



The

# SEAFARERS LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO

## Union Welcomes New Tonnage



From late April to mid-May, the SIU-crewed fleet got a flurry of new tonnage including the *Maersk Chicago* (pictured above), a containership operated by Maersk Line, Limited (MLL). In that same period, MLL subsidiary 3PSC christened the research vessel *USNS Maury*; Crowley Maritime christened the articulated tug-barge *Liberty/750-3*; the Navy accepted delivery of the mobile landing platform ship *USNS Montford Point*, to be operated by Ocean Ships; and Austal christened the joint high-speed vessel *USNS Millinocket*, to be crewed by members of the SIU Government Services Division. *Page 3.*



## Congressman Hunter Delivers Pro-U.S. Maritime Message

In a recent op-ed, U.S. Rep. Duncan Hunter (R-Calif., center) powerfully stated the case for why America needs a strong U.S. Merchant Marine. Congressman Hunter chairs the House Coast Guard and Maritime Transportation Subcommittee. He is pictured at a recent gathering in Washington, D.C., with SIU President Michael Sacco (left) and SIU Political and Legislative Director Brian Schoeneman. *Page 7.*

## Crescent Crews Ratify Gainful 3-Year Pacts

By overwhelming majorities, SIU boatmen employed by Crescent Towing in the Gulf region have approved new three-year contracts calling for wage gains and other improvements while maintaining or boosting benefits. The two contracts are nearly identical; one covers Seafarers in Savannah, Ga., and New Orleans (including those pictured above and below, aboard tugs) and the other applies to members in Mobile, Ala. *Page 2.*





# President's Report

## Maritime's Message

Last month, the SIU capitalized on several chances to remind legislators, administration officials and military leaders why our country needs a strong U.S. Merchant Marine. We did so at the annual "Sail-In" on Capitol Hill, in separate meetings with members of Congress, in testimony at a congressional hearing, and at the National Maritime Day ceremonies in Washington, D.C.



Michael Sacco

As Seafarers know, like many if not most other industries in the United States today, maritime faces global competition. The difference for us is that the competition between U.S. businesses and foreign ones never happens on a level playing field. Foreign vessels operators don't have to meet the same safety standards as American operators, many foreign-build programs are heavily subsidized, and our mariners don't benefit from the very favorable tax regimes and nationalized health care of many of our largest competitors.

When faced with similar circumstances, other industries have died off. Unlike most of them, however, the American maritime industry is a critical component of our defense capability. That's why the United States cannot allow the merchant marine to fade away. Without a U.S.-flag merchant marine – both ships and mariners – our nation would cease to be a superpower. We would not be able to project power around the globe, and we could not meet our many foreign commitments.

Look no further back than the last dozen years for proof. The overwhelming majority (90-plus percent) of the materiel needed by our troops in Afghanistan and Iraq was carried on American-flag ships, almost all of them with SIU crews. Take away those mariners and those vessels, and the U.S. would have had to rely on foreigners to move millions of tons of supplies into a war zone. History has shown more than once that foreigners don't always share our commitment to deliver the goods, with some of the most recent examples occurring several times during Desert Shield/Desert Storm in the early 1990s.

Remember also how we "turned to" for humanitarian relief missions in Haiti, Japan and elsewhere around the globe, including extended missions by Seafarers-crewed hospital ships in the Military Sealift Command fleet.

Historically, Congress has recognized this value, and that's why it has always been the policy of the United States government to support the American Merchant Marine.

I often write about some of the key programs that help sustain our industry. That's because those programs are so important to SIU members' job security. I know how many hoops you have to jump through these days just to ship out. I don't take it lightly when I ask you to take the time to understand the basic aspects of the Jones Act, cargo preference and the Maritime Security Program. These measures are vital. Without them, our jobs all go away, and so does the American flag on the high seas.

Those programs have been attacked in recent years, presently in the form of budget battles that could wipe out the Food for Peace Program. Our union, along with allies across the industry, has said enough is enough. We cannot allow a dismantlement of the core programs that make the U.S. Merchant Marine possible. The constant attacks must end and we must start using our energies to expand our industry, not shrink it.

I'm happy to report that in spite of the attacks, thanks to grassroots political action including your letters, visits and calls to elected officials, we have seen some positive legislative action, and I am confident that we stand poised to expand on it.

For one thing, earlier this year, Congress reauthorized the Maritime Security Program for an additional 10 years, keeping the program running through 2025. We also saw the release of a favorable Government Accountability Office study of the Jones Act and its impact on Puerto Rico. On the Food for Peace front, we are actively working with Congress to restore the cuts made last year. Restoring these cuts will help maintain our competitiveness and keep the U.S.-Flag fleet moving.

As we look ahead, our future must be one in which the U.S. Merchant Marine is expanding. The SIU and the rest of the industry are working together to make it happen. We're on the verge of some exciting new developments and we will be ready to take advantage of them.

These are some of the points we've recently made in Washington. The bottom line is that the U.S. Merchant Marine is critical to the economic, national and homeland security of our country. It is high time that we, as a nation, rededicate ourselves to the principles that have kept our maritime industry afloat since the founding of the Republic.



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

# Crescent Crews Ratify Contracts

The economic times remain tough, but that didn't stop the union from securing well-received, favorable contracts covering boatmen employed by Crescent Towing.

The two new agreements – overwhelmingly approved in April by rank-and-file Seafarers – cover approximately 200 members working for Crescent in New Orleans, Savannah, Ga., and Mobile, Ala. One pact applies to New Orleans and Savannah while the other covers Mobile. The three-year agreements are nearly identical and both took effect May 1.

"I think we did as good as we could, considering the economic climate," stated Captain **Terry Murley**, a member of the New Orleans/Savannah bargaining committee. "The contract gives us room for movement in the future. That's how I looked at it."

Among other highlights, the contracts call for annual wage increases, maintain health benefits at the top level available through the Seafarers Health and Benefits Plan, maintain pension benefits, and improve vacation benefits. Additionally, the contracts increase the lodging allowance and address seniority issues while improving some incentive provisions.

"Things went smoothly and we came out really good with the contract," said Deckhand/Wheelman **Charlie Hammesfahr**, another member of the New Orleans/Savannah committee. "We did good with the wages and benefits and the vacation; those were the biggest things."

Negotiations and voting took



Standing left to right are members of the New Orleans/Savannah bargaining groups: Crescent Asst. VP Jody Scharfenstein, SIU Mobile Port Agent Jimmy White, Engineer Delegate David Findley, Crescent VP Hays Clark, Crescent Senior Consultant Prentiss Willcutt, Savannah Delegate Charles Hammesfahr, New Orleans Port Agent Chris Westbrook, Captain Delegate Terry Murley, Crescent COO Keith Kettenring, Crescent VP Edward Pinner and Wheelman/Deckhand Delegate Mike Lobue. Taking the picture was Crescent Marine Administrator Steven Reeg, who also served on the bargaining committee.

place from early to mid-April, with Seafarers ratifying the pacts aboard Crescent tugs. Approximately 97 percent of the votes were in favor of the new contracts.

SIU New Orleans Port Agent Chris Westbrook credited the two committees as well as company personnel for tough but fair bargaining that resulted in reasonable, productive agreements.

"We had fantastic committees – very knowledgeable people," Westbrook said. "They did a tremendous job of making sure gains were made appropriately. We also fought back proposed cuts in wages and benefits. To the company's credit, they heard what the committees had to say. It's a team effort out there and we are all pushing for a skilled and safe workforce.... I think the vote count illustrates that everybody was on board and

everybody was pleased with the outcome."

Joining Westbrook, Murley and Hammesfahr on the New Orleans/Savannah committee were Engineer Delegate **David Findley**, Deckhand/Wheelman Delegate **Mike Lobue** and SIU Mobile Port Agent Jimmy White.

The Mobile bargaining group consisted of Captain **Mike Yarbrough**, Engineer **Steve Woods**, Wheelman **Roy Saranthus Jr.**, Westbrook and White.

"I think it went well," White observed. "For the most part, the members were satisfied."

"I'm very happy with the contract and I think negotiations went very smooth," said Yarbrough. "We're very fortunate to have good insurance and a good pension plan.... This was my fourth contract negotiation and I take my hat off to Jimmy White and Chris Westbrook. They did an exceptional job."

Crescent operates harbor-assist tugs – 17 in New Orleans, five in Savannah, and three in Mobile.

Meanwhile, both Murley and Hammesfahr said that as first-time bargaining committee members, the experience proved different than expected.

"It lets you see how the inner workings go – things you hear rumors about but never see," Murley said. "It was a positive experience, seeing how things actually happen."

Hammesfahr added, "It was a good process. It's different interacting with the company like that as opposed to on a daily basis at work."



Pictured from left are members of the Mobile negotiating committee: Crescent Towing Operations Manager John Fountain, Crescent VP Tom Lambard, Mobile Port Agent Jimmy White, Deckhand/Wheelman Delegate Roy Saranthus Jr., Crescent COO Keith Kettenring, Captain Delegate Mike Yarbrough, New Orleans Port Agent Chris Westbrook, Crescent Marine Administrator Steven Reeg, Crescent Senior Consultant Prentiss Willcutt, Crescent VP Edward Pinner and Engineer Delegate Steve Woods.

## 2013 SHBP Scholarship Committee Meets

Members of the calendar year 2013 Seafarers Health and Benefits Plan (SHBP) Scholarship Committee met May 10 in Chicago to choose this year's award recipients. Comprising the committee (from left to right) were: Dr. Keith Schlender, associate VP academic affairs, Lourdes University; Dr. Hank Toutain, dean of students, Kenyon College; Dr. Trevor Carpenter, College of Southern Maryland (retired); Dr. Charlie Lyons Jr., American Association of Colleges and Universities (retired) and a committee member since 1968; Dr. Louis Fernandez, provost and vice president academic affairs, California State University, San Bernardino; Dr. Gayle Olson, University of New Orleans (retired); and Dr. Michael Glaser, St. Mary's College (retired).



The committee selected eight individuals—five dependents and three active Seafarers—as recipients of the 2013 SHBP Scholarships. An in-depth article identifying these individuals as well as the specific grants they received will be published the July edition of the *Seafarers LOG*.





The *USNS Maury* is launched during a March 27 ceremony in Moss Point, Miss. (U.S. Navy photo by David Stoltz)



Crew members, vessel sponsors and Crowley President/CEO Tom Crowley Jr. celebrate the christening of the company's newest ATB in Pascagoula, Miss.

## Maersk, Crowley, MSC Bring in New Tonnage

America's sealift capability and its domestic and international shipping resources each got a boost as new tonnage recently entered the Seafarers-contracted fleet.

Maersk Line, Limited (MLL) early last month flagged in the first of eight containerships – the *Maersk Chicago* – that will replace eight older, smaller vessels. The company also added the research ship *USNS Maury*, christened in late March at VT Halter Marine in Moss Point, Miss.

In another major maritime development, Crowley Maritime on May 3 christened its seventeenth articulated tug-barge (ATB), the *Liberty/750-3*. The ceremony took place at Halter's facility in Pascagoula, Miss. The tugboat and 330,000-barrel petroleum tank barge are the final ones to be built in a more than \$1 billion, decade-long ATB construction program undertaken by Crowley to expand the company's presence in the Jones Act trade.

On April 22, the Navy's joint high-speed vessel *USNS Millinocket* was christened at Austal USA in Mobile, Ala. It's

the third in a planned fleet of 10 such vessels, and will be crewed in the unlicensed positions by members of the SIU Government Services Division.

