

SEAFARERS



LOG

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

Crowley Celebrates New Tug, Tanker

The SIU participated in a Crowley Maritime tug-boat christening Oct. 15 in Lake Charles, Louisiana, and also welcomed news of a keel-laying ceremony a few weeks earlier for a Crowley tanker being built at Aker Philadelphia Shipyard. In the group photo at right, SIU members and officials including VP Gulf Coast Dean Corgey (front and center, in lighter jacket) and Port Agent Mike Russo (second from right) join Crowley President and CEO Tom Crowley (darker coat, next to Corgey) and vessel sponsor Coreen Busch (also next to Corgey) near the tug *Ocean Sun*. In the photo below, Busch breaks the ceremonial bottle of champagne across the hull. *Page 3.*



SIU Jersey City Union Hall Hosts Ceremonial Opening

With abundant camaraderie, more than 200 Seafarers and guests gathered at the new SIU hall in Jersey City, New Jersey (photo below), for a ceremonial opening Oct. 7. A few of the members are pictured in photo at bottom right with SIU Government Services Division Representative Kate Hunt (holding ceremonial scissors). Prior to the ribbon-cutting, Seafarers packed the hall for the October membership meeting, which featured remarks from SIU President Michael Sacco (photo at top right, with Patrolman Mark von Siegel in background) and other headquarters officials. *Pages 12-13.*



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President's Report

Good Move for the SIU

I appreciated the opportunity in early October to spend time with Seafarers at our new hall in Jersey City, New Jersey. Whether chatting with old friends or meeting other members for the first time, it was a great reminder of why the SIU fights every single day to protect the U.S. Merchant Marine. We are all about jobs and improving our members' livelihoods. We are all about serving as America's fourth arm of defense.



Michael Sacco

Both the membership meeting and the hall's ceremonial opening on October 7 made for a good day. The Brotherhood of the Sea was very evident as we covered some business, caught up with each other and broke bread together after the ceremony. The facility itself is first class, and it's a sign of progress for our union. It's an example of how we're always working to improve. The comments I've heard most often are that the new hall is in a better area, it's very clean, and the separation of the membership lounge is a hit. I agree with those points and on a personal note I would add that it doesn't hurt to have a church right across the street.

We all understand that people usually don't like change. Moving is a pain, whether it's from one apartment to another, or one house to another, or one hall to another. Heck, getting a new car or a new cell phone is a pain. It's exciting, but you have to re-learn everything, and it takes time.

So I definitely recognize the growing pains associated with the Jersey City move, but the key word here is "growing." We aren't sitting around hoping something good will happen. We're improving our facilities there and in Houston, as you probably have heard. We're going to do the same thing in Puerto Rico.

And under this administration, over the years, we've upgraded our halls in New Orleans, Baltimore, Jacksonville, Oakland and Tacoma. We opened brand new halls in Fort Lauderdale and Anchorage and Joliet. We refurbished our halls in Wilmington and Norfolk and Algonac.

The main reason we're able to keep moving forward is because of you, the rank-and-file members. The outstanding work you do aboard the ships and tugs and ferries, your reliability as America's fourth arm of defense, the strong support you've always given to this administration, and your consistent willingness to be politically active are all key parts of the SIU's success.

So, when you visit or read about the Jersey City hall, and when you read about new jobs in the *LOG* or on our website, and when you see new buildings going up at our school in Piney Point it's a credit to you and a reflection on our entire team, including our officials and staff.

We're a winning team. We've been a winning team for 76 years. Whether it's looking at new property for a union hall, or deciding which political candidate to back, or working with one of our contracted operators to help ensure their success, or making improvements at our school, we always have a game plan, and we're not afraid to take chances.

As we wind down another year, I remain fully confident in the SIU and fully committed to our ongoing progress. The Jersey City hall is just the latest example of what we can accomplish by working together and keeping a steady hand at the wheel.

Happy Holidays

To all of our members and retirees who are military veterans, and to all the other men and women who've served in our great nation's armed forces, I salute you and wish you the best on Veterans' Day. My own service in the Air Force occurred many years ago, but I remain proud to have worn the uniform.

Whether you're at sea or ashore, I also wish you a Happy Thanksgiving. Enjoy the holiday and above all, be safe.

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

Forum Speakers Say America Must Maintain the Jones Act

Key Maritime Law Benefits U.S. Many Ways

Speakers at a recent Jones Act forum were united in their belief that America must protect the nation's freight cabotage law.

Echoing that theme Oct. 8 in New York City were U.S. Maritime Administrator Chip Jaenichen; Crowley Senior Vice President and General Manager Rob Grune; TOTE, Inc. President and CEO Anthony Chiarello; and American Maritime Partnership (AMP) Chairman Tom Allegretti.

Transportation industry media entity TradeWinds sponsored the gathering, which took place at the New York Yacht Club.

The Jones Act is a crucial component of America's national and economic security – and a law that typically has enjoyed strong bipartisan backing since its origin in 1920. It requires that cargo moving between domestic ports be carried on vessels crewed, built, flagged and owned American.

Jaenichen focused on the U.S.-build requirement when he mentioned, "This administration has invested more than \$150 million to increase the competitiveness and efficiency of U.S. shipyards through MARAD's Small Shipyard Grant program. We know that increased production at our shipyards means good, middle-class jobs for Americans who not only build, but also operate these vessels. U.S. shipyards are experiencing the greatest volume of shipbuilding activity in more than three decades. Today, there are over 30 large, self-propelled, ocean-going Jones Act eligible tankers, articulated tug-barge units and container ships either under construction or on order at



Maritime Administrator Chip Jaenichen speaks at the forum. (Photo courtesy MARAD)



Rob Grune
Crowley Senior VP/GM

U.S. shipyards."

He further explained how the Jones Act creates jobs in a blog post originally written for the Department of Transportation, MARAD's parent agency. "The Jones Act requires that any cargoes being shipped by water between U.S. ports be transported on a vessel owned by a U.S. company, crewed by U.S. mariners, and manufactured in a U.S. shipyard," he wrote. "That U.S. shipbuilding requirement has stimulated investment in the privately owned U.S. companies that run shipyards and operate the vessels that employ the best-trained crews and merchant mariners in the world. So much so, employment opportunities for mariners to crew our U.S.-flagged fleet on are vast."

Grune has said of the Jones Act, "I believe that [it] is critical in ensuring that the U.S. maintains its energy independence.



Anthony Chiarello
TOTE President/CEO



Tom Allegretti
AMP Chairman

Without a strong domestic industry, our country would be completely dependent on foreign-flag ships, and that's not a risk that I think we should be willing to take when it comes to our vital resources."

Allegretti also pointed out the current surge in Jones Act shipbuilding.

"The domestic maritime industry, with the Jones Act as its statutory foundation, is investing heavily to meet the transportation demands of a booming energy economy," he stated. "We are witnessing a new era of domestic vessel construction that is adding nearly 16 million barrels of inland and oceangoing tank vessel capacity. The Jones Act provides the certainty American companies need to commit the capital that makes this construction, and the jobs that go with it, a reality."

He then responded to critics' comments on the relationship between the use of Jones Act ships and gasoline prices. "The average cost of a gallon of gasoline at the pump attributable to use of a Jones Act vessel is one cent or less per gallon," Allegretti pointed out. "That makes it all the more perplexing why some would propose changes that undermine America's national, homeland and economic security for such minor savings."

Illustrating that Jones Act ships are striving to stay on the cutting edge of technology, Chiarello brought good news to the podium: TOTE is converting two SIU-crewed ships, the *Midnight Sun* and the *North Star*, to LNG power.

"It wasn't a cost decision," he said. "It was a decision based on the impact to the environment."

Union's Houston Relocation Postponed to Mid-November

The union's temporary relocation from the current hall on Pierce Street in Houston to the Communications Workers of America (CWA) Local 6222 building a few blocks away has been bumped back to Nov. 17, a Monday. The SIU's last day operating at the Pierce Street facility will be Friday, Nov. 14; the hall is scheduled to close that day at noon and also will be closed on Saturday, Nov. 15.

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

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



SIU VP Gulf Coast Dean Corgy (left in photo above) and SIU Houston Port Agent Mike Russo (right) welcome Deacon Patrick LaPoint of the Stella Maris Seafarers Center of Lake Charles, Louisiana. The deacon, a friend of labor, blessed the SIU-crewed tugboat. In the photo at right, Crowley Maritime President and CEO Tom Crowley addresses the crowd at the tugboat christening.



Ceremonies Mark Crowley Fleet Expansion

Jones Act Tanker, Tugboat Signal SIU Job Opportunities

SIU-contracted Crowley Maritime recently demonstrated its commitment to continued fleet expansion with a tugboat christening in Louisiana and a keel-laying ceremony for a new tanker in Pennsylvania.

On Oct. 15, the fourth Crowley-operated ocean-class tugboat, the *Ocean Sun*, was christened in Lake Charles, Louisiana. The ceremony officially introduced the latest of the dynamic positioning 2 (DP2) tugboats in Crowley's expanding ocean towing fleet, though all four vessels (*Ocean Wave*, *Ocean Wind*, *Ocean Sky* and *Ocean Sun*) have been involved in major offshore oil production installations in the Gulf of Mexico dating back many months.

Ten SIU crew members, SIU Vice President Gulf Coast Dean Corgy and SIU Houston Port Agent Mike Russo attended the ceremony, which included approximately 80 guests. The SIU crew consisted of Capt. **Ted Caffy**, Chief Mate **James Mortimer**, Second Mate **Nathaniel Leachman**, Chief Engineer **Dominic Castner**, Assistant Engineer **Andrew Clarke**, Assistant Engineer **Steve Haver**, AB **Farrel Bodden**, AB **Steve Kendrick**, OS **Devin Koonce** and Chief Cook

Terrance Sawyer.

Todd Busch, senior vice president and general manager of Crowley's solutions group, opened the ceremony and was followed by a series of speakers including company President and CEO Tom Crowley.

In his speech, Crowley said, "Today we are pleased to formally welcome the latest of our four Jones Act ocean-class tugboats to the fleet and culminate this multi-year build program... These boats, along with their exceptional crews, have consistently met and exceeded the expectations of our energy customers doing business in the U.S. Gulf of Mexico. We look forward to many years of service from these powerful and reliable cornerstone vessels."

All four of the ocean-class tugboats are designed to have a minimum bollard pull of 150 metric tons and a range of approximately 12,600 nautical miles at 15 knots free running, according to the company. They are outfitted with twin-screw, controllable-pitch propellers in nozzles and high-lift rudders for a combination of performance and fuel economy.

Corgy expressed what this new tonnage

means to the SIU.

"This is the fourth ocean-class vessel christened in the last two years, and it is a state-of-the-art vessel that firmly establishes Crowley and SIU members in the highly competitive dynamic positioning offshore oil and gas towing industry," Corgy noted. "We think we have the advantage due to advanced training programs at Piney Point, Maryland (home of the SIU-affiliated Paul Hall Center), as well as a competitive compensation package that allows us to attract and retain the very best mariners to safely and efficiently operate these vessels in our domestic energy market."

Three weeks prior to the tug christening, on Sept. 24, Aker Philadelphia Shipyard (APSI) officially started construction on the first of four product tankers for Crowley with a ceremonial keel laying. The 330,000-barrel, Jones Act tankers are being built through a joint venture between Crowley and Aker, which is a union shipyard.

Keeping with tradition, several coins were placed on one of the keel blocks by representatives from Crowley, APSI and others before the unit was lowered into place in the

dry dock. The coins are a ceremonial sign of good fortune and safe travels.

Rob Grune, Crowley's senior vice president and general manager, petroleum and chemical transportation, spoke at the ceremony.

"Adding these new Jones Act tankers to our fleet allows us to continue providing our customers with diverse and modern equipment to transport their petroleum and chemical products in a safe and reliable manner," Grune said. "We are pleased with the progress being made on these vessels and with the good working relationships we have developed with Aker."

Delivery of the new tankers is expected in 2015 and 2016. The vessels will be constructed with consideration for the use of LNG for propulsion in the future. When completed, each vessel will be 600 feet long and capable of carrying crude oil or refined petroleum products.

APSI Managing Director Steinar Nerbovik said, "These U.S.-built vessels play an important role in our country's energy independence while providing good jobs for the men and women who build and sail her."

Title XI Loan Funds TOTE's LNG-Powered Containerships

The U.S. Department of Transportation announced a \$324.6 million Title XI loan guarantee for SIU-contracted TOTE Shipholdings Inc.'s new Marlin Class vessels on Sept. 22. The two Jones Act vessels, which will be the world's first dual-fuel, liquefied natural gas (LNG)-powered containerships, will help serve the cargo transport needs of Puerto Rico. They are slated to enter service in 2015 and 2016, creating new jobs for Seafarers.

"This is proof-positive that when we work to build America's green energy economy, we can directly support the creation of meaningful jobs, supporting the president's goal to strengthen America's middle class," said U.S. Transportation Secretary Anthony Foxx. "This one action significantly decreases emissions, supports jobs from one coast to the other, bolsters the nation's manufacturing base, and continues growing our economy."

The Title XI Loan Guarantee program promotes the growth and mod-

ernization of U.S. shipyards and the U.S. Merchant Marine. It ensures the repayment of loans that shipowners obtained in the private sector for projects in U.S. shipyards.

U.S. Rep. John Garamendi (D-Calif.), ranking member of the Coast Guard and Maritime Transportation Subcommittee (part of the House Transportation and Infrastructure Committee), commended the administration for approving the loan application.

"By using LNG fuel, which has a lower carbon footprint than diesel, these vessels also mark a significant step toward building a 'green' U.S.-flag fleet and promoting environmentally sustainable commerce," Garamendi said. "For the first time in a generation, [the Department of Transportation's Maritime Administration] is creating a comprehensive national maritime strategy. I hope that, as part of this strategy, they will call for the expansion of the Title XI program, as

well other policy reforms and innovations to restore the prominence of the U.S. flag among seafaring nations."

TOTE President and CEO Anthony Chiarello stressed the important role that Title XI played in the construction of the new vessels.

"This financing from the U.S. Department of Transportation and MARAD enables TOTE to invest in modern technology that will create jobs, reduce our impact on the environment, and ensure a safer and healthier workplace for our employees," Chiarello said.

