Treasurer reported \$64 in ship's fund. No beefs or disputed OT reported. Crew members expressed gratitude to steward department for a great job, especially Chief Cook Tayag: "She is a tremendous cook."

Snapshot from USNS Dahl

Norfolk Port Agent Georg Kenny emailed this photo of Recertified Steward Kim Strate (left) and Chief Cook Eileen Mendiola aboard the Ocean Ships-operated *USNS Dahl*. "Truly a pair of good feeders," he noted.



Union Provides Mariners with Instructions For Obtaining STCW Security Endorsements

Don't Miss the Boat! Your Job May Be at Stake

As previously reported, because of requirements stemming from the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), all mariners serving on vessels engaged on voyages to which the STCW applies must have training in and an endorsement for Security Awareness (SA). If any of their assigned duties on ship will include security of the vessel, they must also hold the Vessel Personnel with Designated Security Duties (VPDSD) endorsement, according to the U.S. Coast Guard's National Maritime Center. Sea time may be substituted for training if it meets specified requirements.

For most Seafarers, complying with these new regulations will simply be a matter of securing a letter from their respective employers (companies or vessel masters) indicating that the mariner has performed security functions aboard ship for a period of at least six months during the preceding three years. The letter then is submitted to a Coast Guard regional exam center (REC) so the member may acquire an appropriate sticker indicating the corresponding security endorsement. SIU officials and personnel from the union-affiliated Paul Hall Center for Maritime Training and Education have been assisting as many Seafarers as possible through this process.

For Seafarers who don't have the required sea time with security duties, the Paul Hall Center regularly offers courses to meet the new requirements.

Other Notes

■ SIU members who currently have a Vessel Security Officer (VSO) endorsement already comply with the new requirement.

■ If demonstrating completion of an approved course, the certificate of completion should be attached to Coast Guard form 719B as an application for an endorsement. If the mariner is also seeking a renewal of an existing document, form 719K (Medical Evaluation Report) would also have to be filed. Those forms are linked in an SIU web post

mentioned at the end of this article.

■ The three STCW security endorsements are:

SA – VI/6 – Security Awareness
VPDSD – VI/6 – Vessel Personnel with Designated Security Duties

VSO – VI/5 – Vessel Security Officer

■ According to the policy letter, mariners will not be charged for adding an STCW endorsement if they apply before Jan. 1, 2014 unless they're seeking a renewal or a raise in grade of their MMCs, nor will the expiration dates change.

Sample Letter for those with Sea Time Prior to January 1, 2012:

Dear Sir:

This letter is to provide documentation that NAME has seagoing service with designated security duties for a period of at least six months during the preceding three years and meets the STCW qualifications for Vessel Personnel with Designated Security Duties.

Sincerely,

NAME OF MASTER OR
COMPANY OFFICIAL

For More Information

■ Questions may be directed to the NMC at 1-888-IASKNMC (1-888-427-5662), 8 a.m. to 8 p.m. Eastern Time, Monday through Friday.

■ Questions may be directed to your port agent.

■ Questions may be directed to the Paul Hall Center's admissions office at (301) 994-0010.

■ A post on the SIU website includes a sample letter and links to related Coast Guard material. It is located at:

<http://www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm>

(Or, just go to www.seafarers.org and search for "VPDSD")

With SIU Boatmen in the Gulf



Houston Patrolman Joe Zavala submitted these photos of Seafarers aboard the G&H Towing tug *The Judge* (top photo) and the G&H boat *C.R. Haden* (below). Both photos were taken in mid-October near Corpus Christi, Texas. Pictured from left to right in the group photo are Andy Morin, Rob Edler, William Ulch and Ray Brown.



Know Your Rights

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

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

requested. The proper address for this is:

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

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

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

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

among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Information

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

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

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

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

Title of Course	Start Date	Date of Completion
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Deck Department

Lifeboatman/Water Survival	November 9 December 7	November 22 December 20
STOS (RFPNW)	November 9	December 6
Able Seaman	November 16	December 13
Radar Renewal (One day)	December 16	December 16

Engine Department

Pumpman	November 30	December 13
Welding	November 30	December 20

Safety Upgrading Courses

Basic Firefighting/STCW	November 16	November 22
BST Renewal/VPDSD	November 30 December 7	December 6 December 13
Government Vessels	November 9	November 15
Medical Care Provider	December 7	December 13

Steward Department Upgrading Courses

Serve Safe	November 23	November 29
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Galley Operations - These modules start every Monday.