More recently, the Navy on May 14 accepted delivery of the mobile landing platform vessel *USNS Montford Point*, which will be operated by Seafarers-contracted Ocean Ships. According to the Navy, the mobile landing platform is "a new class of ship and highly flexible platform that will provide capability for large-scale logistics movements such as the transfer of light and heavy vehicles and equipment from sea to shore."

While most of the recent news has been positive when it comes to tonnage, APL announced its plans to scrap four older American-flag containerships – the *President Adams*, *President Jackson*, *President Polk* and *President Truman*. The SIU represents steward department mariners on APL ships.

In announcing its upgrade of container vessels, MLL said the newer tonnage will improve "services provided to its U.S. mil-

itary, government and commercial customers. MLL's investment of approximately half a billion dollars in eight vessels will improve the quality of service to the Middle East and Mediterranean Sea from the U.S. East Coast. Since 2000, MLL has invested over \$1.75 billion dollars to modernize its fleet in support of the U.S. government and military. The vessels are about 10 years younger than the outgoing ships, offering improved fuel efficiency and environmental performance."

"These eight newer vessels, along with the global transportation network that connects them, demonstrate our commitment to our customers. We are proud to serve the U.S. military and to deliver U.S. food aid worldwide," said John Reinhart, MLL's president and CEO. "MLL is focused on continual improvement, and these ships will further increase reliability and shrink our environmental footprint."

All eight vessels will join the Maritime Security Program (MSP) and Voluntary Intermodal Sealift Agreement (VISA).

For Crowley, the company's newest

ATB punctuated a successful milestone in an effective construction program.

"We set out to offer customers the safest, most reliable petroleum transportation services many years ago by pairing our operational expertise with these safe and innovative vessels," said Tom Crowley Jr., company chairman and CEO. "It fills us with great pride and satisfaction to see our vision come to fruition, and to deliver for our customers."

More than 70 guests, including vessel crew members, representatives from VT Halter Marine and Marathon Petroleum joined Crowley for the christening, which included the time-honored tradition of breaking a champagne bottle over the hull of each vessel. Crowley's Vice President of Procurement Wendy MacDonald had the honor of christening the tug, *Liberty*, while Marathon Representative Kathleen Peiffer christened the barge, *750-3*.

In recent months Crowley has also added two U.S.-flag, 330,000-barrel product tankers to its petroleum fleet (both crewed by SIU members).



Subcommittee Chairman Duncan Hunter (R-Calif.)



Ranking Member John Garamendi (D-Calif.)

## Congress Examines U.S.-Flag Shipping

### Members Vow to Support Key Maritime Programs; SIU Testifies

The SIU was among the organizations testifying at a Congressional hearing May 21 on the important role U.S.-flag shipping and American mariners play in the country's economic and national security.

The hearing, conducted by the House Coast Guard and Maritime Transportation Subcommittee, focused on key programs including the Jones Act, Maritime Security Program (MSP), and cargo preference, including Food for Peace (PL-480). In his testimony to the committee, SIU Executive Vice President Augie Tellez said the hard work of merchant mariners is at the heart of every one of those programs, adding that it is vital those mariners have the opportunity to continue serving their country in times of need.

"We've been a critical component of our country's economic and national security from the founding days of the Republic.... We are always there when the balloon goes up and we hope to be there whenever the balloon goes up," he said. "In order to do that we need to have the strong foundation of a vibrant commercial fleet. In order to maintain that, it must be a public-private partnership."

That was the opinion of the subcommittee, as well. Nearly every member – both Democrat and Republican – reinforced the idea that those key maritime programs are essential to the nation and vowed to fight any efforts to dismantle or defund them.



SIU Exec. VP Augie Tellez (right) explains the vital role played by the U.S. Merchant Marine in national defense. MEBA President Mike Jewell (left) also testified.

"Beyond the important contributions to our economy, a healthy maritime industry is vital to our national security," said Chairman Rep. Duncan Hunter (R-Calif.) "Throughout our history, the Navy has relied on U.S.-flag commercial vessels crewed by American Merchant Mariners to carry troops, weapons, and supplies to the battlefield."

While they're vital to the country's interest, essential maritime programs like MSP, Food for Peace and the Jones Act have faced obstacles in Washington in recent months and years. Several members of the subcommittee, including Chairman Hunter and Ranking Member John Gara-

*Continued on Page 14*



# St. Louis Port Council Honors Three

Solidarity was very evident April 27 when the Maritime Trades Department's (MTD) Greater St. Louis Area and Vicinity Port Council honored at its 33rd annual dinner a labor representative, a business representative and an elected official – and all of them carry union cards.

State Senator Gina M. Walsh received the Able Helmsmen Award for her work in the Missouri state capitol. As MTD/SIU President Michael Sacco pointed out in introducing her, "She is so passionate. She is not just friendly to the labor movement, she is part of it."

Walsh was the first woman to graduate from the Association of Heat and Frost Insulators and Allied Workers Local 1 apprenticeship program. She still holds her card after more than 30 years in the trade. She was originally elected to the Missouri House of Representatives in 2002 and was reelected every two years until she moved to the State Senate last year. She was then elected president of the Missouri Building and Construction Trades Council, AFL-CIO.

"I merely represent those who fight the fight for working families," Walsh told the nearly 400 attendees. She has led battles in the state capitol against legislation aimed

at cutting prevailing wage, creating right-to-work (for less), and instituting paycheck deception.

"We have to show courage and common sense while steering Missouri forward," she added.

Recognized as the Labor Man of the Year was Iron Workers Local 396 Business Manager Tom McNeil Jr., who started with the local in 1973. McNeil told the gathering he didn't have to look far to find his role model: "My hero is my dad. He was a 40-year Iron Worker, and served nine years as business manager. He died two years ago of Alzheimer's."

McNeil noted the last five years have been tough on all working people, especially those in the building trades. He stated everyone in the room knows members who have held several part-time jobs to hold their families together.

Another member of Iron Workers Local 396 received the Management Man of the Year award.

Clayton Bragg is a third generation Iron Worker who saluted his family ties from West Virginia to California to the union. He was accepted into Local 396's apprenticeship program in 1982. Seventeen years later, he started Fastrack Erectors, which



Pictured from left are SIU Port Agent Becky Sleeper (who also serves as secretary-treasurer of the port council), Port Council President Dick Mantia, honoree State Senator Gina Walsh, Port Council VP Jack Martorelli, honoree Clayton Bragg, SIU/MTD President Michael Sacco, honoree Thomas McNeil and Jeff Aboussie, St. Louis Building and Construction Trades Department secretary-treasurer.

has been recognized by the St. Louis Business Journal as one of the area's fastest growing private companies. He also is president of Mid America Crane Rental.

Bragg acknowledged his labor roots and his union-contracted employees by saying, "It takes strong people to keep a business strong and prosperous."

## Big Port Council Turnout in Hawaii Includes Senators, Congresswoman, Mayor, Governor



Gov. Neil Abercrombie

SIU Port Agent Hazel Galbiso reported an excellent turnout for a late-April Hawaii Port Maritime Council event in Honolulu. Attendees included U.S. Senators Mazie Hirono and Brian Schatz, U.S. Rep. Tulsi Gabbard, Governor Neil Abercrombie, Mayor Kirk Caldwell, former Mayor Mufi Hannemann, eight Hawaii state house representatives, members of the city council, Seafarers, other trade unionists

and guests. "The success of the event wouldn't have been possible without all of our volunteers," noted Galbiso. "Much 'Mahalos' most especially to our SIU members, who constituted the vast majority of the volunteers who came to help set up and break down." A few photos from the event appear here. More snapshots are available in the Gallery section of the SIU website and on our Facebook page.



Sen. Brian Schatz



From left: Bonny Colomo of MFOU, Marc Yamane of the International Union of Elevator Constructors, Luke Kaili of MEBA, Sen. Mazie Hirono, Rep. Tulsi Gabbard, Randy Swindell of MM&P, Al Lardizabal of LIUNA, SIU Port Agent Hazel Galbiso



Some of the SIU members who volunteered for the gathering are pictured manning the lunch line.

## Senator Levin Honored



SIU VP Great Lakes Tom Orzechowski (right) was on hand to help salute U.S. Sen. Carl Levin (D-Mich.) (left) in early May as the Wayne County-Detroit Port Authority Building was renamed the Carl Levin Building. Levin, who plans to retire next year, was honored for helping launch the building project in 1998. He currently chairs the Senate Armed Services Committee.

## Brick Donation Program Rolls On



In conjunction with its affiliated Paul Hall Center for Maritime Training and Education (PHC), the union is continuing with a brick-donation program that's part of the waterfront restoration at the PHC's Piney Point, Md., campus. Details were published in the last two editions of the LOG and are available online at <http://www.seafarers.org/SIUBricks.htm> (the link is on our home page). Samples are pictured above. Seafarers, their loved ones and the companies that employ them have the chance to donate the bricks and engrave them with text or logos of their choosing. The donation of a brick also comes with an entry in the project's name-the-park contest.





## Industry Takes Pro-Maritime Message to D.C.



SIU Exec. VP Augie Tellez, Sen. David Vitter (R-La.), Crowley Exec. VP Bill Penella

## SIU Active in Fourth Annual Sail-In; Food for Peace a Focal Point

Though only in its fourth year, the annual U.S. Maritime Industry Congressional Sail-In has become a signature event in the nation's capital. Last month, SIU officials helped make the 2013 gathering another success, as 135 participants from all segments of the industry were involved in 157 meetings with members of the House and Senate or their staffs.

Although many topics were covered in those meetings May 8 – organized by the United States Maritime Coalition, to which the SIU is affiliated – the main ones included the vital need to maintain three pillars of U.S. maritime: Food for Peace, the Maritime Security Program, and the Jones Act. The timing proved opportune as U.S.-flag maritime supporters from both sides of the aisle and from the industry itself are working to preserve cargo preference or Food for Peace, a time-tested program that is being threatened by budget cuts.

Overall, 104 of the Sail-In meetings took place in the House (including 61 with freshmen members) while 53 happened in the Senate.

"For many reasons, including the fact that in large part we were meeting with many more members and staff this year new to maritime issues, this was considered our best Sail-In ever," noted one of the event's planners. "Enthusiasm was high all around."

Representing the SIU at the meetings were Executive Vice President Augie Tellez, Vice President Gulf Coast Dean Corgey, Vice President West Coast Nick Marrone, Vice President Great Lakes Tom Orzechowski, Vice President Government Services Kermet Mangram and Vice President Atlantic Coast Joseph Soresi.

The union officials described the Sail-In as a time when virtually every segment of the maritime industry comes together to brief Congress on how to make the United States stronger and safer. Working together, they pointed out, maritime personnel from the Great Lakes, inland rivers, deep seas and beyond help boost America's national and homeland security while promoting much-needed job growth here at home.

As in years past, meeting participants – including shipowners, operators and rank-and-file workers – thanked elected officials for their previous support and encouraged their continued backing of the aforementioned programs along with other maritime initiatives that protect national and economic security while promoting American jobs.

In a related event, U.S. Rep. Elijah Cummings (D-Md.) on May 7 received the prestigious "Salute to Congress" award during an annual dinner in suburban D.C.