Tim Nolan, president of SIU-contracted Sea Star Line (a TOTE subsidiary), added, "These ships will set new standards for safety and reliability in addition to their environmental benefits. We are proud to be the first company to operate LNG-powered containerships which will ensure a cleaner and safer environment for the people of Jacksonville and Puerto Rico as well as our employees."

The SIU is on record as stating that funding and implementation of the Title XI program "will help grow the U.S. economy and create and maintain American jobs in the domestic shipbuilding and related service and supply industries, as well as aboard U.S.-flag



Anthony Foxx
DOT Secretary

commercial vessels. It will help maintain the nation's defense shipbuilding base and an active U.S.-flag Merchant Marine, which is essential to U.S. defense sealift requirements."

The Marlin Class vessels are being built at San Diego's General Dynamics NASSCO shipyard, a union facility.

IMO, WHO Offer Ebola Guidelines

In late October, it seemed as if almost everyone was talking about Ebola and how individuals can contract or avoid the virus. At times, perhaps due to misinformation circulating in the press and online, it was enough to cause a panic, although much of the fear is baseless, according to the U.S. Center for Disease control (CDC).

For instance, at press time for the *Seafarers LOG*, there had only been three U.S. cases confirmed by the CDC.

To combat the deluge of false information, several organizations recently put together tips and guidelines for mariners and other individuals, including those travelling to West Africa. The following information, produced by the World Health Organization and shared by the International Maritime Organization, may assist in the education of on-board personnel:

“Ebola is introduced into the human population through close contact with the blood, secretions, organs or other bodily fluids of infected animals. In Africa, infection has been documented through the handling of infected chimpanzees, gorillas, fruit bats, monkeys, forest antelope and porcupines found ill or dead or in the rainforest.

“Ebola then spreads in the community through human-to-human transmission, with infection resulting from direct contact (through broken skin or mucous membranes) with the blood, secretions, organs or other bodily fluids of infected people, and indirect contact with environments contaminated with such fluids. Burial ceremonies in which mourners have direct contact with the body of the deceased person can also play a role in the trans-



A map of the affected areas in West Africa (Courtesy of the CDC)

mission of Ebola. Men who have recovered from the disease can still transmit the virus through their semen for up to seven weeks after recovery from illness.

“Ebola is not spread through the air. The incubation period, that is the time interval from infection with the virus to onset of symptoms, is two to 21 days.”

The U.S. Coast Guard also released some tips and data regarding Ebola on Aug. 7. In the press release, the agency outlined the following key points:

“Symptoms include fever, headache, joint and muscle aches, sore throat, and weakness, followed by diarrhea, vomiting, and stomach pain. In addition, skin rash, red eyes, and internal and external bleeding may be seen in some patients.

“Travelers could be infected if they come into contact with blood or body fluids from someone who is sick or has died from Ebola,

sick wildlife, or meat from an infected animal. Health care providers caring for Ebola patients and family and friends in close contact with an ill person are at highest risk because they may come into contact with blood or body fluids.

“Monitor your health for 21 days if you were in an area with an Ebola outbreak, especially if you were in contact with blood or body fluids, items that have come in contact with blood or body fluids, animals or raw meat, or hospitals where Ebola patients are being treated.”

In addition, the International Chamber of Shipping, International Maritime Employers’ Council, and the International Transport Workers’ Federation released a joint statement on Aug. 4, which contained the following advice:

- The master should ensure that the crew are aware of the risks, how the virus can be spread and how to reduce the risk.

- The ISPS requirements on ensuring that unauthorized personnel do not board the vessel should be strictly enforced throughout the duration of the vessel being in port.

- The master should give careful consideration to granting any shore leave whilst in impacted ports.

- The shipowner/operator should avoid making crew changes in the ports of an affected country.

- After departure the crew should be aware of the symptoms and report any occurring symptoms immediately to the person in charge of medical care.

The most up-to-date information can be found at www.cdc.gov

5 Ways to Avoid Ebola Contact

Following are some helpful tips from the CDC in the event you are headed to West Africa, specifically ports in Liberia, Sierra Leone and Guinea:

- Practice careful hygiene. For example, wash your hands with soap and water or an alcohol-based hand sanitizer and avoid contact with blood and body fluids.

- Do not handle items that may have come in contact with an infected person’s blood or body fluids (such as clothes,

bedding, needles, and medical equipment).

- Avoid funeral or burial rituals that require handling the body of someone who has died from Ebola.

- Avoid contact with bats and nonhuman primates or blood, fluids, and raw meat prepared from these animals.

- Avoid hospitals in West Africa where Ebola patients are being treated. The U.S. embassy or consulate is often able to provide advice on facilities.

Federal Employees Pay More For 2015 Health Care Premiums

Federal employees and retirees, including SIU Government Services Division members, will pay an average of 3.8 percent more toward their health insurance premiums in 2015, according to an announcement from the Office of Personnel Management (OPM) on Oct. 7.

The hike in premiums is higher than the rise in the government’s portion, which will increase by 3 percent. The employees’ percentage is increasing faster because workers are choosing better plans, which require more out-of-pocket costs. Overall, the government pays about 70 percent of employees’ premiums.

Overall premiums, including both the employee and government portions, will go up by 3.2 percent. That is less than last year, when they jumped 3.7 percent.

OPM officials were satisfied with the figures, noting that 2015 will mark the fourth consecutive year in which the increase was below 4 percent – the longest such streak since the mid-1990s.

“We generally feel we are in the low end of the industry average,” said John Foley, OPM’s director of planning and policy analysis. Foley added that private-sector estimates showed a range of 3 to 6.5 percent increases for premiums next year.

OPM officials pointed to positive market trends and the effects of the Affordable Care Act as responsible for the relatively low rate hikes. Federal employees and retirees had to pay an additional 4.4 percent toward their premiums in 2014, while the government share went up 3.3 percent. In the three years prior to 2012, premiums went up overall by more than 7 percent annually. Still, federal employee advocates were not satisfied with the 2015 rates.

Joseph Beaudoin, president of the National Active and Retired Federal Employees Association, made the following remarks on the increase: “The health insurance premium increase will take another bite out of the already diminished paychecks of middle-class federal employees across the country. While the 3.2 percent increase in health insurance premiums is in line with the private sector, any increase means reduced take-home pay for federal employees, who, at most, will receive a 1 percent pay raise next year.”

The exact increase will vary, based on the employee’s plan. The most popular option – the Blue Cross and Blue Shield Standard Option – will increase for self-only enrollees by 3.7 percent and for family participants by 4.1 percent.

Premiums in the Federal Employees Dental and Vision Insurance Program will have more favorable numbers, with dental rates increasing by an average of 1.7 percent and vision premiums going up by an average of 1.5 percent compared to 2014.

Enrollees in the federal flexible savings account plan will have the option to carry over a maximum of \$500 into 2016 for the first time. They will no longer have the option to spend the money in their own accounts through the March 15 “grace period,” though they still have the option for their dependents. The minimum contribution will be lowered to \$100, while the maximum will be \$2,500.

In March, the OPM sent out a call letter to insurers, kicking off premium negotiations by asking providers to focus on prescription drug costs, compliance with the ACA and wellness programs.

The Federal Employees Health Benefits Program will offer a total of 257 plans in 2015, which is one more than in 2014. Four of the plans are new offerings, while 11 will be offered to all FEHBP participants.

Open Season, when federal employees and retirees can enroll in FEHBP or switch plans, will run from Nov. 10 through Dec. 8.

SHBP Letter Provides COBRA Rate Update for Certain Participants

The Seafarers Health and Benefits Plan (SHBP) in early October sent a letter to certain active participants concerning an upcoming change to COBRA premium rates.

COBRA has become synonymous with extended health coverage. It’s an acronym for the Consolidated Budget Reconciliation Act of 1986, which amended other laws to provide opportunities for continuation of medical coverage that otherwise might be ended. According to the U.S. Department of Labor, “This coverage, however, is only available when coverage is lost due to certain specific events. Group health coverage for COBRA participants is usually more expensive than health coverage for active employees, since usually the employer pays a part of the premium for active employees while COBRA participants generally pay the entire premium themselves. It is ordinarily less expensive, though, than individual health coverage.”

The SHBP letter was mailed to Plan participants who are either on COBRA or requested a COBRA packet recently. It points out that SHBP COBRA premium rates will increase as of Jan. 1, 2015 (the first such increase in several years) due to the rise in the cost of health care coverage.

“If you are already receiving COBRA benefits, these are the rates you will be required to pay to continue to receive COBRA coverage after Dec. 31, 2014,” Seafarers Plans Administrator Maggie Bowen stated in the letter. “If you are considering electing

COBRA because you recently lost coverage from the SHBP, these are the rates that will be in effect next year. Until that time, the monthly rates you have already been quoted remain in effect.”

The following are the monthly premium rates scheduled to take effect Jan. 1:

Coverage Level	Individual Rate (Active Seafarers)	Family Rate (2 or more participants)
Core	\$472	\$977
Core-Plus	\$519	\$1,194
Plan S	\$378	Dependents not covered

The new rates do not change the amount of time an individual is eligible for COBRA, which is set by federal law. Questions about the rates, or about COBRA coverage in general, may be directed to the COBRA coordinator at the Seafarers Plans at 1-800-252-4674, 5201 Auth Way, Camp Springs, MD 20746.

Pensioners with medical benefits who are interested in COBRA options should use the same Seafarers Plans contact information listed above to request the pensioner COBRA rates/election packet.



SIU of Canada members and other supporters carry their pro-worker, pro-maritime message to Ottawa's Parliament Hill.



Undeterred by barriers, the demonstrators show solidarity.

Canadian Coalition Marches to Denounce CETA

Hundreds of trade unionists from around Canada, joined by allies from other organizations, marched through the streets of Ottawa to Parliament Hill to denounce the proposed Canadian-European Union (EU) Comprehensive Economic Trade Agreement (CETA) on Sept. 25 as it was being initialed by Canadian and EU representatives.

Within the halls of Parliament, Canadian Prime Minister Stephen Harper hosted Herman Van Rompuy, president of the European Council, and Jose Manuel Barroso, president of the European Commission, in a ceremony to declare they have reached an agreement on CETA. They attempted to state that CETA had been finalized and all that remains for it to be implemented is for European member state parliaments to give their stamp of approval.

However, to chants of "It's not over!" the marchers vowed to keep the fight alive as votes for CETA's approval must be taken by elected bodies in Canada and Europe. That process could last more than a year.

In late August, the Seafarers International Union of Canada received information leaked from the secret trade talks that negotiators planned to give away many domestic seafaring jobs. A week later, the union's president, Jim Given – with strong backing from the Seafarers International Union of North America and the AFL-CIO Maritime Trades Department – gathered maritime labor representatives from around the country to form the Canadian Maritime and Supply Chain Coalition. Since that initial gathering, the coalition has received support from others, including Canadian-flag shippers.

Before marching to Parliament Hill, Given set the militant tone for the demonstration: "CETA is a bad deal for Canada," he declared. "It's a bad deal for our industry, and we're not going to take it anymore! We're not going to sit back while bureaucrats and politicians dictate how we make our living! We've been too quiet for too long. Those days are over."

Barriers had been erected obstructing the stairs leading up to Parliament due to the pact's initialing ceremony. Assembling in front of the barricades, Given added, "We come to these buildings, and they've got the gates up and the doors shut. This is our house. Not their house, our house!"

"And then they talk about us — they talk about labor — as if we're just a commodity, one that can be traded at the stroke of a pen. Well, we've got bad news today: This is our house! And we're taking it back! Don't anybody think this is the end. This is where we start. Because the labor movement in this country has finally woken up. You kicked the dog once too often, Mr. Harper, and now it's pay-back time!"

Given told the gathering that "CETA will destroy the Canadian shipping industry. And make no bones about it, and don't believe the lies, it will destroy us if it goes through. We're going to afford this government no quarter, nowhere they can hide. Every time that they're out on their campaign trails, we'll be out beside them. Every time they make a stop to say how great they are, we'll be there beside them to tell the truth.

"We are surrounded by our friends today," he continued. "Don't think we're alone. If you look at what's happening

in the EU, there are big problems for Mr. Harper's agreement. How many times can they say it's done, when it's not done! There's time! The EU want changes, we want changes!"

Denise Gagnon, director of the Department of International Solidarity of Quebec Federation of Labor, spoke about workers' demands for an open discussion of CETA.

"For over three years, in Quebec and the rest of Canada, we have been demanding that there be talks and negotiations on the free trade agreements," Gagnon declared. "Nothing was done and today they are telling us that this deal has actually been signed! No to CETA! We are not going to let the multinational corporations change our public policies on job development, health care, environmental protection, etc. What we see today — people from the maritime industry protesting — is just a beginning because as we learn more about the agreement, more and more workers will join the protest and demand that governments reject this deal."

Adding to labor's call was Marie Clarke Walker, executive vice president of the Canadian Labor Congress (CLC). She pledged the support of the organization and its members in the fight against CETA. The CLC is a founding member of the Canadian Maritime and Supply Chain Coalition.

Jon Whitlow, secretary of the Seafarers' Section of the International Transport Workers' Federation (ITF), said that by waging their struggle to block CETA and defend cabotage in Canada, trade unionists are defending all mariners, their industry, and cabotage rights everywhere.

"I witnessed real anger at the secrecy of the CETA negotiations and the threat

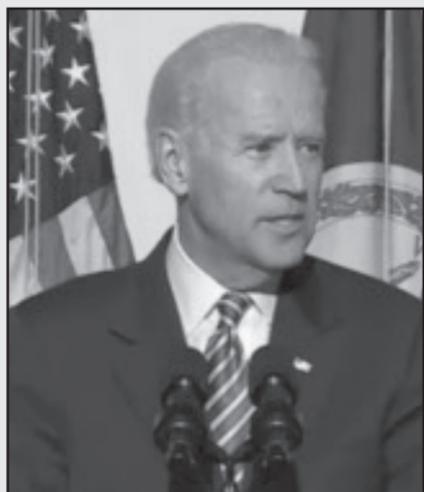


SIU of Canada President Jim Given tells the crowd the proposed trade deal is bad for workers.

the agreement poses to maritime trade," Whitlow stated. "The ITF and the European Transport Workers Federation fully endorse the importance of national cabotage, the need to retain Canadian cabotage and the necessity of further entrenching it in law."