Chief Cook - These modules start every other week. The next class will begin November 11.

Advanced Galley Operations - These modules start every Monday.



The new waterfront park at the Paul Hall Center, part of which is shown above, features a miniature lighthouse, benches, gazebos and walkways that include engraved bricks. Visit www.seafarers.org/SIUBricks.htm for more information.

NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers

are encouraged to check out the site at: <http://www.uscg.mil/nmc/>

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

Important Notice For Paul Hall Center Students

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.



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

UPGRADING APPLICATION

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

If the following information is not filled out completely, your application will not be processed.
 Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

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

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

COURSE	START DATE	DATE OF COMPLETION
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LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

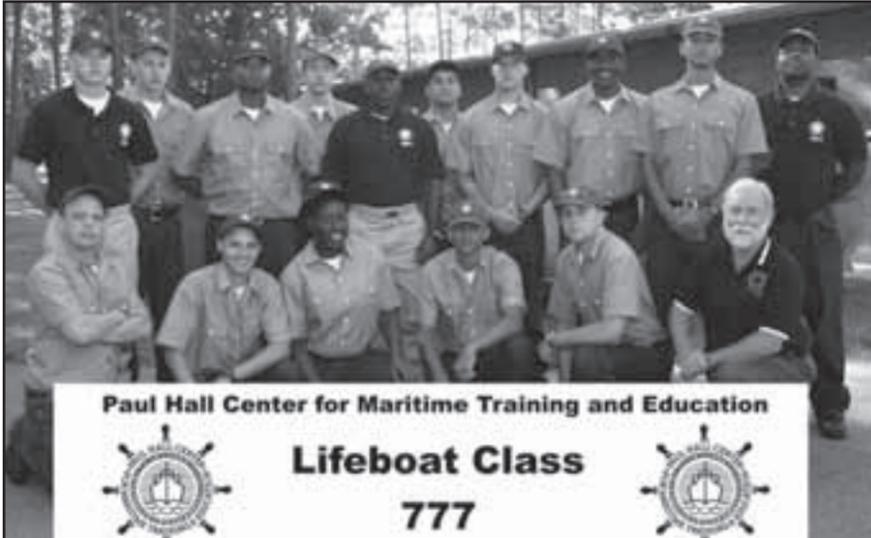
SIGNATURE _____ DATE _____

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

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.

11/13

Paul Hall Center Classes



Apprentice Water Survival Class 777 – The following individuals (above, in alphabetical order) completed this course Sept. 27: Aaron Baker, De'Mario Barganier, Kianna Calbourne, Stacy Fulcher, Jabrei Gill, Joseph Griggs, Steven Horta Ramos, Devin Koonce, Joshua Lee, Isaac Lesh, Christopher Mayall, Mohamed Obaid, Jesse Piner, Ronald Williams and Leroy Woods Jr. Ben Cusic, their instructor, is kneeling in the front row at the far right.



Tankship Familiarization DL – Twenty-three trainees finished their requirements in this course Sept. 6. Those graduating (above, in alphabetical order) were: Ellison Anthony, Dalton Artzner, Lindsey Austin, Xyla Bautista, Gregory Beebe, Fritz Bernier, Kenneth Biddle Jr., Lyncon Brathwaite, James Brooks, Randall Campbell, William Davis, Colton Edmiston, David Garrett Jr., Jasmine Garrett, Keyon Gergory, Ivan Hassan, Brennon Hough, Christopher Mendoza, Christina Price, Khadim Robinson, Rachel Rodriguez, Michal Sinkiewicz and Sherre Wilson.



Government Vessels – Two classes of Seafarers completed their requirements in this course Sept. 20. Those graduating (shown in the two photos above, in alphabetical order) were: Gerald Archie, Larry Baker, Jeffer Baguio, Andrew Bennett, James Brown, Ashley Carmichael, Henry Callahan, James Copeland, Jeremy Dozier, Joseph Garnett, Julio Gomez, Peter Hamm, Frank Iverson, Shirley Jenkins, Demarius Jones, Julian Lina, Don-



nell Mazyck, Derrick Moore, Montree Nakwichet, Wagner Pellerin, Anton Popescu, Antoine Ragins, Tania Ramirez-Diego, Leonard Renaud, David Ruggirello, Peter Schuetz, Steven Sidler, Eddie Solichin, Lance Spain, Reylan Tendido, Eeric White, Brian Wilder, Jeffrey Wise and Elston Yu-Mateo. Mark Cates, the instructor for the two classes, is pictured at the far right in the back row in both photos. (Note: Not all are pictured.)