John Jaskot of Jones Walker, Kate Ballengee of Metro Group Maritime, Rich Berkowitz of Transportation Institute, Rep. Adam Smith (D-Wash.), SIU VP Joseph Soresi, Don Josberger of MM&P



Tom Harrelson of Maritime-Strategy Consulting, SIU VP Tom Orzechowski, Bryant Gardner of Winston & Strawn, Senior Legislative Asst. David Tully (office of Rep. Kay Granger, R-Texas), John Flynn of Breaux Lott Group



SIU Representative Gerard Dhooge, Alan Twaits of Crowley, Jack Pollard of Turner Pollard, Rep. Ed Pastor (D-Ariz.), Bobbi Shipley of Maersk, Mark Gallagher of MEBA



Mark Gallagher of MEBA, Bobbi Shipley of Maersk, Rep. Joe Kennedy (D-Mass.), Alan Twaits of Crowley, SIU Representative Gerard Dhooge, Jack Pollard of Turner Pollard



SIU VP Kermet Mangram, Mike Neumann of Transportation Institute, Rep. Roger Williams (R-Texas), Tony Otero of Crowley, Bert Rogers of Tall Ships America



Dennis Manelli of the Propeller Club, Ira Douglas of Crowley, MTD Sec.-Treas. Daniel Duncan, Rep. Scott Peters (D-Calif.), SIU VP Dean Corgey



John Hourihan of Crowley, SIU VP Nick Marrone, Rep. Paul Cook (R-Calif.), Dave Weathers of AMO, Chris Coakley of Saltchuk Resources, Nick Martine of Lockheed Martin



Dennis Manelli of the Propeller Club, Ira Douglas of Crowley, SIU VP Dean Corgey, Rep. Steve Palazzo (R-Miss.), MTD Sec.-Treas. Daniel Duncan, Ian Bennitt of Shipbuilders Council of America



John Hourihan of Crowley, SIU VP Nick Marrone, Rep. Mike Conaway (R-Texas), Dave Weathers of AMO, Nick Martine of Lockheed Martin



# President Nominates Foxx for Transportation Secretary

*Cabinet Post Has Big Impact on American-Flag Maritime Industry*

President Barack Obama has selected Charlotte Mayor Anthony Foxx to be the next secretary of transportation – a post that greatly impacts the maritime industry.

If confirmed, Foxx would succeed outgoing Transportation Secretary Ray LaHood. The position of transportation secretary is especially important to the SIU since the Department of Transportation houses the U.S. Maritime Administration.

Foxx has served as Charlotte's mayor since 2009 and has spearheaded several transportation projects since taking office. He previously held positions in the U.S. Justice Department and with the House Judiciary Committee.

In a statement following Foxx's nomination, SIU President Michael Sacco, who also serves as president of the AFL-CIO's Maritime Trades Department (MTD), praised LaHood's service as transportation secretary, adding he anticipated a productive relationship with Foxx as well.

"The MTD would like to thank Secretary LaHood for his many years as service in Congress and in the executive branch," Sacco said. "We also look forward to working with Mayor Foxx in meeting the serious challenges facing the maritime industry and other modes of transportation in the years ahead. We believe that Mayor Foxx has a chance to really make a difference."

Obama, meanwhile, applauded Foxx's infrastructure projects and job-creation record in Charlotte when announcing his nomination April 29 at the White House. The president added that experience would serve Foxx well at the Department of Transportation.

"The city (of Charlotte) has managed to turn things around. The economy is growing. There are more jobs, more opportunity," Obama said. "And if you ask Anthony how that happened, he'll tell you that one of the reasons is that Charlotte made one of the largest investments in transportation in the city's history."

Foxx, who would be the youngest



President Obama (left) announces the nomination of Charlotte Mayor Anthony Foxx (middle) as the next transportation secretary at the White House as outgoing Transportation Secretary Ray LaHood looks on. (White House photo)

member of the president's cabinet, said he looked forward to working with members of both parties in an effort to improve the country's transportation system.

"There is no such thing as a Democratic or Republican road, bridge, port, air field or rail system," Foxx said. "We must work together across party lines to enhance this nation's infrastructure."

## Admiral Shannon Assumes Command at MSC

Rear Adm. Thomas Shannon is the new commander of the Military Sealift Command (MSC). Shannon relieved Rear Adm. Mark H. Buzby of the post May 10 during a change of command ceremony aboard the Seafarers-crewed *USNS Spearhead* at Joint Expeditionary Base Little Creek in Fort Story, Va.

Gen. William M. Fraser III, commander, U.S. Transportation Command and Adm. William Gortney, commander, U.S. Fleet Forces, served as guest speakers during the event. SIU President Michael Sacco, Secretary-Treasurer David Heindel and Vice President Government Services Division Kermet Mangram represented the union at the ceremony.

A native of Calais, Maine, Shannon is a 1982 graduate of Maine Maritime Academy. He holds a Bachelor of Science Degree in Nautical Science, and was commissioned through the Naval Reserve Officers Training Corps program. The admiral attended the Naval War College and received a Master of Arts degree in National Security and Strategic Studies in March 1998. Shannon became MSC's 26th commander following his last tour of duty as commander, Carrier Strike Group One in San Diego, Calif.

The admiral's at-sea assignments include tours aboard *USS Jack Williams*, *USS Nicholson* and *USS Boone*. His afloat staff duty includes chief staff officer in Destroyer Squadron 14 and surface operations officer in Cruiser Destroyer Group 12. He was also commanding officer of *USS De Wert*, commanding officer of *USS Vicksburg* and air defense commander for the John F. Kennedy Battle Group.

The admiral's military decorations include the Defense Superior Service Medal, Legion of Merit, Meritorious Service Medal, Joint Service Commendation Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various service medals and unit awards.

"Thank you for your trust in me and my ability to lead this critical command," said Rear Adm. Shannon during his address to those who attended ceremony. "I am passionate about our important mission, I am honored and humbled by your trust, and will strive constantly to deserve it."

Admiral Buzby, a native of Atlantic City, N.J., assumed command of MSC in Oct. 2009 and ensured ready logistics support for carrier strike groups, expeditionary strike groups and ground force commanders operating forward every day.



Rear Adm. Thomas Shannon (left) and Rear Adm. Mark Buzby congratulate each other during a change of command ceremony aboard the *USNS Spearhead* (JSHV 1). Shannon relieved Buzby as commander, Military Sealift Command. (U.S. Navy Photo by Mass Communication Specialist Seaman Apprentice Jesse A. Hyatt)

While under Buzby's command, MSC ships – many crewed by SIU members – delivered services, supplies and equipment to all branches of the U.S. military and their combat commanders around the world, including support to Operations Iraqi Freedom, Enduring Freedom, Unified Response in Haiti (2010) and Tomodachi in Japan (2011). He also led the command through a worldwide reorganization, "One MSC," that streamlined operations, eliminated duplication and improved efficiency – ultimately saving the Navy millions in personnel costs over the next 10 years.

MSC also supported the successful planning and conversion of *USS Ponce* to an interim afloat forward staging base in 2012 and accepted delivery of the remaining T-AKE class, a new missile range instrumentation vessel and the first-ever joint high-speed vessel (*USNS Spearhead*) on-time and on-budget during Buzby's tenure.

"It's been an honor and privilege of a lifetime to serve as the commander of MSC and represent this team of sailors, civilian mariners, and shore-based civil ser-

vants who are truly the lifeline of support for our Navy and military worldwide," said Admiral Buzby.



SIU President Michael Sacco (left) is pictured with Gen. William Fraser III, commander, U.S. Transportation Command, at the ceremony near Norfolk, Va.

## Maritime Community Raises Casualty Report Concerns

The international maritime community is raising concerns about the failure of certain flag states to submit reports on maritime casualties that are required by international conventions.

In a joint submission to the International Maritime Organization (IMO), the International Transport Workers' Federation (ITF) and International Chamber of Shipping (ICS) called on the IMO to consider the issue at its next Maritime Safety Commission meeting in June. The IMO is an agency within the United Nations that addresses safety and security within the international maritime community.

ITF Acting General Secretary Stephen Cotton said the issue is of grave importance, adding a lack of casualty reporting by some flag states could endanger mariners in the future.

"The lack of investigation and accident reports hinders the development of appropriate measures by the IMO to address the cause of serious accidents in which seafarers may have lost their lives," Cottons aid.

ICS Secretary General Peter Hinchliffe added, "It also frustrates efforts by ship operators to learn from the reports and to amend or develop new procedures, or implement other measures to prevent or mitigate similar future accidents."

Vessels are required by various maritime conventions – including the Safety of Life at Sea Convention (SOLAS) – to submit reports following a "very serious marine casualty." Those situations include a death, the loss of a ship or severe damage to the environment. Under SOLAS, maritime administrations undertake investigations into any casualties occurring to ships under their flag and supply the IMO with information on the findings of those investigations.

A high-profile example of the casualty reporting problem could be seen recently with the case of the cruise ship *Costa Concordia* in Italy. Thirty-two people were killed in January 2012 when the ship hit a reef off the shore of Tuscany, Italy.

While flag states are required to submit casualty reports within one year, Italy is set to submit its final report on the *Concordia* 18 months after the incident.

The ITF and ICS have emphasized giving greater consideration to what could be considered a "very serious marine casualty" and how much latitude certain flag states have in determining if the results of an investigation should be handed over to the IMO.



# Washington Urged to Support Merchant Marine

Support for the U.S. Merchant Marine is swelling in Washington, D.C., as lawmakers and other leaders are reminded of how important the American fleet is to the country's national and economic security.

In letters to Congressional leaders and editorials in Washington newspapers, powerful supporters of the U.S. Merchant Marine are rejecting proposed cuts and changes to key maritime programs and legislation. From protecting the country's Food for Peace initiative and the Jones Act, to fighting against proposed cuts to the Maritime Security Program (MSP), the maritime industry's prominent allies are working to make sure the U.S.-flag fleet continues to receive the support it deserves.

One of the most vocal allies was House Coast Guard and Maritime Transportation Subcommittee Chairman Rep. Duncan Hunter (R-Calif.). In an editorial appearing in the *Washington Times*, Hunter emphasized the need to support the MSP and the Jones Act.

The Jones Act helps ensure there's an available U.S. merchant fleet and reliable U.S. mariners by stipulating that only vessels built, flagged, owned and crewed American transport goods between American ports. The MSP, meanwhile, provides operational support to 60 militarily useful ships that enable them to meet the country's national security needs.

Not supporting these programs, Hunter wrote, would be detrimental to the country especially as tensions remain high between the United States and North Korea in the Pacific.

"The fewer number of commercial vessels that are available to supplement military transport add to the strain of an already reduced and undersized naval fleet. With emerging threats to the Pacific, the support provided through the Maritime Security Program is essential," he wrote. "In continuing the program, Congress must look ahead and consider policies that support the growth of the U.S. fleet to alleviate pressure on limited naval resources."

Hunter went on to discuss the economic importance of the U.S.-flag fleet.

"Equally important, the U.S. domestic fleet carries more than a billion tons in cargo each year and contributes \$100 billion in economic output. The fleet is U.S. owned, U.S. built and U.S. crewed, carrying grains, coal, iron ore, limestone and petroleum through inland waterways, across the Great Lakes and along the coasts," he wrote. "The fleet consists of 40,000-plus tankers, barges, tugboats and offshore support vessels, many of which have been owned by family businesses that have been in the maritime industry for decades."

Another prominent industry ally – the Navy League of the United States – took on the Obama administration's proposed changes to the nation's Food for Peace program and urged Congressional leaders to reject those changes as well.

Food for Peace, which ships American-grown food on American-crewed vessels to countries in need, has been a vital tool of American diplomacy and national defense, and currently helps sustain more than 44,000 American jobs. Under the administration's proposed 2014 budget, the program would essentially be dismantled.