Despite the government representatives signing CETA, the proposed free trade agreement must still clear votes in the Canadian provinces as well as throughout the national legislative bodies of EU states.

Vice President Biden, Others Champion Maritime in Norfolk



Vice President Biden speaks at the Norfolk event.

With SIU officials in attendance, Vice President Joe Biden visited the Port of Norfolk, Virginia, Sept. 24 to discuss the great importance of the American maritime industry. Biden was joined by U.S. Senator Mark Warner (D-Virginia), U.S. Rep. Bobby Scott (D-Virginia), Virginia Governor Terry McAuliffe, Norfolk Mayor Paul Fraim, Virginia Port Authority CEO/Executive Director John Reinhart, and U.S. Maritime Administrator Chip Jaenichen.

The crowd gathered at Norfolk's Nautical Maritime Museum included SIU Vice President Contracts George Tricker and SIU Norfolk Port Agent Georg Kenny.

Biden began his speech by emphasizing the value of maritime trade to the U.S. economy. "What most people don't realize is that our economic maritime powers are just as important as our economic security, as our military maritime powers," he said. "It is the single most important part in the

economic chain that allows us to prosper."

He then talked about America's infrastructure, and the need for additional government spending. "We need to invest \$3.6 trillion in infrastructure investment by the year 2020," Biden asserted. "We invest in the United States of America only 1 percent of our [gross domestic product] in transportation and infrastructure. The United States of America is ranked 28th in the world (in such spending); that puts us behind Barbados. China invests 10 percent of its GDP in infrastructure.... There's a lot at stake for our economy and for our middle class. That's why it's vital that we get this right. We're at one of those inflection points in American history."

The vice president talked about the Department of Transportation's new "Transportation Investment Generating Economic Recovery" (TIGER) grant program and its role in economic development. He then praised Virginia's politicians for applying for, and successfully receiving, a \$15 million TIGER grant to construct a new semi-automated motor carrier gate complex on the northern end of the Norfolk International Terminals.

State transportation and port officials plan to make the entrance to the North Gate

Complex project more than five times bigger, increasing the number of lanes from four to 22. Port authority officials expect construction to begin by April 2015, with the port pitching in an additional \$16 million to match the grant amount.

McAuliffe also spoke about the importance of the Norfolk port: "I talk every single day about building the new Virginia economy. Building our assets is what we're doing with this port."

In reference to the project, Jaenichen said, "The efficiency of the intermodal transportation system ... is critical, and that's where most of our ports are making their strategic investment in infrastructure."

He then emphasized the grant's significance, adding that addressing port congestion will help move products quicker and make using U.S. ports more viable to domestic and international business prospects.

He later said, in a blog post, "Carrying 95 percent of U.S. foreign trade, our maritime transportation system, which includes America's ports, is a crucial component of our nation's economy. And with our growing population — and the associated need to increase the amount of freight our transportation network carries — maritime's value will only grow in the future."

Ashore Incident Reinforces Need for Safety, Precautions

The SIU is reminding members to always play it safe when heading ashore, following a recent attack against a Seafarer.

In a written communication sent to all SIU halls in mid-October, SIU Vice President Contracts George Tricker mentioned that a Seafarer recently was beaten and robbed while ashore in an overseas port. All indications are that the member

(not named due to privacy considerations) was drugged by one or more of the locals, Tricker noted.

The message continued, "All things considered, this experience, while awful, could have been far worse. In this case, the member is expected to recover from his injuries. He made it back to the ship – the robbers left him (unconscious) near the gate.

"However, it's also a reminder to our entire SIU family that safety extends beyond the vessel. You do not have to be a greenhorn or gullible to have something go wrong in a foreign land. The people who commit these types of crimes are slick opportunists."

Tricker added that although they may seem like common-sense considerations, some reminders are in order.

They include:

- When going ashore, it's always best practice to go with at least one shipmate.
- Be extremely careful not only about where you go, but what you consume – whether it's a drink or food.
- Let people know where you're going and when you expect to return.
- If you have a cell phone, keep it with you and make sure it's fully charged.

NMC Offers Pointers to Individuals Who Apply for Maritime Credential

The U.S. Coast Guard's National Maritime Center (NMC) issued a notice Oct. 8 reminding individuals about the importance of accuracy when applying for a merchant mariner credential (MMC).

Coast Guard Capt. Jeffrey P. Novotny pointed out the NMC recently has noticed an increase in the number of MMC applications "in which applicants have not properly disclosed previous convictions in Section III of the CG-719B application form. As required by 46 Code of Federal Regulations 10.211 (a): 'At the time of application, each applicant must provide written disclosure of all prior convictions not previously disclosed to the Coast Guard on an application.'"

The notice further pointed out, "If an applicant pleads guilty or no contest, is granted deferred adjudication, or is required by a court to attend classes, make contributions of time or money, receive

treatment, submit to any manner of probation or supervision, or forgo appeal of a trial court's conviction, then the Coast Guard will consider the applicant to have received a conviction. Further, an applicant's signature in Section III of the CG-719B application form acknowledges the potential consequences of false statements. All applicants are encouraged to be completely forthcoming in their disclosure of convictions, including those items expunged or purged. When in doubt, list it."

Novotny added that an updated version of the CG-719B application "is making its way through the approval process and will highlight this area of the application, including more complete instructions, in order to prevent omissions that may result in denials. If you have questions, please contact the NMC at 1-888-IASKNMC (427-5662) or IASKNMC@uscg.mil."

SIU Affiliate Helps Salute Jeter



The handiwork of union members from the SIU-affiliated United Industrial Workers (UIW) was on display in late September at Yankee Stadium. UIW members bronzed the cap that longtime New York Yankee Derek Jeter received as part of his retirement celebration. Those members are employed at Bron Shoe/American Bronzing, based in Columbus, Ohio. The group photo was taken behind home plate before one of Jeter's last home games. The brief ceremony also included a check presentation from cap maker New Era to Jeter's charitable organization, the Turn 2 Foundation. The other photos show the cap being plated and the finished product.



Family Welcomed Aboard USNS Benavidez



Recertified Bosun Michael Proveaux (right) and other mariners aboard the AMSEA-operated USNS Benavidez recently welcomed Yvette Garcia (next to the bosun), daughter of the vessel's namesake, and other family members in Corpus Christi, Texas. "We were truly honored to meet them," Proveaux said. U.S. Army Master Sgt. Roy P. Benavidez received the Medal of Honor in 1981 for valor in Vietnam. His heroic actions on May 2, 1968 saved the lives of eight Special Forces comrades pinned down by an overwhelming enemy force. Benavidez suffered a broken jaw and 37 bullet and bayonet wounds in the fight. He died at age 63 in 1998. The USNS Benavidez, a large, medium-speed, roll-on/roll-off vessel (LMSR) is shown in the U.S. Navy file photo below.



Are You Ready to Ship Out?

Mariners who preparing to ship out should make sure that all of their documents and paperwork are current. The following checklist items should always be in order:

- Merchant mariner credential (MMC) with security endorsements (security awareness and/or vessel personnel with designated security duties, abbreviated as VPDS, VSO for officers)
- MMC indicating completion of Basic Training (formerly BST) (VI/1 and related verbiage)
- Transportation Worker Identification Credential (TWIC)
- Passport
- ServSafe Management (chief cook and higher)
- ServSafe Food Handler (entry level)
- Medical certificate (acquired by passing U.S. Coast Guard physical once every two years and submitting to local REC)
- Annual physical exam and interval exam (required once every six months)
- Drug test (every six months unless continuously sailing)
- If you take prescription drugs, make sure your medications will last longer than the duration of your voyage. If you need early or extended refills, contact the claims department for assistance. Dial 1-800-252-4674 and follow the prompt for prescriptions.



Chief Cook Sal Ahmed described the item in the foreground (photo at left) as "SA Thomas Curley's famous three-wheeler bike," shown with the *Midnight Sun* in the background. Pictured in the photo above (from left) are: Chief Cook Sal Ahmed, Captain Daniel Severino, SA Thomas Curley, Recertified Steward Chris Amigable

Midnight Sun Mariners Enjoy Labor Day BBQ

Chief Cook Reports Smooth Sailing on TOTE Vessel

It's definitely not an everyday sight, but a captain in the galley of the Tote Services vessel *Midnight Sun* has become a Labor Day tradition.

"We call him Captain Cook," said Chief Cook **Sal Ahmed** in a letter to the *Seafarers LOG*. "Our captain, Mr. Daniel J. Severino, gave us a break relief this Labor Day. He stepped into the galley and did all the meats, cutting and marinating. He then grilled them, as he's done before on previous holidays. He did a great job as always, and everyone appreciated his efforts and had a good time."

Ahmed also conveyed the crew's thanks to Bosun **Fadel Saleh**, who helped set up and take down the grill.

"As usual, we had lots of good stuff on the menu," Ahmed added. "There were steaks, barbecued chicken, hot dogs and more. We had an open table full of goodies."

Ahmed concluded by saying the mariners generally remain in good spirits throughout their voyages, not just on special occasions.

"It's really a wonderful ship," he noted. "We have a veteran bosun who treats every crew member with respect. We have a great steward gang under the supervision of Recertified Steward **Chris Amigable**, and together we make sure everybody is well-fed. Our thanks also go to the SIU officials for helping provide great opportunities for us to be here as merchant mariners."



With military cargo in the background, Captain Daniel Severino (above) shows a steady hand at the grill. In photo below, AB Gamal Muflahi (left) and DEU Mohamed Kassem help themselves to some of the captain's creations.



From left: Captain Daniel Severino, Bosun Fadel Saleh, AB Gamal Muflahi, SA Thomas Curley



Federal Report Shows Many Americans Still Feeling Recession, Not Saving for Retirement

Earlier this year, the Board of Governors of the Federal Reserve System released the "Report on the Economic Well-Being of U.S. Households in 2013". The Fed publishes this study once every three years, with the data coming from over 4,100 Americans who took The Survey of Household Economics and Decisionmaking (SHED), an online survey conducted by the Board's Division of Consumer and Community Affairs.

The data generated from the survey showed some startling trends, specifically on the subject of retirement. According to a press release by the Fed, "The Great Recession pushed back the planned date of retirement for two-fifths of those ages 45 and over who had not yet retired, and 15 percent of those who had retired since 2008 reported that they retired earlier than planned due to the recession."

Forty-five percent of those polled

also reported that they did not save any amount of their income. In addition, 31 percent said that they have no retirement savings or pensions, including 15 percent of those ages 60 and up.

According to another survey released by Bankrate.com, a financial research firm, "26 percent of those who are age 50 to 64 have saved nothing for retirement. Some 14 percent of those 65 and older have nothing saved as well. The survey doesn't address how much people in those age groups have saved (for other purposes), but it's not expected to be enough for retirement..."

As reported by *The Fiscal Times*, "Ownership of retirement plan accounts also fell sharply. In the bottom half of income distribution, just 40 percent of households owned any type of account - IRA, 401(k) or traditional pension - in 2013, down from 48 percent in the 2007 survey. The Fed attributes the drop mainly to declining IRA and 401(k) cov-

erage, since defined benefit coverage remained flat."

Generation X (born between 1965 and 1978) was hit especially hard by the recession. According to a separate report released by the nonprofit Transamerica Center for Retirement Studies, "12 percent were laid off, 25 percent had their wages or hours reduced, and 4 percent lost their homes (during the most recent survey period). As a result, just 24 percent say saving for retirement is a top financial priority for them, while 48 percent are more focused on meeting current needs such as paying off debt and covering basic living expenses."

Despite those numbers, in general, the Fed survey found that the majority of American households were faring well, with 60 percent responding that they are either "living comfortably" or "doing ok" and 64 percent reporting that they were financially better off or about the same as last year.

However, 24 percent of American families are additionally burdened with the weight of student loans, which average \$27,840. Fifty-six percent of those reporting said that they felt that the costs of the education outweighed any financial benefits they received from the education. But that number changes

drastically when sorted by education type, and mariners come out near the top. Seventy percent of graduates from a vocational or technical school, such as the SIU-affiliated Paul Hall Center for Maritime Training and Education, said that they believed their educational benefits "far outweighed" or were "about the same" as the costs.

Moreover, according to the Fed report, "The vast majority of households also appear to be living within their means, with 38 percent reporting that they spent less than their income over the course of 2012 and an additional 38 percent reporting that their spending was equal to their income."

Fifty-eight percent of Americans also said that they do not have enough savings to cover their expenses for three months, and 52 percent said that they could not directly pay for an emergency expense of \$400 without resorting to selling possessions or borrowing money.

In summary, the Fed said of the findings: "Large-scale financial strain at the household level ultimately fed into broader economic challenges for the country, and the completion of the national recovery will ultimately be, in part, a reflection of the well-being of households and consumers."

With Whole World Watching

SIU-Crewed Cape Ray Accomplishes Critical Mission



The U.S.-flagged, SIU-crewed *Cape Ray* enters the Medcenter Container Terminal in Gioira Tauro, Italy, July 1 where the crew received Syrian chemical materials from a Danish cargo ship. [U.S. Navy Photos by Petty Officer William Clark (main photo) and Seaman Desmond Parks]



Capt. Rick Jordan (center of photo above wearing dark shirt and making hand gestures) conducts an all-hands meeting aboard the *Cape Ray* while the vessel is underway in the Mediterranean Sea. In photo at right, GVA/OS Alex Rodriguez (left) and Bosun William Lima secure a container on the vessel's main deck. (U.S. Navy photos)

The SIU-crewed, Keystone operated containership *Cape Ray* returned home Sept. 17 following the completion of its mission that involved the destruction of Syrian chemical weapons.

As previously reported in the *Seafarers LOG*, the Ready Reserve Force vessel – crewed by 36 civilian mariners and 60 U.S. chemical weapons specialists – spent 233 days at sea accomplishing unprecedented work supporting the absolute neutralization of the most dangerous chemical weapons prepared in Syria's chemical weapon stockpile.

The photos on this page – taken by U.S. Navy photographers and a *LOG* office staffer – show scenes of the vessel and crew during and after this historic mission that was accomplished while the whole world watched.