Water Survival – Two upgraders completed the enhancement of their skills in this course Sept. 17. Graduating (above, from the left) were Emmanuel Alcantara, and Alex Domadigo. Instructor Ben Cusic is at the far right.



Automatic Radar Plotting Aids – The following upgraders (above, from left to right) graduated from this course Sept. 27: Omar Aswad, Lawrence Cormier, Coda Russell and Vizcaino Erasmo.



Radar Observer – Four Seafarers expanded their skills by graduating from this course Sept. 27. Finishing their requirements (above, from left to right) were Lawrence Cormier, Coda Russell and Omar Aswad. Also completing the course, but not pictured was Bernabe Pelingon.



FOWT – The following upgraders (above, in alphabetical order) enhanced their skills by completing this course July 12: Kyle Bennett, Sean Geddie, Julio Gomez, Rene Hernandez-Ramos, Melchor Lapac Jr., Ali Malahi, Michael Pirch and Lamont Stewart II. Their instructor, Tim Achorn, is at the far right.



Medical Care Provider – Ten Seafarers graduated from this course Sept. 27. Completing their requirements (above, in alphabetical order) were: Francis Brown, Matthew Bryant, Ashley Carmichael, Jurgen Gottschlich, Andrew Hufana, Montee Nakwichet, Mario Silva, Eddie Solichin, Brandon Tanton and Brian Wilder. Mike Roberts, the class instructor, is at the far right.

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Able Seaman – The following individuals (above, in alphabetical order) finished their requirements in this course Sept. 20: Juan Cardona, Carson Crowder, Stephen Heinz, Derick Martin, Kyle Neilson, Dennis Saggese and Roque Santa Cruz. Class instructor Tom Truitt is second from the left.

BST Renewal – The following upgraders (above, in alphabetical order) improved their skills by graduating from this course Sept. 25: Jeffer Baguio, Henry Callahan, Jonas Castro, John Cragin, Cirico Geonang, Peter Hamm, Dustin Hutchins, Joseph Jacobs, Anthony Kimbrell, Julian Lina, Karl Mayhew, Scott Opsahl, Oleg Pankratov, Peter Schuetz, Romie Scott, Michael Shappo, Rosalind Sparrow and Reylan Tendido. Their instructors, Wayne Johnson Sr., and Joe Zienda, are at the far left and far right, respectively.



BST (SIU) – Twenty-one Seafarers graduated from this course Sept. 13. Finishing their requirements (above, in alphabetical order) were: Emmanuel Alcantara, Gerald Archie, Andrew Bennett, James Brown, Eric Cunanan, Joseph Garnet, Frank Iverson, Shirley Jenkins, Lonnie Jones Jr., Donnell Mazyck, Paula Minton, Piotr Mlynarczyk, Derrick Moore, Wagner Pellerin, Anton Popescu, Timothy Potter Jr., Leonard Renaud, Norman Rogers, Steven Sidler, Jeffrey Wise and Elston Yu-Mateo. Their instructor, Bernabe Pelington, is at the far right.

BST (NCL) – Fourteen individuals completed their requirements in this course Sept. 6. Graduating (above, in alphabetical order) were: Stefanie Bomas, Megan Bussiere, Jlayjah Gary, Monica Hanofee, Emily Mattheson, Marcella Maysonet, Danny Moore, Matt Nolan, Markcedes Peyton, Virginia Provender, Gabriel Quintero, Trevor Rex, Brittany Stovall and Keith White. Class instructor Joe Zienda is at the far left.



Basic & Advanced Firefighting – The following Seafarers (above, in alphabetical order) graduated from this course Sept. 20: Francis Brown, Matthew Bryant, Brooke English, Cirico Geonanga, Andrew Hufana, Piotr Mlynarczyk, Anthony Pace, Miles Partridge, George Pobee, Mario Silva and Brandon Tanton. Their instructors, Wayne Johnson Sr. and Joe Zienda, are at the far left and far right, respectively.