"The proposed elimination of this important program will significantly undermine the U.S.-flag Merchant Marine and our national defense sealift capability," wrote the Navy League in a letter to leaders in both the House and Senate. "The United States Merchant Marine has been a necessary part of our national independence of action since the founding of our nation."

The Navy League added the U.S. Merchant Marine has been especially important in recent years. More than 95 percent of the cargoes shipped to support the conflicts in Afghanistan and Iraq during the last 10 years were carried on U.S.-flag commercial and government ships crewed by American mariners.

"Because we can rely upon the U.S.-flag commercial



Pictured at a recent gathering in Washington, D.C., are (from left) SIU President Michael Sacco, Rep. Duncan Hunter (D-Calif.) and SIU Political and Legislative Director Brian Schoeneman.

fleet, our nation achieves significant savings by not having to replicate those 100 commercial ships in international trade and 11,500 mariners with federal assets," the Navy League wrote. "To recreate the capacity it obtains from the U.S.-flag commercial industry, the Department of Defense would have to incur an additional \$9 billion in capital costs and \$1 billion in annual operating costs."

Those savings, the Navy League wrote, more than make up for the costs of continuing the Food for Peace program.

"Leveraging the private fleet is a good deal for the taxpayer, and certainly offsets any putative savings to be achieved under the administration's proposed (Food for Peace) elimination scheme," the Navy League wrote.

## Union's New Clinic System Offers More Convenience

The SIU and the Seafarers Health and Benefits Plan (SHBP) earlier this year entered into an agreement with Cape Canaveral, Fla.-based Comprehensive Health Services (CHSi) to provide members with a more extensive network for clinic services.

CHSi's larger network almost always offers members access to clinics closer to their homes for annual exams, functional capacity evaluations and interval exams. According to union and plan officials, although some difficulties have been identified with the new system, resounding positive feedback continues to be registered by the rank-and-file membership.

"Our new clinic system continues to move forward," said Vice President Contracts George Tricker. "With each passing day, glitches and obstacles are becoming an exception. Once we overcome these isolated impediments which naturally occur when a project of this magnitude is implemented, the membership will benefit greatly from the flexibility these new services will afford them."

Tricker emphasized that while the new system is not yet operating at peak efficiency, members can take certain steps that would enhance the entire operation. These include:

■ **Starting the process early.** You are able to request services 60 days prior to the expiration of your current clinic card. You can initiate the services by contacting your local port. In the near future you will be able to start the process by ordering the services through your Member Portal account. You no longer need paperwork issued by the port to take to the clinic, so you don't have to be onsite to start the process.

■ **Allowing the process to work.** After requesting services please wait 24 hours for CHSi to contact you. Seafarers have been contacting CHSi directly right away, which means that the CHSi schedulers have to stop the normal

order of things and put you ahead of Seafarers that have been waiting to be contacted. This causes the whole system to back up. CHSi had been experiencing a delay of three days in scheduling exams. In response they have added staff and are current in these communications.

■ **Trying to stick with your scheduled appointment.** The flexibility that is offered by the expanded network allows for you to have services in a variety of locations. Please plan accordingly, keeping in mind that the entire process of scheduling exams through the return of your medical clearance takes between one to two weeks.

■ **Expedited exams should be rare.** The system as it is designed provides a larger network as well as consistency and quality of exams. In order to achieve these goals it requires central routing of requests and medical records. If you truly have a need for an expedited exam it is best to work with your port official and our medical department to get your needs met.

"We will continue to monitor and adjust the process as we move along to make it work as efficiently and effectively as possible," Tricker said. "In the meantime we ask for the continued patience and support of our entire membership."

## Talkin' Maritime with U.S. Representative Debbie Wasserman Schultz



A meeting between representatives from the South Florida labor community and U.S. Rep. Debbie Wasserman Schultz (D-Fla.) (left) took place April 29 in Miami, at a local Sheet Metal Workers hall. SIU Ft. Lauderdale Port Agent Kris Hopkins (right) took the opportunity to mention to the congresswoman how important America's Food for Peace program is to both the U.S. Merchant Marine and working families, in addition to boosting international relations. Wasserman Schultz serves on the House Appropriations Committee and on the on State and Foreign Operations Subcommittee.

## Kudos to Intrepid's Steward Dept.



Vessel Master Kyle J. Hamill of the *Sea-Land Intrepid* said in a recent message to the LOG that the ship's steward department "has gone above and beyond in their duties. They have all put in the extra effort to provide a high level of food service to the crew and have worked hard to maintain a high standard of appearance in their work space. They are all good shipmates, creating a friendly and welcoming environment during meal times and their positive attitudes are appreciated by all on board." Pictured from left to right are Chief Cook Thalys Ealy, SA Jennie Recaido and Recertified Steward Roderick Clay. The Seafarers also recently earned a cash award as part of vessel operator Maersk Line, Limited's ongoing safety program.



# Coast Guard Approves Piney Point STCW Courses

## Paul Hall Center Stays Ahead of Upcoming Training Requirements

The path to rewarding maritime careers looks smoother for entry-level students at the SIU-affiliated school in Piney Point, Md., following recent course approvals from the U.S. Coast Guard's National Maritime Center (NMC).

The Paul Hall Center for Maritime Training and Education (PHC) is believed to be the first school to receive NMC approval for courses leading to (respectively) the new able seafarer-deck and able seafarer-engine endorsements. Those endorsements stem from the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, abbreviated as STCW. The amendments commonly are called the Manila amendments; they were approved by signatory nations, including the U.S., in 2010.

The course approvals are especially important to individuals entering the industry beginning July 1. Without acquiring assessments or passing approved curriculums, it will be much more difficult to ac-

quire the able seafarer-deck (AS-D) or able seafarer-engine (AS-E) ratings, noted J.C. Wiegman, director of training at the PHC.

"The benefits are really for newcomers at this point," Wiegman stated. "Most current mariners will be grandfathered to meet the requirements for sailing on international voyages as they renew their documents, and they have until the year 2017 to comply anyway. That's part of the transitional provisions of the Manila amendments. But if you're just getting started, going through our apprentice program is the way to go."

The 2010 amendments establish new endorsements and revise other existing endorsements, according to the Coast Guard. The AS-D endorsement requires additional training and assessments, while AS-E also requires some additional assessments. The training and assessments are included in the newly approved courses.

In order to help meet the requirements for the new ratings, the PHC has modified parts of several classes including ratings forming part of a navigational watch

(RFPNW), tanker-dangerous liquids, AB-limited, social responsibilities, and others. Hands-on training, already a staple of most classes at the southern Maryland campus, will become even more of a focal point. For example, the school has further incorporated maintenance of deck equipment and machinery, occupational health and safety precautions, pollution prevention, and shipboard maintenance and repair including hatch covers and increased awareness of bridge equipment.

Meanwhile, according to the applicable Coast Guard policy letter, current mariners may be considered to have qualified for the AS-D endorsement if they have served as AB or RFPNW for at least 12 months within the 60 months prior to application for the endorsement, or if they already hold an endorsement as AB-Any Waters/Unlimited, or AB-Limited and also hold or qualify for STCW endorsements as RFPNW (without a restriction to lookout duties only) and proficiency in survival craft, proficiency in survival craft-limited, and rescue boats other than

fast rescue boats.

Mariners holding AB-Special endorsements may qualify for the AS-D endorsement as long as they have accumulated six or 12 months of additional sea service, depending on certain variables.

Similarly, mariners may be considered to have qualified for the AS-E endorsement if they have served as any QMED or as a rating forming part of an engineering watch (RFPEW) for at least 12 months within the 60 months prior to application for the endorsement, or if they hold or qualify for a QMED endorsement as an engineman or deck engine mechanic and also hold or qualify for STCW endorsements as RFPEW.

Again, mariners who started sailing prior to July 1 of this year (and who remain current on their documents) have several years before they must comply with the requirements for these new ratings, and most will be able to secure the new endorsements simply by showing proof of relevant sea time when they renew their documents.

### Members Receive Union Books in Piney Point

In recent months, a number of SIU members picked up their respective B-seniority membership books at the union hall in Piney Point, Md. Some of those Seafarers are pictured here. Additional photos of book presentations in Piney Point will be published in upcoming issues of the *LOG*.



Laurence Valerio, Port Agent Pat Vandegrift



Troy Smith, Pat Vandegrift



Joshua Hammons, Russell Bravo, Mana Muhsen



Maximo Aguiran, Pat Vandegrift



Lamond Fulton, Pat Vandegrift



Mark Santoli, Pat Vandegrift



Sheryl Farmer, Pat Vandegrift, Kevin Hunt

### Calling all Merchant Mariners

**Then and Now!**



**WE ARE HERE FOR YOU!**

The American Merchant Marine Veterans welcomes veterans with DD-214's; all active and retired seaman, spouses, and descendents of members. For general info, search [www.usmm.org](http://www.usmm.org). To join, contact [Sindy Raymond, AMMV](mailto:Sindy.Raymond@AMMV.org) National Headquarters, ph. 707-786-4554; email: [saaren@frontiernet.net](mailto:saaren@frontiernet.net)





The *Pride of America* docks in Pearl Harbor, Hawaii.



Among those pictured are: OS Rob Marcel, ACP Edwin Salada, AB Steve Fuentes, AB Brandon Simken, EGRM James Crosby, Recertified Bosun Rene Govico, ACP Jose Salaga, ACP Leo Malolos, AB Bill Carney, AB Gary Hunt, AB Roland Dinong, ACP Remy Pao, OS Dominador Hugo, AB Frank Estupinan, AB Rudy Antonio, ACP Leo Viernes, OS Dominador Diaz, OS Sam Javier and EGRM Sure Anitak.

## Seafarers Aboard Crew The Pride of America

Seafarers aboard NCL America's *Pride of America* sent in these photos of the SIU crew aboard the only deep-sea U.S.-flag cruise ship. During a mid-March meeting aboard the ship, which sails around the Hawaiian Islands, mariners discussed the importance of supporting SPAD (the union's voluntary political action fund) and upgrading at the SIU-affiliated schools in Honolulu and Piney Point, Md.



From left in photo at left are OS Dominador Diaz, AB Steve Fuentes, Recertified Bosun Rene Govico and OS Alan Boiser. Pictured in the photo directly below (from left) are AB Florito Alegado, Recertified Bosun Rene Govico and AB Roland Dinong.



*Pride of America* tenders are pictured in Kona. From left: Unlicensed Apprentice Cody Kingsford, Recertified Bosun Rene Govico and Unlicensed Apprentice Joshua Rawls.



Recertified Bosun Rene Govico enjoying time off.

### Aboard the Horizon Producer



AB Quintin Herrera



Recertified Steward Kristin Krause, AB Kendra Savage



Seafarers including UA Anthony Ellison enjoy the spoils of some off-time fishing.



*Sponsors' Generosity Yields Huge Dividends*

## Classic Benefits Wounded Warrior Anglers, Helps Improve Training Environment at PHC



**I**deal weather and aggressive fish translated into a banner day for anglers who put their skills to the test during the inaugural Seafarers Waterfront Classic.

Held April 24 at the Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md., the event, which benefitted the Wounded Warrior Anglers of America and the Paul Hall Center Waterfront Project, was a huge success. Nearly all of the participants—96 in all who fished from 11 boats—landed their legal limits of their quarry for the day (Striped Bass, AKA Rock Fish). Many catches tipped the scales in excess of 25 pounds and measured well over the minimum legal limit of 28 inches.