Crew members attend to their duties on the bow of the *Cape Ray* June 25 as a tugboat guides the vessel away from the pier at Naval Station Rota, Spain. (U.S. Navy Photo by Petty Officer William Clark)



U.S. Maritime Administrator Chip Jaenichen (left) poses with SIU members on the ramp of the Keystone-operated *Cape Ray* following a welcome home/awards ceremony in their honor Sept. 19 at the General Dynamics, Earl Industries shipyard in Portsmouth, Virginia. Other dignitaries pictured with the crew included (starting at far right and proceeding left) Rear Adm. Mark Buzby (U.S. Navy Ret.), former commander, Military Sealift Command, SIU VP Contracts George Tricker, Norfolk Port Agent Georg Kenny and Donald Kurz, president, Keystone Shipping Services, Inc.



2015 Seafarers Health and Benefits Plan Scholarship Program



Wilson Hall
James Madison University

Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

Seafarers Scholarships

Three scholarships designated for active Seafarers:

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

Dependents Scholarships

Five scholarships designated for dependents:

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

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

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

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

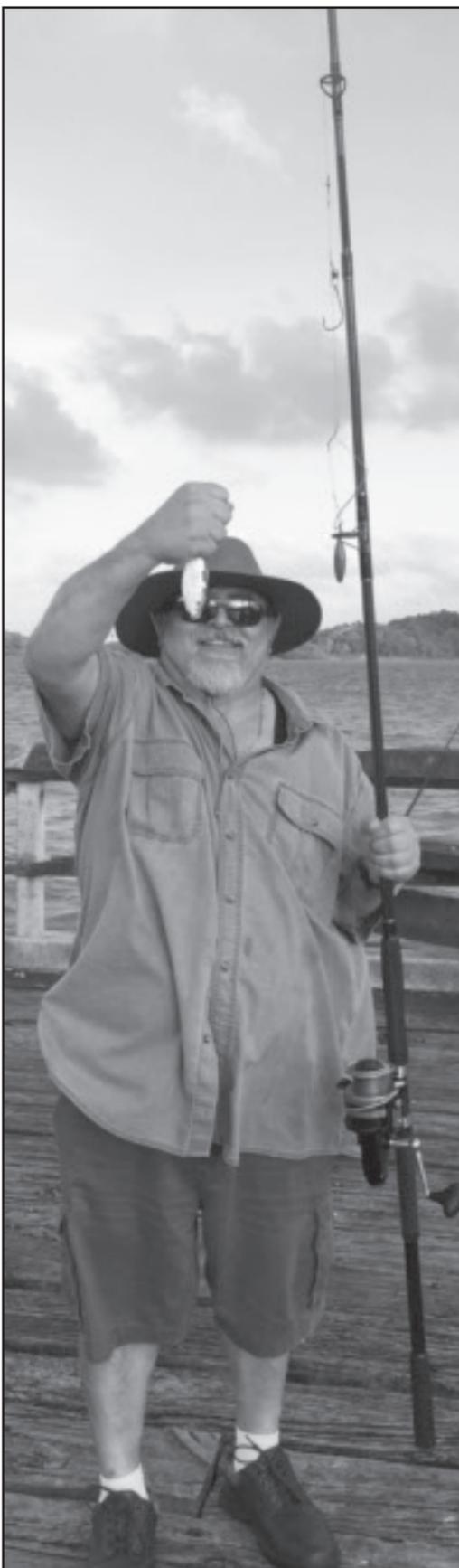
This application is for: Self Dependent

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



ABOARD USNS BUTTON – Displaying their handiwork after refurbishing the name board on the Maersk-operated *USNS Button* are deck gang members (from left) AB Ryan Boltz, AB Mike Ratigan, OS Ryan Snow, AB Anita Santos, Recertified Bosun Greg Jackson, OS Sterling McCosh, OS Curtis Walker and AB James Minckler.

At Sea & Ashore With the SIU # 1



ONE THAT DIDN'T GET AWAY – Chief Steward Andrew Andrini hones his fishing skills at a tournament while on vacation in Santiago Beach in Puerto Rico. Andrini's most recent ship was Waterman's *Green Bay*.



ABOARD TYCO DECISIVE – Chief Steward Thomas Johnson (third from left) emailed this photo from the Tyco cable ship *Decisive* as the vessel arrived in Portsmouth, New Hampshire, in late September. The steward department members are displaying lobster for a meal provided by Tom Gould, Tyco port engineer. Pictured from left are SA Virgilio Brosoto, SA Francisco Calix Lambert, Johnson, SA Jamal Kassim and Chief Cook Walter Schoppe.



WELCOME ASHORE IN MOBILE – Long-time deck department member Gregory Green (left) picks up his first pension check at the hall in Mobile, Alabama. Presenting the check is Port Agent Jimmy White.



JONES ACT SUPPORT – Seafarers at the SIU hall in Honolulu in late September met with Hawaii State Representative Mark Takai, who is running for Congress. Takai thanked SIU members for their support and promised to protect the Jones Act, a vital maritime law. He is pictured directly behind the member in the front row who's displaying the *Seafarers LOG*. Right next to Takai is SIU Port Agent Hazel Galbiso (holding the pooch).

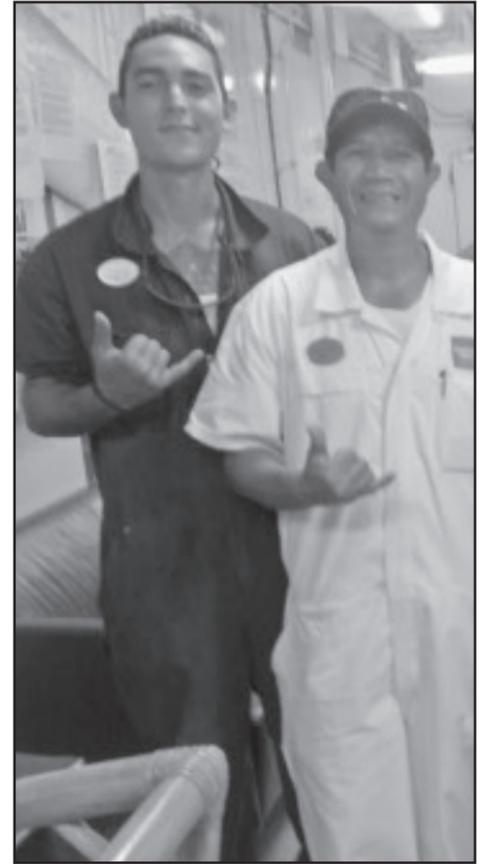


WELCOME ASHORE IN HOUSTON – Recertified Steward William (Mike) Simmons (left) recently called it a career after 43 years of sailing with the SIU. His most recent ship was the *Yorktown Express*, operated by Marine Personnel & Provisioning. Congratulating Simmons at the Houston hall is SIU Asst. VP Jim McGee.



GRASSROOTS WALKING IN HOUSTON – Seafarers including those pictured here have been volunteering for block walks in Houston, in support of pro-worker, pro-maritime political candidates. Standing with Port Agent Mike Russo (second from left) in late September are SIU members (from left) Sean Mitchell, Rose Ward, Winton Rich, Patrick Hewitt and Willie Clemmons.

At Sea & Ashore With the SIU # 2



ABOARD PRIDE OF AMERICA – The SIU represents mariners aboard the *Pride of America*, the only deep sea U.S.-flag cruise ship. Pictured aboard the Norwegian Cruise Line vessel recently are Electrician Ruel Gaviola (photo above, center); (photo above, left, from left) OS Gjay Narvasa, AB Felix Quevedo, OS Anak Raja, AB Dominador Diaz and AB Dominador Hugo; and (photo at right, from left) OS Anak Raja and Recertified Bosun Rene Govico.



SKILLS ON DISPLAY ABOARD MONTFORD POINT – Vessel master Capt. Mike Finnigan submitted this photo of ABs Steve Amthauer (left) and Jason Davis aboard the *USNS Montford Point*, which is operated by Ocean Shipholdings. The Seafarers had just finished “splicing in additional chaffing gear on the vessel’s Am-steel Blue Lines in preparation for upcoming exercises,” Finnigan noted.

ABOARD JEAN ANNE – SIU Port Agent Jeff Turkus (left) is pictured with Seafarers aboard the *Jean Anne* Sept. 17 in San Diego. Pictured starting second from left are AB Mohamed Saleh, QEE Martin Hamilton, GVA Mohammad Saddiq, Chief Cook Stephen Avallone and Steward/Baker Samuel Sinclair. The vessel is operated by Tote Services for Pasha Hawaii.



ABOARD PHILADELPHIA EXPRESS – From left to right: AB Michael Brisco, Steward/Baker Emmanuel Zephyr, QMED Phillip Niles and Chief Cook Pedro Vega Caraballo. Houston Patrolman Joe Zavala submitted the photo taken aboard the Marine Personnel & Provisioning vessel.

‘A’ IS FOR A-BOOK (AND ALASKA) – QMED Montree Nankwiche (left) receives his A-seniority book at the union hall in Anchorage, Alaska. Congratulating him on the milestone is Port Agent Tracey Mayhew.



Philip W.J. Fisher, president, Chas. Kurz & Co.; SIU VP Contracts George Tricker; SIU Exec. VP Augie Tellez; SIU President Michael Sacco; SIU VP Atlantic Coast Joseph Soresi; Seafarers Plans Administrator Maggie Bowen



SIU Secretary-Treasurer David Heindel; Paul Hall Center Trustee Tony Naccarato



Members begin to gather for the ribbon-cutting.

Spirits High at NJ Hall's Ceremonial Opening

SIU members, staff and officials have been settling into the new union hall in Jersey City, New Jersey, for a while, but the facility's ceremonial opening Oct. 7 offered a chance both to formally christen the building at 104 Broadway and to share in the camaraderie of an upbeat gathering.

More than 200 people turned out for the opening, which followed the almost equally packed October membership meeting. Most in the crowd were SIU members, but it also included local and state politicians, officials from the New Jersey State AFL-CIO, and executives from Seafarers-contracted companies.

SIU headquarters officials made the trip and participated both in the membership meeting and the ceremony. They included President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, and Vice President Contracts George Tricker. Seafarers Plans Administrator Maggie Bowen also took part in the day's events.

The SIU relocated from Brooklyn to Jersey City in mid-June, marking the first time in the union's 76-year history it doesn't have a formal presence in New York City. While no move of this magnitude goes off without a hitch, membership feedback concerning the new hall has been overwhelmingly positive – and that pattern continued at last month's ceremony.

"It's better than what I expected and the neighborhood is better than I thought it would be," said AB **Bill Rackley**. "The hall is clean and roomy. The Wi-Fi is the best part.... This is a better area. You get so attached for years in Brooklyn, but times change."

Chief Steward **Glenn Bamman** stated, "It's a nice hall and it's good that there are two floors for the members (including a lounge on the bottom level). I don't have anything negative to say. Everything is okay."

AB **Thommie Hampton** added, "It's very nice, roomy and well put together. The setting is good and it's easier to get to. I think it's good for all the members."



The new hall is located at 104 Broadway in Jersey City.



Members enjoy the lounge, which features comfortable seating, television, coffee machines and great internet connectivity.



NJ AFL-CIO President Charles Wolkanech, SIU President Michael Sacco, NJ AFL-CIO Secretary-Treasurer Laurel Brennan, SIU VP Atlantic Coast Joseph Soresi



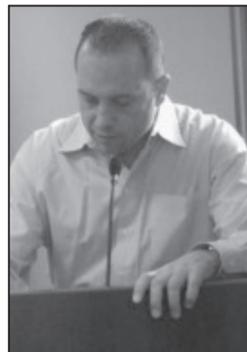
Paul Hall Center VP Don Nolan, retired NY Patrolman Jack Sheehan, Philly Port Agent Joe Baselice



Piney Point Port Agent Pat Vandegrift. Pictured at immediate right is NJ State Sen. Sandra Cunningham (D).



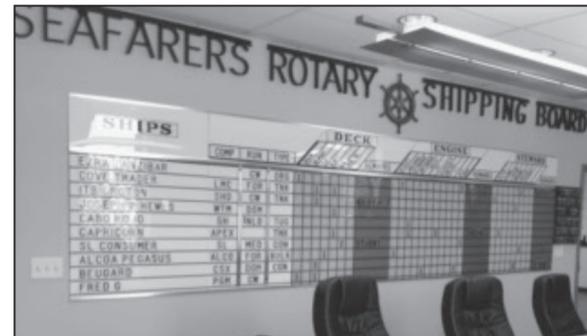
Seafarers pack the hall for the October membership meeting, which preceded the ceremonial opening.



NJ Patrolman Mark von Siegel



NJ Port Agent Bob Selzer



The shipping board from the Brooklyn hall made the trek and is on the wall of a third-floor conference room.



The hall's décor includes old and modern photos, plus some World War II-era U.S. Merchant Marine posters.

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- **Deals** on computers, mobile devices, travel and union-made cars and trucks.
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*Credit approval required. New two-year service agreement may be required. Offer cannot be combined with any other discounts. Only the shared minutes and data for AT&T Mobile Share plans are discounted. Offer available to union members and retired union members.