Marine Electrician – Ten Seafarers graduated from this course Sept. 20. Completing their requirements (above, in alphabetical order) were Alex Amarra, Salvador Baclayon, Ernest Bullock Jr., Reginald Colbert, Terrance Colbert, Paula Gomez, Joseph Jacobs, John McKay, Eddy Newman and Daniel Tapley. Instructor Jay Henderson is at the far right. (Not all are pictured.)



Steward Department Classes – Five Seafarers recently completed steward department courses. Those upgrading their skills and the courses they completed (above, from left to right) were: Robert Lloyd, chief cook; Manuel Daguio, advanced galley operations (ops); Ronald Byrd, advanced galley ops; and Rachel Janssen, chief cook. Todd Gallagher (not pictured) also completed the chief cook course.

Steward Department Classes – Six individuals completed the enhancement of their skills in steward department courses. Those graduating (above, in no particular order) and the courses they completed were: Jamil Scott, advanced galley ops; Clifton Medley, advanced galley ops; Terrell McMillian, advanced galley ops; Steven Holmes, certified chief cook; Calvin Williams, cook baker; and Thomas Smith, steward baker.

Steward Department Classes – Two Seafarers recently completed their requirements in courses in the steward department. Graduating and the courses they completed (above, from left to right) were: Anthony Harrell, advanced galley ops; and Gladiz David, galley ops.



Bosun James Grubbs



Merilla Lata, wife of Chief Cook Joey Lata



Recertified Bosun Darryl Smith

Seafarers Step Up Again for 'Paint Tacoma'

For SIU members in the Tacoma, Wash., area, giving back to the community is a way of life.

The latest example of Seafarers' philanthropy happened in late summer, as a group of 16 people – seven members, four union employees and five family members – teamed up for nearly two weeks of volunteerism in the annual Paint Tacoma-Pierce Beautiful project. The SIU group scraped and painted the home of a local senior citizen and performed related work including pressure-washing and yard work. It marked the seventh straight year of Seafarers participating in the event known locally as Paint Tacoma.

Organized by Associated Ministries of Tacoma-Pierce County, the annual beautification project started in 1985. It aims to help low-income, elderly and disabled homeowners in the region. Since then, more than 2,100 homes have been painted. This year, more than 600 volunteers, including the SIU contingent, helped to paint 37 houses.

"I am proud of all the Seafarers who stepped up to the plate this year and made it successful," said SIU Port Agent Joe Vincenzo, who once again headed up the union's participation. "They raise the bar for us all to aspire to always do our best, whether on the deck plates at sea getting paid for our work or under the gables on the beach volunteering in the community."

Vincenzo especially noted the efforts of Recertified Bosun **Darryl Smith**, who put in more than 70 hours on this year's project during the last week of August and first week of September.

In addition to those two, the SIU group included AB **Tony Kirven**, AB **Eric Melle**, OS **Greg Alsbach**, AB **Joseph Lacaden**, GUDE **Joseph Ritchey**, Bosun **James Grubbs**, and GUDE **George Arcenal**. Chief Cook **Joey Lata** and his family members came out in force: He was joined by his wife, Merilla, sons Judo and J.J., and daughter, Merilei. Rounding out the group were Safety Director Ben Anderson, Administrative Assistant Jim Ott, Administrative Assistant Brenda Flesner and her daughter Emilia.

Smith said the single-story home of Carol Rybolt needed two coats of paint, and the project "went pretty well. I enjoyed doing it and the homeowner was happy."

This was his second time volunteering for Paint Tacoma.

"It makes me feel good to see somebody else's feeling of happiness," Smith added. "She actually had a

look of astonishment at how good the house looks. It was much-needed help and quite a bit of work, but it makes me feel good to give back to the community."

Rybolt said her home "looks beautiful. I'm very impressed with how everyone was so eager. It was great.

Even the kids were here with their families. And Darryl – oh, my goodness. As hot as it was, he was there, hour after hour.

"I'm still amazed," she concluded. "I show everybody the pictures of all the people who were here."



Pictured from left are Safety Director Ben Anderson, Administrative Assistant Brenda Flesner, Recertified Bosun Darryl Smith, Chief Cook Joey Lata, Bosun James Grubbs, Merilla Lata, homeowner Carol Rybolt and Port Agent Joe Vincenzo.