As a group, the anglers landed 76 fish with a combined weight of 1,600 pounds. The angler of the day, the fisherman who landed the largest Striped Bass, was Simeon Taylor. Fishing from aboard the *Miss Evelyn*, Taylor reeled in his award winning catch which tipped the scales at 38.40 pounds.

Each of the 11 boats ferried designated angler teams to their respective fishing locations. Each team was comprised of at least one sponsored operator, union official and wounded warrior angler. This composition was done by design, according to SIU VP Contract George Tricker,

who served as the classic's chairman.

"Our intent was to promote brotherhood, fellowship, and camaraderie among participants in an effort honor those who served our country so proudly," he said. "That pairing proved to be highly productive as evidenced by the number of fish that were caught, the trophies that were awarded and the smiles that were etched on the faces of the anglers.

"It was a tremendous tournament," Tricker continued. "We realized all of fundraising goals and in the process fostered what promises to be a long-lasting bond of friendship between the Paul Hall Center and the Wounded Warrior Anglers of America. We also managed to get off to a good start in paying down the debt for the beautiful new waterfront that accents the Paul Hall Center, a resource that will train merchant mariners for decades to come."

When asked about the classic's future, Tricker was matter-of-fact. "Based on the feedback I have received so far from our contracted operators, our allies from the Wounded Warrior Anglers (who sent a letter of appreciation to SIU President Michael Sacco) and other participants, the classic is destined to become an annual event that will benefit all concerned," he said.



VP Contracts George Tricker (left) served as chairman, Seafarers Waterfront Classic. With Tricker is Phillip W.J. Fisher, chairman, Seafarers Waterfront Project. SIU Plans Administrator Maggie Bowen (photo inset above) sends anglers on their way.



One of the classic's teams shows off a portion of their catch for the day (photo above), while SIU President Michael Sacco (right) and Paul Hall Center VP Don Nolan (photo at immediate right) look on.



Marine Master Sgt. Paul Starner of the Wounded Warrior Anglers places his catch on the scales for weigh-in.



Beverly Watkins records the particulars of an angler's catch on the classic's big board.



Simeon Taylor poses with catch of 38.40 pounds, the classic's largest fish.



# Inaugural Seafarers Waterfront Classic



Ed Hanley, vice president, Labor Relations, Maersk Line, Limited. Hanley served as co-chairman of the Seafarers Waterfront Classic and was a company sponsor.



SIU VP Great Lakes and Inland Waters Tom Orzechowski



Dependent Jake Senatore



David Aud (left) and David Hammett perform the unenviable task of filleting the 1,600 pounds of fish (some of which are pictured in the photo at left) caught by anglers during the classic. Preparing some of the catch for the fish fry/awards banquet (photo at right) is Chief Steward Upgrader Vincent Igneri.



President Sacco addressed classic participants during the fish fry/award banquet.



Members of the Wounded Warrior Anglers of America joined union officials and classic organizers for the photo above during the classic's award banquet. Pictured from left to right are Phillip W.J. Fisher, chairman, Seafarers Waterfront Project, Damian Bunting, Rudy Wilson, SIU President Michael Sacco, Natalie Sayles, MSgt. Paul Starner, James Villa and SIU VP Contracts George Tricker, who served as chairman of the Seafarers Waterfront Classic. Not pictured but present at the classic is Wounded Warrior Angler Jason Gorton.



Tournament Winner Simeon Taylor



Company Sponsor John Mason (left) and VP Tricker



SIU Secretary-Treasurer David Heindel (left) poses with his son, David Heindel Jr.



The Maersk Line, Limited team claimed honors for the largest catch (team) award. Pictured above (from left) are: Wayne Solomon, MSgt. Paul Starner of the Wounded Warrior Anglers, Matt Frank, Rolf Pedersen, Ed Hanley, VP Tricker, Dennis Houghton and Sean Kline.





SIU President Michael Sacco (left), SIU Executive VP Augie Tellez, SIU VP Contracts George Tricker, MTD Secretary-Treasurer Daniel Duncan and (sixth from left) SIU Legislative Director Brian Schoeneman.



Rear Adm. Thomas Shannon  
Commander, Military Sealift Command



Vice Adm. Mark Harnitchek  
Director, Defense Logistics Agency



U.S. Representative John Garamendi  
(D-Calif.)



Honorable Ray LaHood  
Secretary of Transportation



### President Obama Issues Proclamation For 2013 Maritime Day

Through every chapter of the American story, ordinary men and women have accomplished extraordinary things as members of the United States Merchant Marine. When the idea of America depended on the success of a revolution, mariners took on the world's most powerful navy and helped secure our future as a sovereign Nation. In the decades since, they have sustained critical supply lines for our troops abroad – at times enduring profound losses to keep our sea lanes open. And through war and peace alike, the Merchant Marine has driven our economic growth by shipping our products all around the world. On National Maritime Day, we honor the generations of mariners who have served and sacrificed to make our country what it is today.

To keep America moving forward in the 21st century, we need to expand trade and commerce that creates good jobs for our people. Businesses in every corner of our country are stepping up to meet that challenge, ramping up manufacturing and selling more goods and services overseas. As they do, our Merchant Marine is making sure our products get wherever they need to go -- from ports here at home to new markets halfway across the globe. Their work is essential to growing our economy, and my Administration remains committed to getting our mariners the support they need to carry out their mission.

Whether equipping our service members in the theater of war or guiding our maritime industry in the calm of peace, the United States Merchant Marine has helped keep America strong for more than two centuries. Let us mark this day by reflecting on that legacy of service, honoring the men and women who forged it, and saluting the proud mariners who carry it forward today.

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

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2013, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

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

BARACK OBAMA

## Nation Honors Merchant Mariners

The nation's capital paused May 22 to honor the bravery and dedication of the U.S. Merchant Marine in a pair of ceremonies celebrating National Maritime Day.

The events took place at the Department of Transportation and featured the heads of the Military Sealift Command (MSC), the Department of Transportation and the Maritime Administration, among other high-ranking Washington leaders. SIU headquarters officials were also present, as were several dozen trainees from the SIU-affiliated Paul Hall Center for Maritime Training and Education.

The audience, which included SIU President Michael Sacco, Executive Vice President Augie Tellez and Vice President Contracts George Tricker, heard from keynote speaker Transportation Secretary Ray LaHood and several other officials about the storied history of the U.S. Merchant Marine and the possibilities for its future.

"I want to thank each one of you for being here today and supporting the maritime industry – one of the strongest industries in our economy, one of the strongest industries in America," LaHood said.

While the history of the merchant marine was celebrated throughout the day, U.S. Rep. John Garamendi (D-Calif.) used his speech to address the current challenges facing the U.S.-flag fleet and called on Washington to

implement policies to strengthen its future.

"The Jones Act continues to come under attack by critics, despite the fact that Jones Act trades constitute a substantial component of U.S. shipyard activity, which as everyone here knows, is a necessity to maintain our national defense capability," he said. "Cargo preference requirements continue to be whittled away, if not ignored, by federal agencies as if these requirements were a hindrance and not the law of the land."

Under the Jones Act, all cargo shipped between American ports is required to travel on American-built, U.S.-flag vessels crewed by American citizens. Cargo preference, which guarantees a certain percentage of U.S.-produced aid, such as food, water, and medical supplies, is shipped on U.S.-flag vessels, was recently cut by Congress in a last-minute back-room deal related to a transportation bill.

Garamendi, who is the ranking member on the House Subcommittee on Coast Guard and Maritime Transportation, said that attacking those key maritime programs could only hurt the country's economy and national security.

"Not only does this reduce the number of job opportunities for U.S. seafarers, it denies important cargoes to U.S. carriers, which also provide invaluable sealift capabilities when our armed forces are deployed abroad," he said. "We should take steps to enhance and

grow cargoes for American ships."

Garamendi added that Maritime Day would be the perfect beginning for an effort dedicated to strengthening the U.S. Merchant Marine and preserving the country's sealift capability.

"This year we would be wise to examine how we can reinvigorate the U.S.-flagged fleet, what we might do to rebuild and expand U.S. shipbuilding capacity and what we can do to ensure that American maritime transportation remains prominent in the discussion of our national freight policy," he said.

Vice Adm. Mark D. Harnitchek, director of the Defense Logistics Agency, could certainly attest to the importance of U.S. Merchant Mariners to the armed forces. He spent much of his speech discussing the important role the U.S. merchant fleet plays in hauling much-needed supplies to soldiers in battle zones.

"It's not just about the machines, it's about the capability. And the capability you guys bring to the fight is eye-watering and awe-inspiring," he said. "I sleep very well at night knowing that we can give you guys a mission and you'll somehow figure it out."

Harnitchek added the benefits of the U.S. Merchant Marine were monetary as well. The services provided by merchant mariners for

*Continued on Page 14*

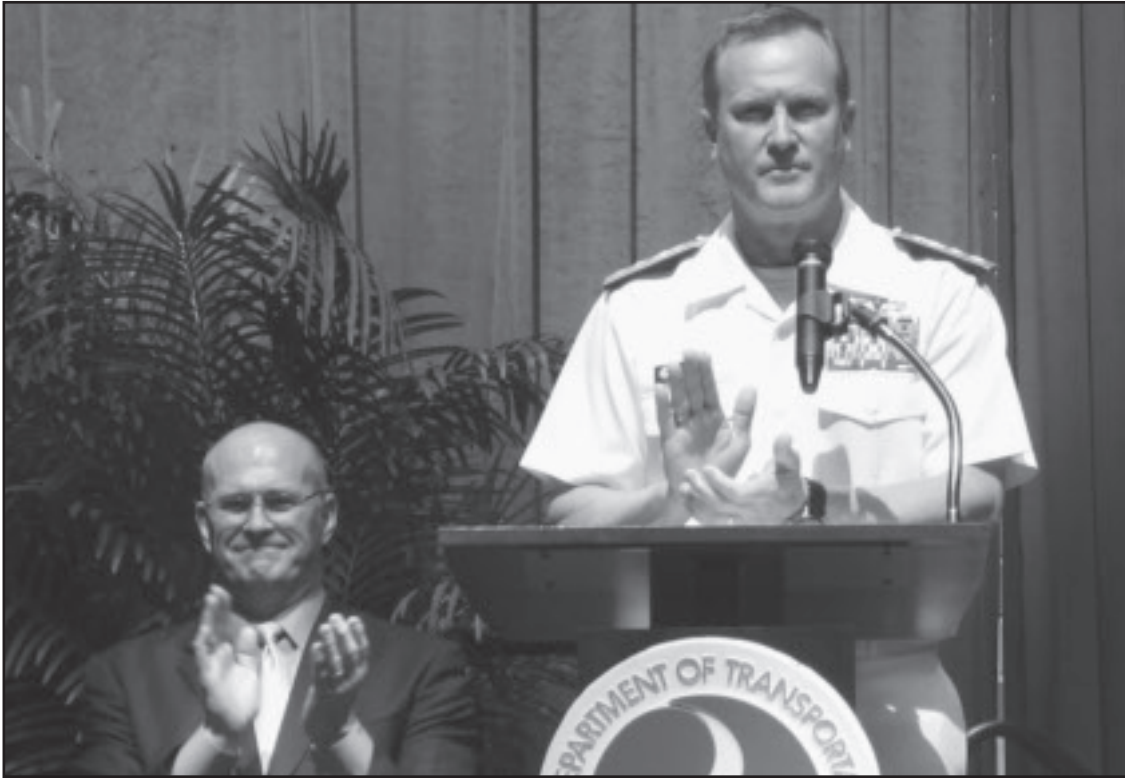


The 2013 National Maritime Day Observance at the U.S. Department of Transportation was attended by more than 100 people (large group photo above) from various segments of the U.S. maritime community. Key segments of the observance included the ringing of Eight Bells by Unlicensed Apprentice Edward Grant (directly above), the playing of Taps by MU1 Brandon Almargo of the U.S. Navy Band (center photo) and the Retiring of the Colors by members of the U.S. Navy Ceremonial Guard (right).