11/14

November & December 2014 Membership Meetings

Piney Point.....	Monday: November 3, December 8
Algonac.....	Friday: November 7, December 12
Baltimore.....	Thursday: November 6, December 11
Guam.....	Thursday: November 20, *Friday: December 26
Honolulu.....	Friday: November 14, December 19
Houston.....	Monday: November 10, December 15
Jacksonville.....	Thursday: November 6, December 11
Joliet.....	Thursday: November 13, December 18
Mobile.....	Wednesday: November 12, December 17
New Orleans... **	Wednesday: November 12, Tuesday: December 16
Jersey City.....	Tuesday: November 4, December 9
Norfolk.....	Thursday: November 6, December 11
Oakland.....	Thursday: November 13, December 18
Philadelphia.....	Wednesday: November 5, December 10
Port Everglades.....	Thursday: November 13, December 18
San Juan.....	Thursday: November 6, December 11
St. Louis.....	Friday: November 14, December 19
Tacoma.....	Friday: November 21, December 26
Wilmington.....	Monday: November 17, December 22

* Guam change created by Christmas Day holiday

** New Orleans change created by Veterans' Day holiday

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



Dispatchers' Report for Deep Sea

September 16, 2014 - October 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	10	9	2	13	10	2	5	14	18	6
Anchorage	0	1	0	1	0	0	0	3	4	0
Baltimore	3	4	2	3	2	1	3	6	5	2
Fort Lauderdale	17	11	3	10	6	4	6	27	22	7
Guam	4	5	0	3	4	0	0	7	4	0
Harvey	8	1	2	5	0	0	1	19	4	2
Honolulu	12	3	2	8	2	1	0	25	6	3
Houston	39	17	2	34	8	1	14	87	31	2
Jacksonville	28	20	5	32	7	0	17	75	50	10
Jersey City	53	14	5	32	8	0	12	87	27	6
Joliet	1	3	2	3	3	1	0	3	2	3
Mobile	13	0	2	3	3	0	0	19	4	2
Norfolk	20	19	2	5	10	0	4	35	40	5
Oakland	13	13	2	12	2	2	7	27	16	1
Philadelphia	3	3	1	7	1	2	2	6	7	1
Piney Point	3	1	0	0	0	0	0	3	1	1
Puerto Rico	9	2	1	4	2	0	2	12	5	2
Tacoma	39	13	2	23	8	0	6	81	26	9
St. Louis	4	3	0	2	1	0	0	5	5	0
Wilmington	29	12	1	23	6	1	9	67	29	11
TOTALS	308	154	36	223	83	15	88	608	306	73
Engine Department										
Algonac	4	5	1	7	3	0	0	2	5	1
Anchorage	2	0	0	1	0	0	0	1	0	0
Baltimore	4	6	0	4	4	0	2	4	6	0
Fort Lauderdale	15	8	0	4	3	1	0	20	9	0
Guam	1	0	1	0	0	0	0	0	0	1
Harvey	3	1	0	1	2	0	1	4	5	0
Honolulu	5	2	1	4	3	1	2	14	10	1
Houston	10	5	1	11	3	0	5	24	15	2
Jacksonville	20	23	1	13	9	0	8	47	43	4
Jersey City	14	13	1	13	5	0	3	29	27	2
Joliet	1	1	0	3	3	0	0	4	2	0
Mobile	4	2	1	3	3	0	1	10	5	3
Norfolk	14	15	0	6	4	0	1	26	30	1
Oakland	13	5	3	3	5	0	3	24	20	4
Philadelphia	4	3	0	4	0	0	1	2	4	2
Piney Point	1	3	0	0	0	0	0	0	4	0
Puerto Rico	0	2	0	2	3	2	6	3	8	8
Tacoma	13	8	3	11	2	1	3	31	18	3
St. Louis	2	2	0	1	0	0	0	2	2	0
Wilmington	13	8	0	7	7	0	4	27	24	2
TOTALS	143	112	13	98	59	5	40	274	237	34
Steward Department										
Algonac	4	0	1	3	1	1	0	2	1	0
Anchorage	0	0	0	0	0	0	0	1	1	0
Baltimore	3	3	0	1	3	0	2	5	2	0
Fort Lauderdale	7	0	0	3	0	0	1	11	2	1
Guam	0	0	0	0	0	0	0	0	2	0
Harvey	6	4	0	6	1	0	0	7	3	0
Honolulu	16	1	0	11	2	0	4	29	5	0
Houston	16	5	2	12	2	0	5	34	9	3
Jacksonville	13	7	2	16	3	2	6	38	14	5
Jersey City	24	5	0	10	2	0	3	32	7	1
Joliet	1	4	0	1	1	0	1	1	3	1
Mobile	2	2	2	4	1	1	0	4	2	1
Norfolk	12	8	1	7	5	0	4	23	16	4
Oakland	16	4	2	13	2	1	4	30	8	5
Philadelphia	6	1	1	4	0	1	1	2	1	1
Piney Point	3	1	0	2	2	0	0	4	1	0
Puerto Rico	1	1	1	1	2	1	0	2	2	2
Tacoma	10	0	2	6	0	0	1	27	3	3
St. Louis	4	0	0	1	0	0	1	6	1	0
Wilmington	27	6	1	23	1	2	8	48	15	6
TOTALS	171	52	15	124	28	9	41	306	98	33
Entry Department										
Algonac	4	13	12	2	6	6	1	4	16	13
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	0	3	2	0	2	1	0	0	1	2
Fort Lauderdale	0	6	2	0	6	1	1	1	6	3
Guam	0	1	0	0	0	0	0	0	2	1
Harvey	2	4	1	0	1	0	0	2	4	2
Honolulu	1	6	9	1	1	2	0	2	13	11
Houston	1	11	3	3	10	0	3	5	18	9
Jacksonville	4	9	8	0	12	2	0	6	27	16
Jersey City	4	14	6	4	6	0	1	3	41	14
Joliet	0	1	1	0	0	1	0	0	4	2
Mobile	1	3	4	0	0	1	0	1	5	2
Norfolk	1	17	8	1	10	5	1	4	39	28
Oakland	1	14	10	1	10	2	1	4	17	12
Philadelphia	0	1	4	0	2	1	0	0	4	3
Piney Point	1	1	1	0	1	0	1	1	0	1
Puerto Rico	0	1	0	1	0	0	0	0	1	0
Tacoma	10	10	8	1	3	3	1	9	14	16
St. Louis	0	1	0	0	1	0	0	0	0	0
Wilmington	3	18	10	3	6	10	2	11	30	31
TOTALS	33	135	89	17	77	35	12	53	244	166
GRAND TOTAL:	655	453	153	462	247	64	181	1,241	885	306

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

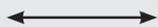
**Tom Orzechowski,
Vice President Lakes and Inland Waters**

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

**Kermett Mangram,
Vice President Government Services**



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

*HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

JERSEY CITY

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

* In mid-November, the hall will move operations to the Communications Workers of America Local 6222 building at 1730 Jefferson Street. The hall's contact numbers will remain unchanged.

Inquiring Seafarer

This month's question was answered by Seafarers enrolled in upgrade training classes at the Paul Hall Center.

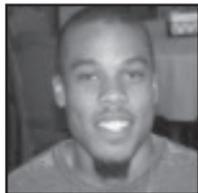
Question: What do you like most about being a Seafarer?



Ricardo Ducay
QMED

I have been sailing for almost eight years as a member of the SIU, but before that I sailed on foreign-flag vessels. Altogether I've been sailing for almost 20 years. I'm a licensed engineer but I don't have the Seafarers' certifications that I need so that's why I'm here upgrading. I think the thing I like most about being a Seafarer is the training opportunities that the union offers. I also enjoy traveling

all around the world and meeting new people.



Brandon Thornton
Oiler

I'm from California and have been sailing for almost a year now. Being a seafarer is a very unique career and I enjoy it because you get to do a diverse number of things. I also like it because you get to travel all over the world and experience different cultures all while having the opportunity to upgrade your skills.



Kasim Ahmed
Oiler

I'm from Tacoma, Washington, and have been sailing for about three years. The thing I like most about being a Seafarer is the adventure. You get to go overseas, visit different countries and interact with people from many different cultures. I also like the money part – you make good money and you can also get your vacation check ... You can also upgrade so that you can make more money ... so it's money, money and more money.



Justin Johnson
QMED

I come from Houston and have been going to sea for about 14 years. The thing I love most about this profession is the schedule. I love not having to work every day of the year if I choose not to. I love to travel and being a Seafarer enables me to take four months off if I want to and actually go where I want to go and enjoy myself.



James St. Amand
Steward Assistant

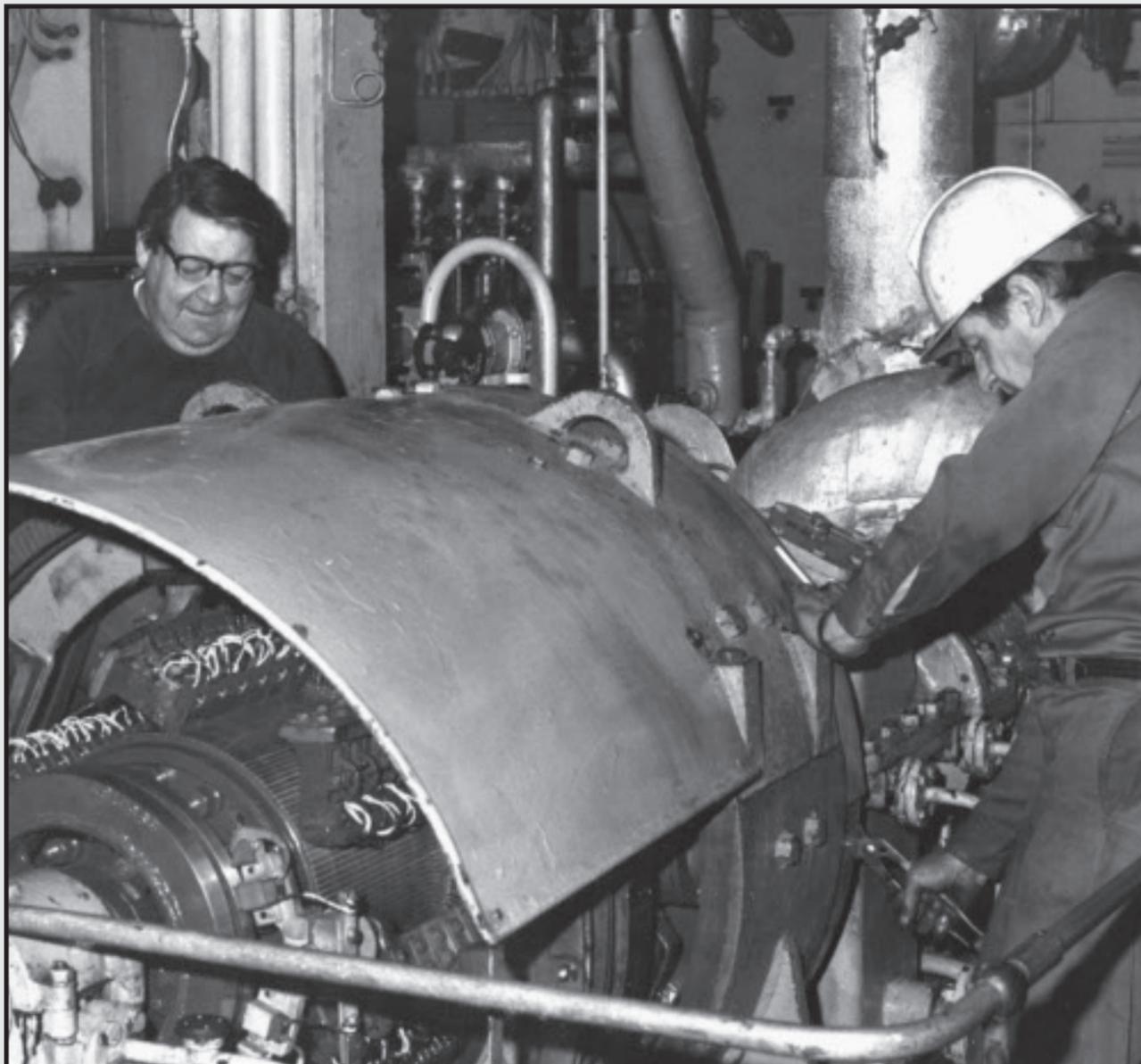
I've been sailing for about seven years and am a proud product of New Orleans. The things I like most about being a Seafarer are traveling the world, seeing exciting places overseas and meeting new people. More importantly though, I like the money ... you really make good money sailing.



Elizabeth Byrd
Chief Cook

I'm from the Philippines and have been sailing for about four years. I like the people here who are my brothers and sisters in the union. They all are very nice and have been very helpful to me. I have learned a lot and I like the fact that I can come back here, upgrade my skills, make more money and become a more valuable employee.

Pic From The Past



During Great Lakes fit out in 1979, Oilers Frank McGuire (left) and Dick Hogut work on the service generator aboard the McKee Sons.

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

MANUEL BASAS

Brother Manuel Basas, 66, joined the SIU in 1981 in Seattle. His first trip was aboard the *Santa Maria*. Brother Basas upgraded often at the maritime training center in Piney Point, Maryland. He was born in the Philippines and sailed in the steward department. Brother Basas last worked on the *Cape Intrepid*. He calls Tacoma, Washington, home.

ALFONSA ELIGIO

Brother Alfonso Eligio, 65, became a union member in 2003. He initially worked aboard the *Maersk Maine*. Brother Eligio attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. The steward department member is a native of Honduras. Brother Eligio's most recent voyage was on the *Cyprine*. He makes his home in Bronx, New York.

KELVIN CHERINGTON

Brother Kelvin Cherington, 66, signed on with the SIU in 2001 when the NMU merged into the Seafarers International Union. He sailed in the deck department. Brother Cherington frequently took advantage of educational opportunities available at the union-affiliated school in Piney Point, Maryland. He most recently sailed on the *Chemical Pioneer*. Brother Cherington settled in Hollywood, Florida.



GERALD MAKAREWICZ

Brother Gerald Makarewicz, 65, donned the SIU colors in 1969. He originally sailed aboard an Isco Inc. vessel. Brother Makarewicz shipped in the engine department. In 1974, he upgraded at the Paul Hall Center in Piney Point, Maryland. Brother Makarewicz's last trip was on the *Overseas Harriette*. He resides in Harleigh, Pennsylvania.



TERRY MCKEE

Brother Terry McKee, 58, started sailing with the union in 1987 in Wilmington, California. His earliest trip was aboard the *USNS Hess*. Brother McKee attended classes in 2010 at the union-affiliated school in Maryland. The deck department member's most recent vessel was the *Horizon Producer*. Brother McKee makes his home in Silver Springs, Florida.

ANDRES PARAM

Brother Andres Param, 66, became an SIU member in 2002 in the port

of Jacksonville, Florida. His first trip was aboard the *Cape Edmont*. Brother Param worked in the engine department and upgraded in 2009 at the SIU-affiliated school. He most recently worked with Marine Personnel & Provisioning. Brother Param lives in Goose Creek, South Carolina.

MARK PESOLA

Brother Mark Pesola, 65, signed on with the union in 1978. His first ship was the *Santa Mercedes*; his most recent was the *Horizon Kodiak*. Brother Pesola was born in Washington State. He often took advantage of educational opportunities available at the Paul Hall Center. Brother Pesola sailed in both the engine and deck departments. He now calls Port Angeles, Washington, home.



CONRAD RIVERA

Brother Conrad Rivera, 66, began shipping with the Seafarers in 2001 during the SIU/NMU merger. Brother Rivera sailed in the deck department. His most recent voyage was aboard the *Overseas Long Beach*. Brother Rivera enhanced his skills in 2001 at the Piney Point school. He is a resident of Houston.