Posing with the Maritime Day Wreath (left to right) are U.S. Representative John Garamendi (D-Calif.), U.S. Maritime Administrator David Matsuda, Unlicensed Apprentice William Russell, PO1 Brian Panelo, Rear Adm. Thomas Shannon, commander, Military Sealift Command and Transportation Secretary Ray LaHood.





Rear Adm. Thomas Shannon, commander, Military Sealift Command (right) and Deputy Maritime Administrator Chip Jaenichen participate in a rousing round of applause that was directed to a contingent of unlicensed apprentices from the union-affiliated Paul Hall Center who participated in the Maritime Day Ceremony.

## Nation's Capital Honors Merchant Marine

*Continued from Page 12*

the military would cost the government several billions of dollars to reproduce on its own.

"As far as I'm concerned, this is about the best bottom line you could ask for," he said.

Honoring merchant mariners who have helped the country throughout the years, MSC Commander Rear Adm. Thomas Shannon presented a special wreath during the ceremony bearing the names of more than 400 retired and active mariners who had died in the past year. Shannon singled out several of the mari-

ners listed, including GUDE **Mike Andrucovici** of the SIU.

"Great merchant mariners like Brother Mike ... have contributed to our prosperity, security and independence since 1776," Shannon said. "Today, they still move combat equipment in support of our brave men and women on the ground in a dangerous country called Afghanistan."

Following Shannon's speech, Paul Hall Center Unlicensed Apprentice **Michael Pinnisi** was among those tending the wreath, while fellow Unlicensed Apprentice **Edward Grant** rang eight bells in honor of the departed mariners.

While merchant mariners were celebrated for their wartime reliability, SUNY Maritime College President Rear Adm. Wendi Carpenter reminded the audience of the good American mariners do during times of domestic crisis.

In the wake of the devastation brought on by Hurricane Sandy late last year, SUNY Maritime College served as a staging ground for relief and recovery workers in the New York Area. The SIU-crewed ships *SS Wright*, *TS Kennedy* and *TS Empire State* were part of that effort, housing and feeding recovery workers for several weeks after the storm.

Carpenter, meanwhile, said such actions are the hallmark of the U.S. Merchant Marine.

"The spirit of the mariner is one of service," she said. "Teamwork and that dedication to service know no boundaries."

Other speakers at the Maritime Day celebrations included Maritime Administrator David Matsuda, U.S. Merchant Marine Academy Superintendent Rear Adm. Jim Helis and FEMA National Capital Region Director Steward Beckham.



Rear Adm. Wendi Carpenter  
President, SUNY Maritime College



Rear Adm. Joseph Servidio, SIU Executive VP Augie Tellez, U.S. Representative John Garamendi (D-Calif.) and SIU President Michael Sacco.



Gen. William Fraser III  
Commander, TRANSCOM

## Union Explains Importance Of Key Maritime Programs

*Continued from Page 3*

mendi (D-Calif.), said they wanted the hearing to help Congress determine what it could do to help these programs.

Addressing the witnesses, Garamendi said the programs currently on the books do much to ensure the country maintains a strong merchant marine, though he added those programs need to be protected and supported by the government.

"We really have all the elements of a strategic plan, they're just not pulled together in a way that directs the U.S. government," he said. "What else do we need to do?"

Tellez responded that Congress could do a lot by simply strengthening and enforcing the programs that are currently in place and fending off future attacks.

It would be helpful if Congress "really put some teeth into the laws that exist," he said, adding that a longer-term approach and the support of emerging shipping technologies would have a significant impact. "Instead of looking at fiscal-year terms or even five-year terms, for the security of this nation and the security of the U.S. Merchant Marine, you have to look at 10- and 20-year terms."

Though each program represents a different component of a multi-faceted industry, they all serve to strengthen America's national security by helping maintain a fleet of American vessels crewed by reliable American mariners. That was echoed by those testifying in the hearing, including Gen. William Fraser III, commander of the U.S. Transportation Command (USTRANSCOM).

"The maintenance of a merchant marine is critical to our ability to meet the requirements we've laid out. They would man those ships for us in a time of emergency response," Fraser said. "Our total force team of men and women, both military and civilian, are dedicated to providing reliable, seamless, logistical support to our war fighters and their families around the globe. USTRANSCOM could not accomplish this without the capability provided by the United States strategic sealift fleet and our steadfast merchant mariners."

Those on the commercial shipping side of maritime were equally emphatic about the importance of a strong merchant marine. Kirby Corporation CEO Joseph Pyne and NASSCO President Fred Harris said a viable fleet and manpower pool, and the knowledge that key maritime programs would stay in place, would help keep the country safe and Americans at work. MEBA President Mike Jewell also testified and echoed those sentiments.

Spurred by the recent revelation by the Obama administration that its proposed 2014 budget would drastically diminish the country's Food for Peace program, several committee members made it known that policy wouldn't move forward without a fight. Providing more than 44,000 jobs to American mariners and other U.S. workers while also spreading American goodwill and saving lives around the world, the Food for Peace program has provided food to countries in need for nearly 60 years. It also boosts U.S. national security by ensuring American-flag ships are available with well-trained mariners on board.

"The president's restructuring of Food for Peace will eliminate a vital program for our farmers, put U.S. mariners out of work, and undermine our national security by cutting the domestic sealift capacity on which our military depends," Hunter said. "I hope my colleagues will join me in rejecting this misguided proposal."

They did. Rep. Janice Hahn (D-Calif.), for one, said the maritime industry's recent "Sail-In" event – which focused on educating members of Congress on maritime issues – would help fend off the attacks on Food for Peace and other programs.

"We completely disagree with the administration's attempt to restructure the Food for Peace Program," she said. "I have serious concerns with what this could mean for our maritime workers."



## Seafarers Health and Benefits Plan Issues Notice to Participants

The Seafarers Health and Benefits Plan reminds all participants that since January 1, 2011, the Plan has offered health coverage to children between the ages of 19 and 25, regardless of whether the child is a full-time student.

Your child does not have to live with you or be supported by you to be eligible for coverage from the Plan; however, you must provide a notarized affidavit which certifies that your child does not have other health coverage.

**If your child is about to turn 19, you must send the Plan a completed Enrollment Form and Affidavit for Dependent Child in order to maintain your child's cover-**

**age. If the Plan does not receive this form by your child's 19th birthday, your child will lose coverage from the Plan.** Coverage will not be reinstated until the first of the month following the month in which the Plan receives the form.

The Enrollment Form and Affidavit for Dependent Child is available at [www.seafarers.org](http://www.seafarers.org), under the Member Benefits Section. You must click on the link for the Seafarers Health and Benefits Plan. The Plan will also mail this form to you upon request. If you have any questions about the form or about enrolling your child, you may contact the Claims Department at 1-800-252-4674.

## Personal

### Retiree John L. Gibbons Jr.

Ellen Gibbons asks that you contact her concerning Richard Gibbons. She may be reached by phone at (347) 985-1124 or (347) 581-4778.

## July & August 2013 Membership Meetings

Piney Point.....	Monday: July 8, August 5
Algonac.....	Friday: July 12, August 9
Baltimore.....	Thursday: July 11, August 8
Guam.....	Thursday: July 25, August 22
Honolulu.....	Friday: July 19, August 16
Houston.....	Monday: July 15, August 12
Jacksonville.....	Thursday: July 11, August 8
Joliet.....	Thursday: July 18, August 15
Mobile.....	Wednesday: July 17, August 14
New Orleans.....	Tuesday: July 16, August 13
New York.....	Tuesday: July 9, August 6
Norfolk.....	Thursday: July 11, August 8
Oakland.....	Thursday: July 18, August 15
Philadelphia.....	Wednesday: July 10, August 7
Port Everglades.....	Thursday: July 18, August 15
San Juan.....	Thursday: July 11, August 8
St. Louis.....	Friday: July 19, August 16
Tacoma.....	Friday: July 26, August 23
Wilmington.....	Monday: July 22, August 19

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

## Attention SEAFARERS

SPAD  
FIGHTS  
FOR  
YOU!



CONTRIBUTE TO THE  
SEAFARERS POLITICAL  
ACTIVITY DONATION

**SPAD**

## Dispatchers' Report for Deep Sea

April 16, 2013 - May 15, 2013

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
<b>Deck Department</b>										
Algonac	10	6	0	6	7	1	1	10	6	1
Anchorage	3	1	0	1	0	1	2	3	1	2
Baltimore	4	7	3	4	3	2	1	8	9	2
Fort Lauderdale	19	15	2	11	8	2	11	29	23	6
Guam	2	2	0	2	2	0	0	4	3	0
Honolulu	9	8	2	7	0	0	1	31	12	1
Houston	52	12	2	38	13	2	24	90	20	3
Jacksonville	33	27	4	36	18	2	25	60	42	7
Joliet	3	4	2	2	5	1	0	1	1	2
Mobile	11	6	3	8	2	1	3	20	6	4
New Orleans	15	2	2	11	0	0	8	21	4	4
New York	46	15	3	39	21	0	25	73	20	5
Norfolk	24	21	5	17	26	7	14	31	31	7
Oakland	21	10	1	18	8	0	11	36	16	1
Philadelphia	2	5	2	1	5	1	3	5	3	2
Piney Point	4	1	0	1	0	0	0	3	3	0
Puerto Rico	5	4	1	6	4	1	6	10	8	4
Tacoma	37	11	5	24	7	1	14	69	25	8
St. Louis	4	0	0	2	3	0	1	4	1	2
Wilmington	25	22	2	26	17	3	11	64	35	7
<b>TOTALS</b>	<b>329</b>	<b>179</b>	<b>39</b>	<b>260</b>	<b>149</b>	<b>25</b>	<b>161</b>	<b>572</b>	<b>269</b>	<b>68</b>

<b>Engine Department</b>										
Algonac	0	3	2	0	2	1	1	0	5	2
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	8	7	2	5	2	0	1	8	8	4
Fort Lauderdale	8	6	4	4	3	2	2	14	10	3
Guam	1	1	0	1	0	0	0	1	1	0
Honolulu6	2	0	4	5	1	1	12	9	1	
Houston	15	6	1	13	8	2	11	28	15	1
Jacksonville	22	15	1	20	11	2	12	37	33	4
Joliet	2	0	0	0	3	1	2	2	2	0
Mobile	4	2	1	6	2	2	1	6	5	2
New Orleans	1	1	0	1	1	0	1	7	2	0
New York	13	7	3	13	6	0	3	29	18	3
Norfolk	8	9	2	9	9	2	3	18	21	3
Oakland	11	0	2	6	4	1	3	16	9	5
Philadelphia	1	1	0	2	1	0	1	3	3	4
Piney Point	2	4	0	0	2	0	1	3	4	0
Puerto Rico	1	6	1	3	1	0	3	2	11	0
Tacoma	20	5	1	9	9	2	6	30	11	2
St. Louis	0	2	0	0	0	0	0	4	3	1
Wilmington	7	10	1	9	13	1	3	18	37	6
<b>TOTALS</b>	<b>130</b>	<b>88</b>	<b>21</b>	<b>105</b>	<b>83</b>	<b>17</b>	<b>55</b>	<b>238</b>	<b>207</b>	<b>41</b>