MEL SISON

Brother Mel Sison, 70, joined the SIU ranks in 1985. He initially sailed on the *Moku Pahu*. Brother Sison attended classes frequently at the Piney Point school. His last ship was the *Horizon Spirit*, where he sailed in the engine department. Brother Sison resides in Honolulu.



RIMVYDAS URBONAS

Brother Rimvydas Urbonas, 66, started shipping with the SIU in 1997. He originally worked aboard the *Overseas Chicago*. Brother Urbonas sailed in the deck department. He upgraded on numerous occasions at the union-affiliated school in Piney Point, Maryland. Brother Urbonas most recently sailed on the *Sugar Island*. He settled in South Pasadena, Florida.



DON WHITE

Brother Don White, 63, became a union member in 1968. The New Orleans native enhanced his skills in 1968 and 2002 at the Piney Point school. He last shipped

on the *Lightning*. Brother White worked in both the deck and steward departments. He is a resident of Sacramento, California.

MARTIN ZEIDENBERG

Brother Martin Zeidenberg, 65, joined the SIU in 2001. The deck department member's first trip was aboard the *Patriot*. Brother Zeidenberg upgraded on two occasions at the Seafarers-affiliated school. He last worked on the *Horizon Reliance*. Brother Zeidenberg was born in New York but now calls Honolulu home.



INLAND

ERNEST COSTA

Brother Ernest Costa, 65, signed on with the union in 1997. A Massachusetts native, he was employed with Crowley Towing and Transportation of Jacksonville for the duration of his career. Brother Costa shipped in the deck department and attended classes often at the Paul Hall Center. He lives in St. Petersburg, Florida.



DAVID MASSEY

Brother David Massey, 62, joined the union in 1995 in the port of Jacksonville, Florida. He primarily sailed with Crowley Towing and Transportation of Jacksonville. In 2001 and 2003, Brother Massey took advantage of educational opportunities available at the SIU-affiliated school. He is a resident of Sidney, Montana.



MELVIN OTT

Brother Melvin Ott, 59, started sailing with the SIU in 1974. He initially worked with Magco Towing Company. Brother Ott was a member of the deck department. He upgraded at the Piney Point school in 1982. Brother Ott most recently sailed aboard a Crescent Towing of New Orleans vessel. He resides in Long Beach, Mississippi.

RONALD ROMAN

Brother Ronald Roman, 65, became a union member in 1966 in Baltimore. He was mainly employed with Moran Towing of Maryland. Brother Roman en-

hanced his skills on two occasions at the SIU-affiliated school. He makes his home in Murrells Inlet, South Carolina.

CHARLES SCHENHER

Brother Charles Schenher, 62, began his seafaring career in 1991. He initially worked aboard the *USNS Belatrix*. Brother Schenher is a native of Mobile, Alabama. He last shipped on the *Delta Mariner*. He was a member of both the steward and deck departments. Brother Schenher now calls Loxley, Alabama, home.



KEITH WOODY

Brother Keith Woody, 60, first donned the SIU colors in 1975. He mostly sailed with G&H Towing as a member of the engine department. Brother Woody upgraded twice at the Paul Hall Center in Piney Point, Maryland. He lives in Rockport, Texas.

This Month in SIU History

Reprinted from past issues of the Seafarers LOG

1947

After five weeks of operation, a first-time demonstration of the use of short-range, shipboard radar was made in New York Harbor when the New Haven Railroad tug *Transfer 21* hauled two loaded car floats from the Bay Ridge, Brooklyn, yards across to the Greenville, Jersey City, terminal with her pilot house completely blacked out. So successful were this and previous trips that both the New Haven and the Pennsylvania railroads were reported planning to install radar in other tugboats in their fleets to increase the safety of harbor operation in fog and heavy weather. At no time during the 55-minute trip through three-and-three-quarter of miles of water was the tug's skipper in any doubt as to his exact position or to what was in his path. The "pips" of buoys, ferries, oceangoing ships and other tugs on the radar screen kept him constantly informed of what was going on.

1957

Offshore unloading of supertankers became a reality last week when the 26,500-ton *Esso Havana* discharged more than eight million gallons of oil while moored a mile and a half at sea. The *Havana* pulled into the offshore "station" unassisted to discharge her cargo through steel-reinforced pipes. The oil was then pumped into a terminal in Northville, Long Island.

The Northville anchorage is located a mile and a half out in Long Island Sound. The vessel is securely moored to buoys attached to 25-ton concrete blocks embedded in the bottom of the sea. The 12-inch reinforced pipes are hauled from the sound's floor and attached to the ship's pumps. The oil is pumped into twin pipe lines buried in the bottom.

The Long Island terminal is the only one on the Atlantic and Gulf coast capable of handling fully loaded vessels of unlimited draft and tonnage. Up to this time vessels carrying only four to five million gallons of oil could use the terminal.

1967

President Johnson has signed into law the Congress-approved bill which includes funds for the financing of

the Maritime Administration and the Federal Maritime Commission for the fiscal year ending June 30, 1968. The appropriations bill, H.R. 10345, was cited as the Departments of State, Justice and Commerce, the Judiciary, and Related Agencies Appropriation Act and has been designated Public Law 90-133. Included in the bill was a stipulation that none of the funds would be used for the construction of U.S. ships in foreign shipyards and a provision of \$1,950,000 for the continued operation of the nuclear ship *Savannah*. An earlier Administration plan to put the vessel in mothballs was successfully discouraged by industry and congressional leaders who felt its operation served a worthwhile purpose.

Funds allocated for maritime are generally higher than in 1967. Money for ship construction subsidies is up \$36,315,000 to \$143 million; operating subsidies are up \$25 million to \$200 million; there is \$9,575,000 for research and development (up \$2,075,000); \$6,395,000 for maritime training (up \$202,000); and \$3.6 million for the Federal Maritime Commission (up \$181,000).

1977

Thanks to the AFL-CIO's vigorous efforts, 4.5 million low-paid workers will benefit from a new minimum wage bill signed by President Carter on Nov. 2. This legislation raises the wage floor by more than 45 percent over the next four years. The first increase next Jan. 1 will hike wages from the present \$2.30 an hour to \$2.65. Subsequent increases promise \$2.90 an hour in 1979, \$3.10 in 1980, and \$3.35 in 1981.

At the signing ceremony in the White House Rose Garden, President Carter termed the bill "a step in the right direction." He added, "The overall impact of this bill is good" because it will put millions of dollars into the pay envelopes of America's lowest-paid workers. This, he predicts, will have a "very beneficial" impact on the nation's economy. Carter said the new minimum wage would help provide the unskilled with the necessities of life; further the cause of more equitable income distribution; strengthen democracy; and pump the economy.

AFL-CIO President George Meany was asked to conclude the signing ceremony. He spoke of the need for mass purchasing power to sustain America's economy. "It is not enough for the people in the upper brackets to be prosperous," he stressed.

Final Departures



DEEP SEA

DANIEL BACKRAK

Pensioner Daniel Backrak, 89, died April 24. He joined the Seafarers in 1951. Brother Backrak initially sailed on a Waterman Steamship Corporation vessel. He was born in South Dakota and shipped in the deck department. Brother Backrak was last employed aboard the *Long Lines*. He retired in 1980 and called Elko, Nevada, home.



JORGE GIRAUD

Pensioner Jorge Giraud, 88, passed away April 24. He began sailing with the union in 1968. Brother Giraud first sailed on the *Manhattan*. The Honduras native was a member of the engine department. Brother Giraud's final trip was aboard the *Oversea Arctic*. He started collecting his retirement compensation in 1990. Brother Giraud was a resident of Austin, Texas.



WARREN KAWECK

Pensioner Warren Kaweck, 91, died April 27. Brother Kaweck was born in Midland, Michigan. He originally shipped with ISCO Inc. in 1966. He worked in the engine department. Brother Kaweck last sailed aboard the *Long Lines*. He went on pension in 1987 and made his home in Hampton Township, Michigan.

JOHN NEFF

Brother John Neff, 59, passed away April 7. He joined the SIU in 1971. Brother Neff first shipped on the *Spitfire*. He was a deck department member. Brother Neff's final ship was the *Liberty Sea*. He was a resident of Beaumont, Texas.

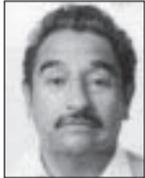
FRANCISCO ORTA

Pensioner Francisco Orta, 81, died April 10. He was born in Mexico. Brother Orta started shipping with the Seafarers in 1969. His first vessel was the *Avenger*; his last, the *Cape Farewell*. Brother Orta sailed in both the engine and steward departments. He retired in 1998 and settled in Houston.



JOE ORTEGA

Pensioner Joe Ortega, 82, passed away April 10. He began sailing with the union in 1956. Brother Ortega was first employed with Martis Steamship Corporation. The steward department member last shipped on the *Cornhusker State*. Brother Ortega was a native of Colorado. He began collecting his retirement compensation in 1998. Brother Ortega lived in Mexico.



RUBEN PADILLA

Brother Ruben Padilla, 74, died April 25. He joined the union in 1969. Brother Padilla initially sailed aboard the *Overseas Edger*. He worked in the steward department. Brother Padilla's final trip was on the *Voyager*. He lived in Orlando, Florida.

TONY RADICH

Pensioner Tony Radich, 87, passed away April 9. Brother Radich started sailing with the SIU in 1951. His first ship was operated by Pan Shipping Corporation. Brother Radich was a member of the deck department. He last sailed on the *Del Sud*. Brother Radich went on pension in 1979 and continued to reside in his native state, Mississippi.



PEDRO SEPULVEDA

Pensioner Pedro Sepulveda, 89, died April 1. Brother Sepulveda began sailing with the Seafarers in 1966. He initially shipped aboard the *Sea Georgia*. Brother Sepulveda sailed in the steward department. His final voyage was on the *Mayaguez*. Brother Sepulveda became a pensioner in 1993 and called Puerto Rico home.



THOMAS TREHERN

Pensioner Thomas Trehern, 79, passed away April 11. Brother Trehern joined the union in 1999. His first trip was aboard the *USNS De Steiguer*. Brother



Trehern was born in Alabama. The deck department member most recently worked on the *Explorer*. Brother Trehern was a resident of Mobile, Alabama.

INLAND

JOHN CUDWORTH

Pensioner John Cudworth, 81, died April 3. Brother Cudworth first donned the SIU colors in 1962. He was a member of the deck department. Brother Cudworth's first trip was on a Gulf Atlantic Transport Corporation vessel. He last sailed aboard a Maritrans vessel. He went on pension in 1994 and lived in North Carolina.

BRUCE KNIGHT

Pensioner Bruce Knight, 86, passed away April 14. He signed on with the union in 1955. Brother Knight sailed in the deck department and was originally employed aboard the *Santa Venetia*. Brother Knight's final trip was with McAllister Towing of Virginia. He retired in 1987 and made his home in Chesapeake, Virginia.



STEAVEN MORTON

Pensioner Steaven Morton, 69, died April 7. Brother Morton joined the SIU in 1974.



One of his first trips was with Whiteman Towing. Brother Morton was born in Vallejo, California. The engine department member's final vessel was operated by Crescent Towing of New Orleans. Brother Morton started collecting his retirement pay in 2002. He was a resident of Franklinton, Louisiana.

GREAT LAKES

ROBERT BIRD

Pensioner Robert Bird, 81, died April 3. Brother Bird was born in Milwaukee, Wisconsin. He started sailing with the union in 1961. Brother Bird's first ship was the *Merriitt Chapman*. Prior to his retirement in 1994, he worked with Great Lakes Towing Company. Brother Bird settled in Chicago.



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

MARIO AGOSTINI

Pensioner Mario Agostini, 91, died March 26. Brother Agostini was born in Mayaguez, Puerto Rico. He became a pensioner in 1969 and called Bronx, New York, home.

RICARDO CERVANTES

Pensioner Ricardo Cervantes, 79, passed away April 20. Brother Cervantes, a native of Honduras, began collecting his pension in 1996. He continued to reside in Honduras.

VICTOR CRUZ

Pensioner Victor Cruz, 94, died March 5. Brother Cruz was born Santurce, Puerto Rico. He went on pension in 1983. Brother Cruz lived in Miami Gardens, Florida.

PETE DORROUGH

Pensioner Pete Dorrough, 85, passed away April 7. Born in Mississippi, Brother Dorrough retired in 1989. He resided in Memphis, Tennessee.

RODERICK FRANCIS

Pensioner Roderick Francis, 73, died March 15. The Honduras native became a pensioner in 2006. Brother Francis settled in Brooklyn, New York.

HENRIQUE GIBAU

Pensioner Henrique Gibau, 93, passed away March 9. Born in Brava, Cape Verde, Brother Gibau started receiving his retirement compensation in 1965. He lived in Boston.

PHILIP HARRIS

Pensioner Philip Harris, 84, died April 1. Brother Harris was born in Beaumont, Texas. He began collecting compensation for his retirement in 1987 and made his home in Dequincy, Louisiana.

ABEL LOPES

Pensioner Abel Lopes, 90, passed away April 4. Born in New Bedford, Massachusetts, Brother Lopes started receiving his pension in 1989. He lived in Beaumont, Texas.

CHARLES MANDLEY

Pensioner Charles Mandley, 87, died April 13. Brother Mandley was a native of Lincolnville, South Carolina. He began collecting his pension in 1971. He

was a resident of Brooklyn, New York.

WILMER McCONNELL

Pensioner Wilmer McConnell, 88, passed away April 10. Brother McConnell was born in Honey Grove, Texas. He went on pension in 1967. Brother McConnell made his home in San Antonio, Texas.

BILL PORTER

Pensioner Bill Porter, 85, died April 28. Born in Charleston, South Carolina, Brother Porter retired in 1996. He continued to reside in Charleston.

JOHN REED

Pensioner John Reed, 98, passed away April 26. Brother Reed, a native of Sabine Pass, Texas, started collecting his retirement compensation in 1967. He lived in Port Arthur, Texas.

ALFREDO RODRIGUEZ

Pensioner Alfredo Rodriguez, 88, died March 24. Brother Rodriguez was born in Utuado, Puerto Rico. He began receiving his pension in 1970. Brother Rodriguez settled in Bayamon, Puerto Rico.

PEDRO SEDA

Pensioner Pedro Seda, 85, passed away March 10. The Puerto Rico-born mariner became a pensioner in 1980. Brother Seda called Bayamon, Puerto Rico, home.

MANSON VALLE

Pensioner Manson Valle, 82, died April 14. Brother Valle was a native of Honduras. He went on pension in 1997 and continued to reside in Honduras.

GENARO VILLAR

Pensioner Genaro Villar, 83, passed away April 1. Born in Cuba, Brother Villar became a pensioner in 2002. He made his home in Virginia Beach, Virginia.

Editor's note: The following individuals, also former members of the NMU, have also passed away. Insufficient information was available to develop accounts of their respective work histories while at sea.

Name	Age	DOD
Duba, Walter	86	April 14
Gonzalez, Jose	91	May 6
Hadwari, Saeed	84	Feb. 19
Joyce, Josph	90	May 7
Mendez, Norberto	86	April 3
Mojica, Rafael	89	April 17
Pile, Dorothy	91	April 12
Stoltz, Irwin	90	Feb. 21
Turner, Ernest	84	April 25
Washington, Raymond	96	March 30
Wilson, Charles	88	March 7

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

MAERSK MONTANA (Maersk Line, Limited), July 6 – Chairman **Abdul A. Hassan**, Secretary **Juan Vallejo**, Educational Director **Eddie Almodovar**. Chairman reported smooth sailing with no accidents. He reminded crew of need to go through proper chain of command. Secretary reminded fellow members to keep documents current and stay informed on issues affecting the maritime industry. Educational director suggested mariners upgrade at Paul Hall Center in Piney Point, Maryland, to stay competitive when applying for jobs. No beefs or disputed OT reported. Steward department was thanked for doing a great job. Recommendations were made regarding pension and vacation benefits.

OVERSEAS CHINOOK (OSG Ship Management), August 10 – Chairman **Donald E. Clotter**, Secretary **Jack A. Hart**, Educational Director **Mark E. Sawin**, Deck Delegate **Paul Brown**, Engine Delegate **Jethro Powers**, Steward Delegate **Terry Fowler**. Chairman advised members to renew credentials in timely manner and keep up with new STCW requirements. Secretary thanked crew for keeping rooms clean and recommended they contribute to Seafarers Political Activity Donation (SPAD). Educational director advised crew members to enhance skills at Piney Point school. Ship's fund contains \$744. No beefs or disputed OT reported. Crew members thanked SIU officials for their hard work. Suggestion was made to lower sea time requirements for pension benefits. Next port: Houston.

EL FARO (TOTE Services), August 24 – Chairman **James K. Walker**, Secretary **Robert**

With Seafarers on the West Coast



Pictured aboard OSG's *Overseas Boston* last month in Martinez, California, are (from left) Recertified Steward Carl Poggioli, QEP Patrick Coppola, Recertified Bosun Christopher Kicey and Patrolman Nick Marrone II.



E. Wilcox, Educational Director **Olive A. Stewart**, Deck Delegate **Don Simmons**, Engine Delegate **Sandra Baker**, Steward Delegate **Anthony Harrell**. Bosun reminded Seafarers of upcoming sanitary inspection. Secretary thanked crew members for helping keep common areas clean. Educational director encouraged crew members to attend classes at the SIU-affiliated school. Seafarers were given instructions on accessing the member portal on SIU website. No beefs or disputed OT reported. Crew expressed gratitude to steward department for a job well done. Mariners looking forward to Labor Day cookout. Next ports: Jacksonville, Florida, and San Juan, Puerto Rico.

MAERSK ATLANTA (Maersk Line, Limited), August 15 – Chairman **Timothy D. Koebel**, Secretary **Glenn Williams**, Educational Director **Jonathan Tucker**, Deck Delegate **Timothy J. Brock**, Engine Delegate **Jeff Roddy**, Steward Delegate

Medardo Thomas. Chairman discussed ship's itinerary and urged crew to wear hearing protection. Treasurer reported \$2,762 in ship's fund. No beefs or disputed OT reported. Suggestion was made to rename vacation pay, "supplemental earnings for off watch emergency standby." Steward department was thanked for fine cuisine. Next ports: Elizabeth, New Jersey; Charleston, South Carolina; Savannah, Georgia; and Norfolk, Virginia.

MAERSK MICHIGAN (Maersk Line, Limited), August 17 – Chairman **Jay C. Dillon**, Secretary **Sally Santiago**, Educational Director **Christopher Kirchhofer**, Deck Delegate **Osei Baffoe**, Engine Delegate **Lon T. Maduro**, Steward Delegate **Tammy M. Bingisser**. Bosun advised fellow mariners to work safe. House was secured in Sea of Japan as anti-piracy precautionary measure. Request was made for a new dryer. Educational director recommended training at the

Piney Point school and stressed the need to keep documents up-to-date. No beefs or disputed OT reported. Suggestions were made pertaining to pension benefits. Discussion took place regarding food supply during trips. Next ports: Singapore and Diego Garcia.

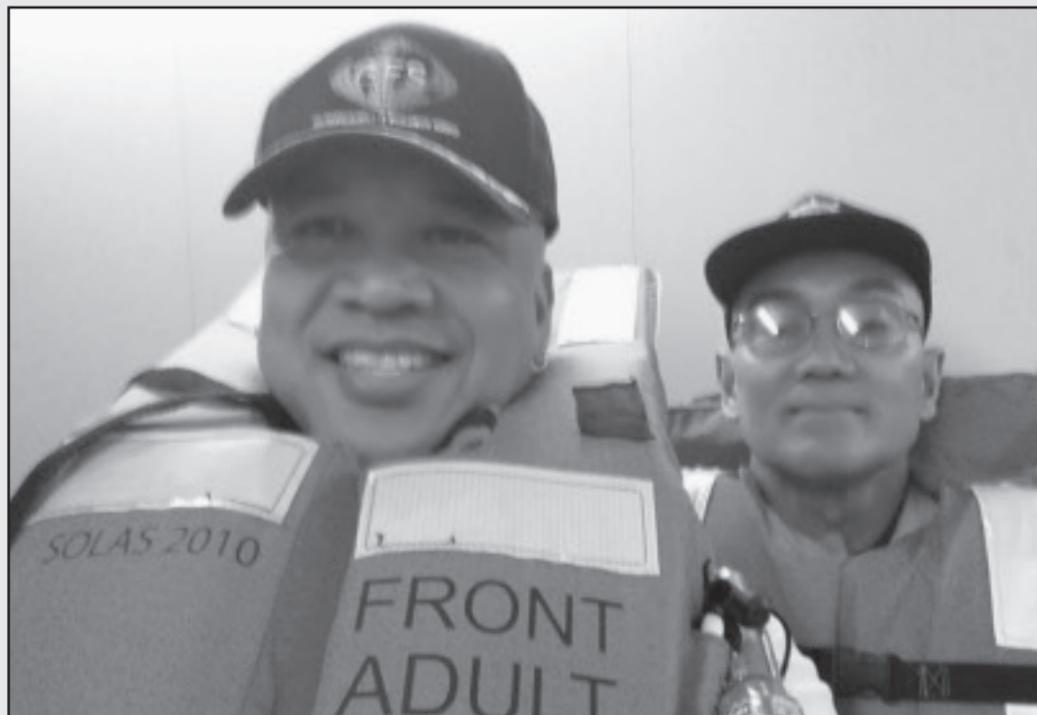
MAERSK MISSOURI (Maersk Line, Limited), August 8 – Chairman **Ronald Mena**, Secretary **Glenn C. Bamman**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Emilio Abreu**, Engine Delegate **Jason Billingsley**, Steward Delegate **Asril Syarbaini**. Chairman reported a safe voyage and thanked crew for their hard work. Secretary asked mariners to leave cabins clean for reliefs. Educational director urged crew to enhance skills at the union-affiliated school in Piney Point, Maryland. He also reminded fellow members to keep an eye on document expiration dates and allow plenty of time for renewals. No beefs or disputed OT reported. Steward department was thanked for a job well done. Next ports: Elizabeth, New Jersey; Norfolk, Virginia; Charleston, South Carolina; Savannah, Georgia; and Houston.

PACIFIC TRACKER (TOTE Services), August 26 – Chairman **John T. Mossbarger**, Secretary **Brenda M. Kamiya**, Educational Director **Zachary J. Ross**, Deck Delegate **Warner James**, Steward Delegate **Julito Crodua**. Chairman provided information about next voyage and urged fellow mariners to allow plenty of time for document renewals. Secretary thanked crew for help keeping messroom and other rooms clean. Educational director discussed Seafarers Money Purchase Pension Plan and encouraged Seafarers to use the member portal on the SIU website. No beefs or disputed OT reported. Engine delegate thanked galley gang for good food and also thanked GVA **Michael Souza** for fixing email connection. Crew discussed need to expand lounge. Next port: Portland, Ore.

HORIZON TACOMA (Horizon Lines), September 8 – Chairman **Darryl G. Smith**, Secretary **Dennis D. Skretta**, Educational Director **William C. Mogg**. Crew discussed time frame for filing for vacation benefits. They also talked about how the Manila Amendments to the STCW convention will affect safety training. They expressed preference for the old formula for medical benefit eligibility as opposed to the new requirement of 60 days in six months. Chairman reminded everyone to keep documents current. He reported vessel won second-quarter safety award. Educational director mentioned fitness is a "growing concern for employment" and encouraged everyone to stay fit. He also advised members to upgrade at union-affiliated school in Piney Point, Maryland: "The more endorsements you have, the more jobs you are qualified to work." No beefs or disputed OT reported. Crew is considering purchasing satellite radio from ship's fund. Crew discussed various safety procedures to follow both at sea and when in port. They thanked steward department for job well done. Next ports: Tacoma, Washington; Anchorage, Alaska; and Kodiak, Alaska.

INTREPID (Maersk Line, Limited), September 14 – Chairman **Frank P. Sena**, Secretary **Cleto S. Lindong**, Educational Director **Ralph B. Garner**. Crew suggested modification to sea-time requirement for pension benefits. Chairman emphasized importance of safety and thanked crew for hard work and professionalism. Secretary urged members to take every opportunity to upgrade skills at Piney Point. He thanked fellow mariners for keeping ship clean and being good shipmates. No beefs or disputed OT reported. Crew requested direct deposit option for vacation benefits. They talked about benefits of being in the SIU, including opportunities to see the world, make good money and enjoy good benefits.

Practicing Safety aboard APL Philippines



Recertified Steward Emmanuel Laureta (left) and ACU Jennie Recaido begin a safety drill aboard the *APL Philippines*. The SIU represents steward department mariners aboard APL ships.

Former Seafarer Publishes Book

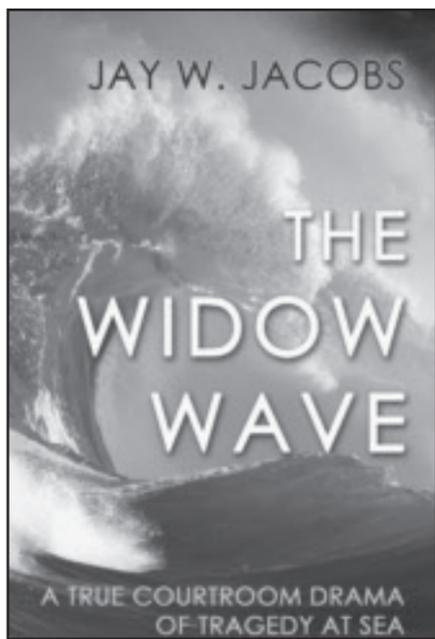
Former AB Jay Jacobs spent a relatively short time sailing, compared to his many years working in maritime law, but he still considers his voyages with the SIU “as some of the happiest times in my life. Over a three-year period, I had the pleasure of sailing all over the world,” Jacobs said.

In September, Jacobs published a non-fiction book – *The Widow Wave* – that he said “centers on the passion-driven trial that resulted from the worst recreational fishing boat accident ever to happen in San Francisco’s long maritime history.... My experiences at sea were a great help in unexpected ways in this trial.”

A member of the California bar for 35 years, Jacobs has retired from the practice of law to write full time. He said the book is available through his website (www.jaywjacobs.com) and through Amazon and other online sellers.

Jacobs also provided this synopsis of “*The Widow Wave*.”

“Francis Dowd, his son, and three other men left San Francisco Bay on Dowd’s 34-foot boat for a day of salmon fishing out on the Pacific Ocean. The boat



vanished under mysterious circumstances. There were no survivors or witnesses to whatever happened. Much speculation ensued in the San Francisco newspapers and the evening broadcast news about what may have occurred. Was the boat sunk by a rogue wave? Or run down by one of the large ships in the area?

“Ultimately, a lawsuit was filed by the widow of one of the men on board against Francis Dowd’s widow. I, a relatively inexperienced lawyer at the time, was asked to defend Mrs. Dowd. She maintained that although her husband was many things, he was not a negligent or careless man. On this slim statement, I built my case. My opponent was a highly experienced lawyer, a Goliath known for always prevailing – in fact, crushing his opponents in the courtroom.

“Under the special circumstances of no physical evidence and no eyewitnesses, the three-week jury trial hinged on the testimony of both sides’ expert witnesses who intertwined the physics of rogue wave formation, navigation and meteorology, with the all-too-human story of the fragility of life. The dramatic nature of each day’s testimony overwhelmed the courtroom. Which side was ahead seemed to change hands day by day, almost witness by witness.

“The old legal bromide, ‘You never try the case you prepare,’ was never more apropos than in this trial. Discovering ‘what’ happened in a trial is not the difficult part. ‘Why’ something happened is far more complicated, probing the deepest recesses of the human mind to learn why the people involved took the actions they did. The intricate piecing together of that puzzle was what this case was all about.

“The three weeks in court was an extreme emotional burden for my client. If it had been only her husband who died, in time she would probably have come to accept that. Her husband was a grown man, doing something he loved. But her son was also on board. It is hard to imagine a greater grief for a mother to bear than the death of a child. If the jury found her husband was responsible for



Jacobs still has this photo from his first vessel, the *SS Cathy*. He is in the back row, second from left. The other mariners are (back, from left) Whitey Statham, Tony Anthony, Tom Whelan, George Padon, John Coyle, (front) Fred Findahl and Mick Fitzgerald.

the loss of her son, it would have been the death of her soul.