<b>Steward Department</b>										
Algonac	0	2	3	1	1	2	1	0	1	0
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	6	1	0	4	0	0	3	4	3	0
Fort Lauderdale	10	0	1	5	3	1	5	21	3	4
Guam	0	0	0	0	0	0	0	1	1	1
Honolulu	9	3	0	7	2	0	1	24	7	0
Houston	25	2	0	20	4	2	6	32	6	1
Jacksonville	20	7	0	16	5	0	6	34	8	1
Joliet	1	2	0	2	1	2	1	0	2	0
Mobile	3	0	0	2	0	0	0	6	2	1
New Orleans	5	2	3	3	0	2	1	8	3	3
New York	13	7	0	17	6	0	6	23	13	0
Norfolk	12	4	1	11	6	0	8	25	12	2
Oakland	33	3	2	13	3	1	6	30	5	2
Philadelphia	0	0	0	1	1	0	1	4	0	1
Piney Point	4	3	0	1	1	0	0	4	2	0
Puerto Rico	1	0	0	1	1	0	1	4	1	2
Tacoma	18	3	0	14	0	0	5	33	6	1
St. Louis	1	1	0	2	0	0	0	3	1	0
Wilmington	25	3	0	19	5	0	8	43	8	2
<b>TOTALS</b>	<b>186</b>	<b>44</b>	<b>10</b>	<b>139</b>	<b>40</b>	<b>10</b>	<b>59</b>	<b>299</b>	<b>84</b>	<b>21</b>

<b>Entry Department</b>										
Algonac	1	9	13	1	3	0	1	3	13	24
Anchorage	0	0	0	0	2	0	0	0	0	0
Baltimore	1	0	2	1	0	1	0	1	2	2
Fort Lauderdale	1	8	1	1	6	1	2	1	12	6
Guam	0	1	0	0	0	0	0	0	1	0
Honolulu	0	7	7	3	5	3	1	2	11	15
Houston	4	8	6	2	5	2	5	8	15	11
Jacksonville	0	15	8	2	10	4	2	2	16	21
Joliet	0	0	0	0	0	0	0	0	0	4
Mobile	1	2	2	1	1	0	0	1	2	3
New Orleans	3	3	2	0	1	2	0	4	4	3
New York	1	19	7	1	12	5	2	3	37	30
Norfolk	0	13	18	0	12	9	3	0	23	39
Oakland	4	15	10	1	3	5	2	5	22	11
Philadelphia	1	0	1	0	3	1	0	1	1	1
Piney Point	0	3	1	0	2	0	2	0	3	2
Puerto Rico	1	0	0	0	0	0	0	1	0	1
Tacoma	2	7	3	4	6	3	0	11	22	8
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	4	13	10	2	11	7	2	9	34	40
<b>TOTALS</b>	<b>24</b>	<b>124</b>	<b>91</b>	<b>19</b>	<b>82</b>	<b>43</b>	<b>22</b>	<b>52</b>	<b>219</b>	<b>221</b>
<b>GRAND TOTAL:</b>	<b>669</b>	<b>435</b>	<b>161</b>	<b>523</b>	<b>354</b>	<b>95</b>	<b>297</b>	<b>1,161</b>	<b>779</b>	<b>351</b>



## 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 Corgoy, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
**Joseph T. Soresi, Vice President Atlantic Coast**  
**Kermett Mangram,**  
*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

*Editor's note: This month's question was answered by recent graduates of the Paul Hall Center's steward recertification course.*

**Question: What is one of the bigger changes you've noticed in the maritime industry since you first started sailing, and why have you stuck with this career?**



Recertified Steward  
Shirley Bellamy

I've noticed quite a few changes, including technology – giving us access to our information and how the jobs are displayed. There is more focus on safety and also a better environment at the new hall in Jacksonville. Another change is the beautiful new waterfront at the Paul Hall Center. I've stayed with the job because it's an honest profession and I'm part of an organization that works, not to mention it's pretty good earnings.



Recertified Steward  
Anthony Jacobson

I started 20 years ago, and there's no question that these days we are working much safer, with fewer lost-time accidents. I definitely believe this is a direct result of our training at the Paul Hall Center and the companies' safety programs. I have been all over the world, worked on some really great ships and made quite a few friends over the years.



Recertified Steward  
Cleto Lindong

Today there is a lot more technology involved, compared to, say, 15 years ago. It seems like you can do everything via computer. I have stuck with it because I've gotten all the support I've ever needed for the job, especially all the benefits from our union. I also feel very blessed to have gotten into the steward recertification class.



Recertified Steward  
Sean Richard

One of the biggest changes I've noticed since joining the union in 1992 is the job growth, and also the upgrading (opportunities) available in Piney Point. I choose to stay in the maritime industry because it gave me a chance to travel and see parts of the world I only had read about in books or had seen on TV, and to make good money, too. I recommend anyone coming into this industry to focus on your job skills and the travel.



Recertified Steward  
John Greubel

The industry has changed as far as requirements for acceptance into it, and it has changed for the better when it comes to training and safety. Politics has become more important to our union and I think people understand their participation matters. Implementing the TWIC card system has changed security. The use of online services is great these days, for the *Seafarers LOG* and especially the member portal.



Recertified Steward  
Karl Meyer

I have been sailing with the SIU since 1992. The increase in overall requirements and regulations for individual seafarers and for other parts of the industry is a big change. I also see both the union and the operating companies taking a proactive approach to address the various changes that we encounter and to promote safety. My first job was cleaning ash trays and emptying garbage cans (on the cruise ship *Independence*). From that time on, the sea and the SIU became an inseparable part of my life.

## Pic-From-The-Past



Supporting our troops has been an SIU tradition throughout the union's 75-year history. In this 1990 photo, the SIU-crewed *USNS Algol* (right) sails for Saudi Arabia after loading cargo in Savannah, Ga., as part of Operation Desert Shield/Desert Storm.

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

### WILLIAM BLEES

Brother William Blees, 67, joined the union in 1991. He initially shipped on the *USNS Kane*. Brother Blees sailed in the steward department and upgraded on two occasions at the Piney Point school. His most recent ship was the *Horizon Producer*. Brother Blees calls Aguada, P.R., home.

### JOSE FELICIANO

Brother Jose Feliciano, 66, signed on with the Seafarers in 1983. His first trip was aboard the *USNS H.H. Hess*; his most recent was on the *Maersk Arkansas*. In 1990, Brother Feliciano attended classes at the Paul Hall Center in Piney Point, Md. The former deck department member lives in Penuelas, P.R.



### GLORIA HOLMES

Sister Gloria Holmes, 65, was born in Louisiana. She became an SIU member in 1978 while in San Francisco. Sister Holmes sailed in the steward department and frequently upgraded at the maritime training center in Piney Point, Md. Her earliest trip was aboard the *Santa Magdalena*. Sister Holmes most recently shipped on the *Charger*. She settled in Mather, Calif.

### TRAVIS JEFFERSON

Brother Travis Jefferson, 66, began his seafaring career in 1978. He originally shipped on the *President Jefferson*. Brother Jefferson sailed in the steward department. In 1995, he upgraded his skills at the Paul Hall Center.



Brother Jefferson's most recent ship was the *Horizon Anchorage*. He makes his home in Seattle.

### ALVIN MAJOR

Brother Alvin Major, 69, joined the SIU ranks in 1998. His earliest trip was aboard the *USNS Belatrix*. Brother Major was born in Georgetown, Guyana. He sailed in the steward department. Brother Major enhanced his skills on two occasions at the Piney Point school. He last sailed on the *Cape Douglas*. Brother Major resides in England.



### JOSE MANANDIC

Brother Jose Manandic, 65,



donned the SIU colors in 1989. His first voyage was aboard the *Independence*; his most recent was on the *APL Coral*. Brother

Manandic was a member of the steward department. He upgraded often at the union-affiliated school in Piney Point, Md. Brother Manandic was born in Honolulu and calls Las Vegas home.

### ALLEN MYREX

Brother Allen Myrex, 87, joined the union in 1946. He initially sailed with Liberty Navigation Trading Company. Brother Myrex was a member of the deck department. He last worked on the *Venture*. Brother Myrex makes his home in Silver Hill, Ala.

### JOSE ORSORTO

Brother Jose Orsorto, 65, started his SIU career in 2006 while in Fort Lauderdale, Fla. He is a native of Honduras. Brother Orsorto initially shipped on the *Pride of America*. The engine department member's most recent trip was aboard the *St. Mary's Challenger*. Brother Orsorto settled in Fort Lauderdale, Fla.

### DANIEL PAYNE

Brother Daniel Payne, 65, signed on with the SIU in 1990 while in the port of Wilmington, Calif. As a member of steward department, Brother Payne upgraded on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He first sailed on the *USNS H.H. Hess*. Brother Payne's most recent trip was aboard the *Liberty Promise*. He is a resident of Simonton, Texas.

### ROBERT PIMENTEL

Brother Robert Pimentel, 65, became a union member in 1966. His earliest trip to sea was aboard a Victory Carriers Inc. vessel. Brother Pimentel sailed in the steward department. His most recent ship was the *Manulani*. Brother Pimentel settled in San Francisco.

### ROBERT STENEHJEM

Brother Robert Stenehjem, 65, joined the Seafarers in 1979 while in Honolulu. He originally worked on the *Aleutian Developer*. Brother Stenehjem upgraded in 1996 at the Paul Hall Center. His most recent trip was aboard the *Tacoma*. The deck department member lives in Seattle.



## ERNESTO VILLANUEVA

Brother Ernesto Villanueva, 68, donned the SIU colors in 1979.

His first ship was the *Kopaa*; his most recent was the *APL Singapore*. In 2002, Brother Villanueva attended classes at the union-affiliated school in Piney Point, Md. He was a member of the steward department. Brother Villanueva was born in Philippines and calls San Francisco home.



## VAN WATLER

Brother Van Watler, 70, began his seafaring career in 1993. He enhanced his skills in 2001 at the Piney Point school. Brother Watler worked in the engine department. His most recent trip was on the *Pelican State*. Brother Watler resides in Garden, Fla.



## INLAND

### TERRY LEJEUNE

Brother Terry Lejeune, 50, signed on with the SIU in 1988 while in New Orleans. The deck department member primarily sailed with Moran Towing of Texas. Brother Lejeune upgraded in 1998 and 2001 at the Piney Point school. He calls Jennings, La., home.

## WOODROW PEAVY

Brother Woodrow Peavy, 66, was born in Alabama. He signed on with the union in 1974. Brother Peavy primarily sailed on vessels operated by Dravo Basic Materials Company. He makes his home in Little River, Ala.

## GREAT LAKES

### ALAN MAURY

Brother Alan Maury, 68, became a union member in 1974, originally sailing aboard the *Harry Allen*. He was a deck department member. Brother Maury upgraded on two occasions at the Paul Hall Center. His most recent trip was on the *John Boland*. Brother Maury is a resident of Port Richey, Fla.



## NATIONAL MARITIME UNION

### JESSE CHILES

Brother Jesse Chiles, 65, was a steward department member. He last shipped on the *Sgt. William R. Button*. Brother Chiles lives in Bronx, N.Y.