“Compounding this pressure was the fact that the widow suing Mrs. Dowd was seeking sums that could potentially wipe her out financially. The two factors prompting most people into settling – the

fear of going to court and the possibility of financial devastation – had no effect on her. She regarded the allegations of negligence as a cloud over her husband’s good name, and she wanted that cloud removed. For her, honor was more important than money.”

First Trip Provided Lasting Memories

His first voyage as an SIU member happened many years ago, but the memories still seem fresh to Jay Jacobs.

“The ship was the *SS Cathy* and the year was 1963,” he recalled. “The captain was Daniel J. Richards. What a ship. It was an old Matson victory, operated by Marine Managers Inc. out of New York. We had wooden bunks and a wooden locker. It was a good ship and a good crew.”

He said the vessel loaded grain and lumber in Portland and then sailed to India. “From there, we went in ballast to Lisbon for a cargo of fertilizer for two ports in Vietnam. We returned to the

U.S. Gulf via Japan with general cargo. All told, we steamed 35,000 miles going through Suez once and Panama once.”

Jacobs said he also was grateful for the guidance he received from his watch partners. They pulled him aside when they found out he was a college student.

“They told me they knew I was having fun, but not to stay too long. Go to school and get your education was their message,” Jacobs said. “They also said the first time we went shore, don’t make a drunken fool of yourself. They kept a good watch on me and I appreciated that.”

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

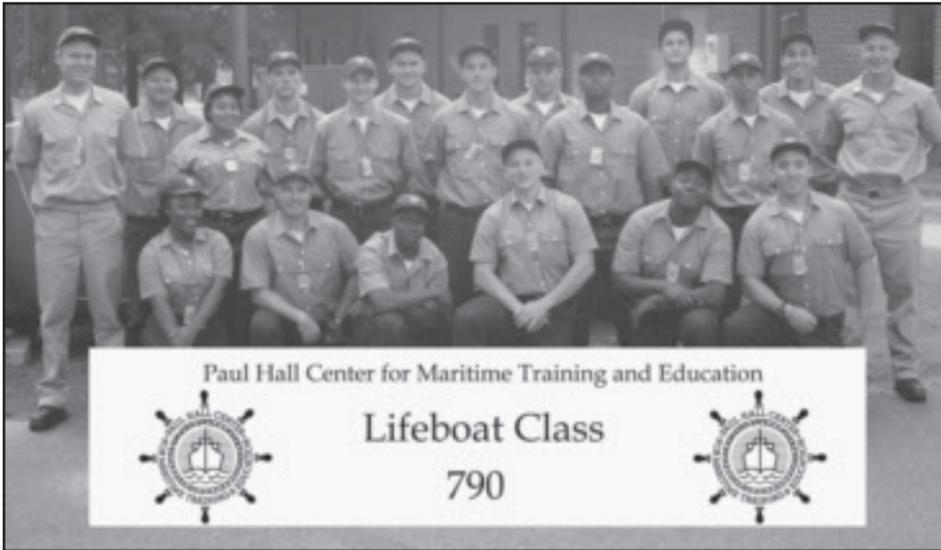
SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Classes



Water Survival Class # 790 – The following individuals (above, in alphabetical order) graduated from this course Sept. 26: Ryan Aaron, Danny Challenger, Bailey Chandler, Tyler Cook, Michael Cross, Joseph Dickinson, Erin Evangelista, Zachary Felton, Jonathon Foulks, Joseph Gil, Trent Jacobsen, Ryan Melvin, Justin Nicholson, Mitchell Rylander, Ethan Schoenbucher, William Sharp, Ursuela Simmons–Johnson, Miguel White and Rae Williams.



Welding – Three upgraders graduated from this course Sept. 5. Completing their requirements (above, in alphabetical order) were: Michael Deren, Edgar Dionio and Antonio Watson. Class instructor Chris Raley is at the far right.



Water Survival – Two individuals completed the enhancement of their skills in this course September 26. Completing their requirements (above) were Joey Benosa (left) and Victor Brabble.



RPFNW – Two upgraders graduated from this course September 11. Completing their requirements (above) were Jonamie Encarnacion (left) and Segundo Soriano. Pictured with them is their instructor, Tom Truitt (far right).



Tank Ship Familiarization DL – Fourteen individuals finished this course Sept. 26. Those graduating (above, in alphabetical order) were: Andrew Bennett, Gabriel Dadzie, Edgar Dionio, Garrett Fox, Rudy Harjanto, Gregory Howard, Marcus Huges, Roberto Morante, Gjay Narvasa, James Parker, Johnny Rodriguez, Allen Ward, Tyree Watkins Jr., and Jason Young.



Medical Care Provider – The following upgraders (above, in alphabetical order) graduated from this course Sept. 26: Vladimir Baez, Sellers Brooks, Russell Macomber, Getolio Medallo, Michael Murphy, Mario Torrey and Slavi Zahariev. Mike Roberts, their instructor, is at the far left.



Tank Barge DL – Eleven Seafarers finished their requirements in this course Sept. 19. Graduating (above, in alphabetical order) were: Emmanuel Adeoti, Vladimir Baez, Kenneth Benton, Jeremie Coates, James Dillon, Michael Edwards, Gerald Foster II, Alton Glapion Jr., Jason Meyers, William Smith and Diomedes Vigo. Their instructor, Mitch Oakley, is at the far right.



FOWT – The following individuals (above, in alphabetical order) completed their requirements in this course Sept. 12: Donte Harris, Christina Price, Scott Reynolds, Jeffery Watts, Hakeem Woods Shoatz, and Joel Boyd. Tim Achorn, their instructor, is at the far right.



Basic & Advanced Firefighting – Nine Seafarers finished this course Sept. 19. Graduating (above, in alphabetical order) were: William August, Sellers Brooks, Gerald Freeman, Jeff Johnson, Antonio Jones, Russell Macomber, Getolio Medallo, Mario Torrey and Slavi Zahariev. Wayne Johnson Jr., their instructor, is at the far right.

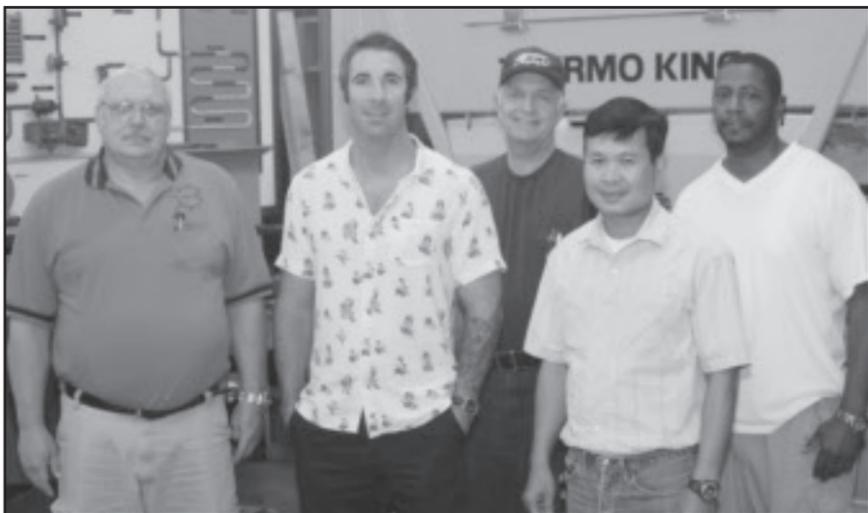
Paul Hall Center Classes



BST – Two classes of upgraders graduated from this course Sept. 12. Those graduating (above, in alphabetical order) were: Richard Abshire, Joey Benosa, Kenneth Benton, Jeremie Coates, Michael Deren, Edgar Dionio, Michael Edwards, Lamont Faulks, Douglas Flynn, Gerald Freeman, Alton Glapion Jr., Christopher Goddard, Lorenzo Hall Jr., Rudy Harjanto, Marcus Hugee, Jerald Isenbarger, Denis Kay, John Maxey III, Donald Nutt, Edgardo Ong, James Pitts, Tirso Sarmiento, Kendra Savage, Richard Toth, Paul Wade, Mony Williams, Gerald Toledo, Dimesdes Vigo and Tyree Watkins.



ARPA – Six Seafarers graduated from this course Sept. 26. Finishing their requirements (above, in alphabetical order) were: Oleg Derun, Arthur Doherty, Roberto Flores, Ryan McElroy, Brendan O'Brien and Keith Reeder.



Advanced Refer Container Maintenance – The following individuals (above, in alphabetical order) graduated from this course Sept. 19: Matthew Bryant, Douglas McLaughlin, Montree Nakwichet and Daniel Tapley. Class instructor Jay Henderson is at the far left.



ECDIS – Eight upgraders finished their requirements in this course Sept. 12. Those graduating (above, in alphabetical order) were: Allen Cole, Terrance Franklin, Brent Hensley, Felix Somorostro, Thomas Stralka, Jerry Wilder, Gregg Wolffis and Alvin York. Patrick Schoenberger, their instructor, is at the far left. (Note: Not all are pictured.)



Electronic Navigation – The following Seafarers (above, in alphabetical order) graduated from this course Sept. 5: Omar Aswad, Michael Harris Jr., Jesse James, Eric Kjellberg, Timothy Van Weezel and Jerry Wilder. Class Instructor Patrick Schoenberger is at the far left.



Radar Observer – Six individuals completed their requirements in this course Sept. 19. Graduating (above, in alphabetical order) were: Oleg Derun, Arthur Doherty, Roberto Flores, Ryan McElroy, Brendan O'Brien and William Soileau.



Cetrified Chief Cook - Five upgraders who work in the steward department recently finished their requirements in this course. Graduating (above, from left to right) were Robinson Eromosele, Ronald Byrd, Troy Smith, Larry Jolla and Leslie Davis.



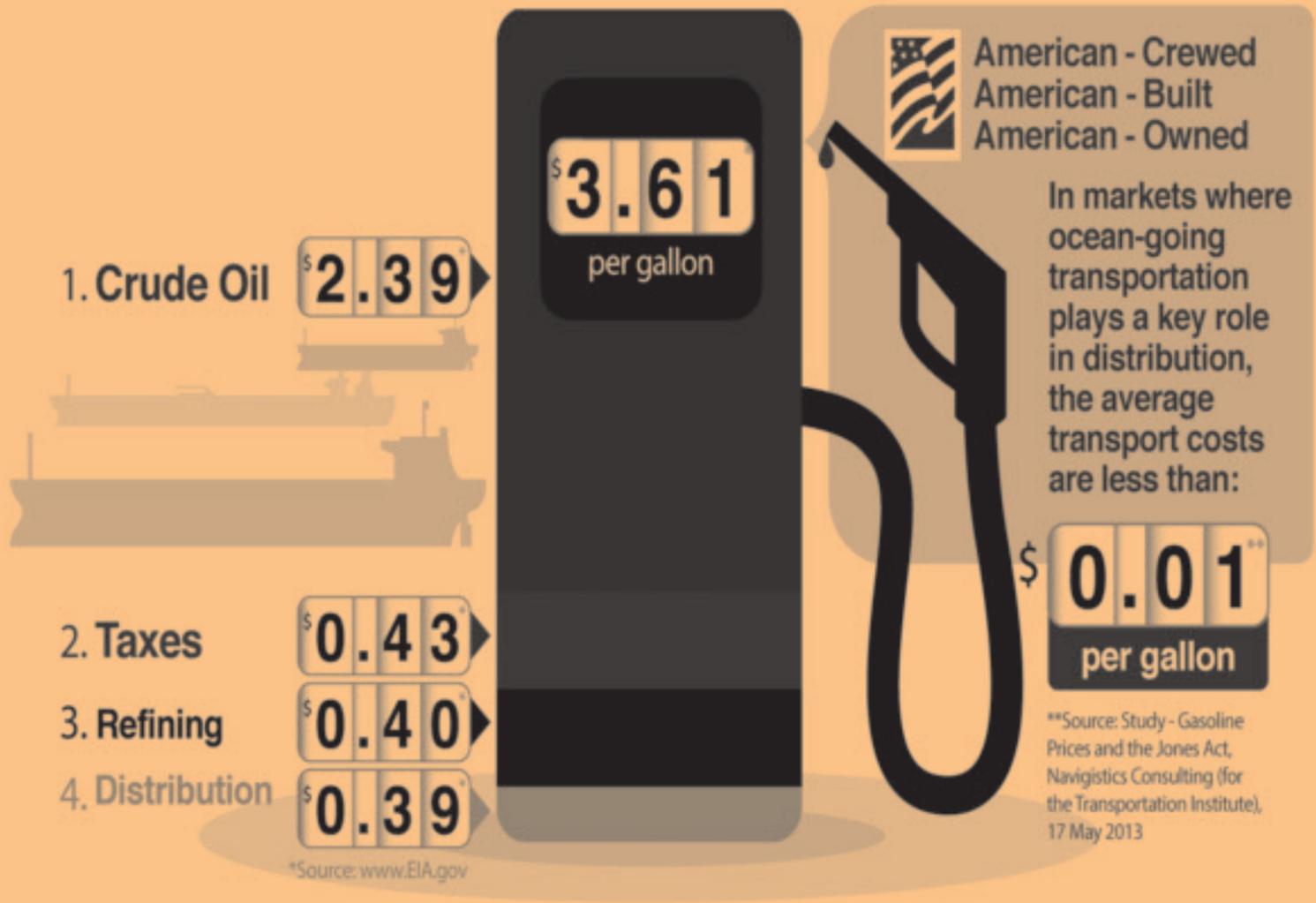
Advanced Galley Operations – Three steward department Seafarers recently completed the enhancement of their skills in this course. Graduating (above, from left to right) were: Deborah Hutchins, Mike Ingram and Gizelle Jones.

**Paul Hall Center
Class Photos
Pages 22-23**



American Maritime A Cost Efficient Way to Transport Fuel

Regular Gas
(July 2014)



American Maritime Facts

The domestic maritime industry is made up of more than 40,000 American vessels built in American shipyards, crewed by American mariners and owned by American companies. These vessels operate in our waters 24/7, and this commerce sustains nearly 500,000 American jobs, \$29 billion in labor compensation, and almost \$100 billion in annual economic output.



americanmaritimepartnership.com