### THOMAS LEWIS

Brother Thomas Lewis, 65, was born in Connecticut. In 2001, he

attended classes at the Piney Point school. Brother Lewis' most recent trip was aboard the *Green Point*. He calls South Daytona, Fla., home.



## THOMAS ROONEY

Brother Thomas Rooney, 55, became an NMU member before the 2001 SIU/NMU merger. He is a resident of Hull, Mass.



## JOHN SCHIRALDI

Brother John Schiraldi, 65, joined the NMU in 1980. He makes his home in Kissimmee, Fla.



## WILLIAM WYLIE

Brother William Wylie, 65, was an NMU member before the 2001 merger. He resides in Fairhaven, Mass.



## This Month In SIU History

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

### 1941

The *SS Robin Moor*, an SIU ship, was the first U.S.-flag vessel to be sunk by the Germans. The crew was given 20 minutes by the German submarine commander to leave the vessel. After the crew launched the lifeboats, and were approximately one mile from the ship, the German submarine then torpedoed the ship, sinking it. This action led to a demand, eventually carried out, that all American-flag ships be armed and supplied with gun crews. It also led to the union's demand for higher bonuses and insurance.

### 1950

An agreement setting forth the terms under which the Seafarers Welfare Plan will operate was signed by a committee representing the bulk of the steamship companies under contract to the Atlantic & Gulf District. The signing cleared the way for the plan to begin functioning as the Bureau of Internal Revenue and National Labor Relations Board give their okays to the plan. The signing of the agreement brought a virtual end to negotiations which the Union Welfare Committee has had underway since December of last year, when the SIU-contracted companies signified their agreement to pay 25 cents per day for

every SIU member employed aboard their ships.

### 1955

The new SIU family benefits for wives and children of Seafarers have gone into effect as of June 1. Already at least two Seafarer wives, one in Miami and another in Philadelphia, are known to have entered hospitals for surgery under the plan, and a number of inquiries have come into headquarters concerning other pending hospital cases. Meanwhile, all the necessary apparatus to handle claims and dispense information about the new benefits has been set up in headquarters and in the outports. It is anticipated the first claims coming in will be handled smoothly and with a minimum of delay.

### 1967

Addressing the almost 300 delegates and guests at the opening session of the 13th Biennial Convention of the Seafarers International Union of North America, House Minority Leader Rep. Gerald Ford (R-Mich.) spoke of strengthening the merchant marine, adding that in the United States today "we lack both the ships and the manpower to respond adequately to international crisis." Ford has been a vigorous critic of the Johnson Administration's failure to protect maritime policy and is a leading advocate of an independent Federal Maritime Administration as a means of strengthening the American merchant marine and U.S. shipping.



# Final Departures



## DEEP SEA

### RONALD AMMAR

Brother Ronald Ammar, 77, passed away Aug. 22. He joined the Seafarers in 1999 while in the port of New York. Brother Ammar initially sailed on the *USNS Gordon*. The engine department member was last employed aboard the *Horizon Challenger*. Brother Ammar called Patchogue, N.Y., home.

### SZE CHEN

Pensioner Sze Chen, 100, died Sept. 22. Brother Chen became an SIU member in 1951. His first voyage was on the *Steel Record*. Brother Chen shipped in the steward department. Prior to his retirement in 1977, he sailed aboard the *Tampa*. Brother Chen made his home in New York.



### CHARLES CURLEY

Brother Charles Curley, 58, passed away Jan. 16. Born in Roanoke Rapids, N.C., he began sailing with the union in 1980. Brother Curley first sailed on the *Del Oro*. He was a steward department member. Brother Curley most recently shipped aboard the *APL Agate*. He was a resident of Gaston, N.C.

### EMANUEL DOUROUDOUS

Pensioner Emanuel Douroudous, 74, died Nov. 27. Brother Douroudous started shipping with the SIU in 1970. His first vessel was Hudson Waterways' *Sea Del*; his last, the *Voyager*. Brother Douroudous was born in Greece and shipped in the steward department.



He became a pensioner in 1999 and settled in Thailand.

### KENNETH DUFRENE

Pensioner Kenneth Dufrene, 68, passed away Dec. 12. Brother Dufrene first donned the SIU colors in 1979. The deck department member was born in Los Angeles. Brother Dufrene's first trip was aboard the *Overseas Chicago*. His final ship was the *USNS Bob Hope*. Brother Dufrene became a pensioner in 2009. He lived in Springdale, Ark.

### JEFFREY FIELDS

Brother Jeffrey Fields, 41, died Dec. 24. He signed on with the SIU in 1992. His earliest trip was on the *Trader*. Brother Fields was born in New Orleans. He last worked aboard the *Sunshine State*. Brother Fields was an engine department member. He continued to reside in Louisiana.

### EDWARD HANVEY

Brother Edward Hanvey, 63, passed away Oct. 15. He started sailing with the union in 1991. Brother Hanvey initially sailed on the *Overseas Valdez*. He was a member of the engine department. Brother Hanvey most recently worked aboard the *Maersk Michigan*. He made his home in Newport News, Va.

## WILLIAM HOLMES

Pensioner William Holmes, 73, died Dec. 12. Brother Holmes was a New Jersey native. He joined the SIU in 1976 while in the port of Philadelphia. Brother Holmes first sailed with Ecological Steamship Company. The deck department member's final trip was aboard AMSEA's *Lake*. Brother Holmes started collecting his pension in 1995. He called Willingboro, N.J., home.



## WILLIAM JOSLIN

Brother William Joslin, 71, passed away Sept. 24. He began sailing with the Seafarers in 1969. Brother Joslin initially worked on the *Cosmos Mariner*. He was born in Seattle. The engine department member last shipped on the *North Star*. Brother Joslin settled in Aberdeen, Wash.

## GEORGE KHULAGI

Pensioner George Khulagi, 77, died Aug. 16. Brother Khulagi joined the union in 1969. He first sailed aboard the *Ames Victory*. Brother Khulagi was a member of both the deck and engine departments. Prior to his retirement in 2000, he shipped on the *Venture*. Brother Khulagi called New York home.



## ANTONIO KOTSIS

Pensioner Antonio Kotsis, 92, passed away Nov. 1. Brother Kotsis became an SIU member in 1956. He sailed aboard the *Steel Age* early in his career. Brother Kotsis was born in Greece and worked in the deck department. His final trip was with Michigan Tankers. Brother Kotsis went on pension in 1981. He continued to reside in Greece.



## LARRY NICHOLSON

Brother Larry Nicholson, 43, died Aug. 6. He started shipping with the union in 1988. Brother Nicholson originally sailed on the *USNS Bartlett*. He was a member of the steward department. Brother Nicholson last worked on the *USNS Bob Hope*. He made his home in Mobile, Ala.

## EDWARD O'CONNELL

Pensioner Edward O'Connell, 89, passed away Nov. 23. Brother O'Connell signed on with the SIU in 1943 while in the port of New York. One of his earliest trips was on the *Cornhusker State*. Brother O'Connell was born in Rockport, Mass., and sailed in the deck department. Before his retirement in 1985, he worked aboard the *HMI Dynachem*. Brother O'Connell lived in Salem, Mass.



## JAMES PEACOCK

Pensioner James Peacock, 72, died Oct. 18. Brother Peacock first donned the SIU colors in 1967 in New Orleans. He was a member of both the deck and steward departments. Brother Peacock's first trip was with Pecos Transport Inc. His final ship was the *Nuevo San Juan*. Brother Peacock became a pensioner in 1999. He was a resident of Jacksonville, Fla.



## ROSCOE RAINWATER

Pensioner Roscoe Rainwater, 85, passed away Dec. 12. Brother Rainwater was an Alabama native. He joined the union in 1946 and sailed with Waterman Steamship Corporation. Brother Rainwater worked in the steward department. He last sailed on the *Leader*. Brother Rainwater started collecting his pension in 1989. He called Leeds, Ala., home.



## JOHN RODE

Pensioner John Rode, 75, died Oct. 11. Brother Rode began shipping with the union in 1957. He initially worked aboard the *Fairport*. Brother Rode sailed in the engine department. His final trip was on the *Panama*. Brother Rode retired in 2002 and made his home in Baltimore.



## WINDELL SAUNDERS

Pensioner Windell Saunders, 85, passed away Aug. 21. Brother Saunders became an SIU member in 1962. He originally sailed aboard the *Hastings*. Brother Saunders worked in the steward department. His last voyage was on the *Long Lines*. Brother Saunders went on pension in 1992. He lived in Baltimore.

## CARL THOMPSON

Pensioner Carl Thompson, 69, died Nov. 4. Brother Thompson signed on with the Seafarers in 1960. His earliest trip was aboard the *Ogden Challenger*. Brother Thompson was a steward department member. He started collecting his pension in 2008. Brother Thompson lived in Semmes, Ala.



## MARK TREPP

Pensioner Mark Trepp, 61, passed away Jan. 28. Born in Cleveland, Brother Trepp joined the union in 1977. He first sailed aboard the *Saginaw Bay*. Brother Trepp was a deck department member. Prior to his retirement in 2009, he shipped on the *Cape Ducato*. Brother Trepp called Herndon, Fla., home.

## JOHN WALLACK

Pensioner John Wallack, 85, died Oct. 3. Brother Wallack became an SIU member in 1953. He first sailed

with Delta Steamship Lines. Brother Wallack last shipped aboard the *OMI Wabash*. The deck department member went on pension in 1991 and resided in Maine.

## ANDREW WITKOWICKI

Brother Andrew Witkowicki, 59, passed away Sept. 3. He donned the SIU colors in 1973 while in New York. Brother Witkowicki initially sailed with Maritime Operations Inc. He was born in Poland and shipped in the engine department. Brother Witkowicki's final trip was on the *Advantage*. He made his home in Barneget, N.J.

## INLAND

### ANTHONY DECICCO

Brother Anthony DeCicco, 46, died Dec. 25. Brother DeCicco began shipping with the union in 1991. A member of the deck department, he initially sailed in the deep sea division aboard the *LNG Aquarius*. Brother DeCicco's final trip was aboard the *Integrity*. He resided in Cape Cod, Mass.



### WILLIAM DIZE

Pensioner William Dize, 64, passed away Sept. 8. Brother Dize was a Virginia native. He joined the SIU in 1986 and sailed with the Association of Maryland Pilots for the duration of his career. Brother Dize started collecting his pension in 2008. He called Ewell, Md., home.



### ROBERT ELIA

Pensioner Robert Elia, 84, died Sept. 20. Brother Elia began sailing with the union in 1973. He originally worked with McAllister Towing of Philadelphia. Brother Elia was a member of the steward department. Before retiring in 1991, he sailed on a Moran Towing of Philadelphia boat. Brother Elia was a resident of Vineland, N.J.

### CHARLES GWALTNEY

Pensioner Charles Gwaltney, 82, passed away Oct. 28. Brother Gwaltney became an SIU member in 1962. He initially worked with Chesapeake & Ohio Railway. Brother Gwaltney was born in Virginia. His final trip was on a Moran Towing of Virginia vessel. He went on pension in 1995 and made his home in Hampton, Va.

### SEAN HICKEY

Brother Sean Hickey, 56, died Sept. 25. He signed on with the union in 2010. His earliest trip was aboard the *Liberty Island*. Brother Hickey sailed primarily in the steward department. He most recently worked on the *Achievement*. Brother Hickey resided in Fort Lauderdale, Fla.

### CHARLES HORSEMAN

Pensioner Charles Horseman, 84, passed away Jan. 4. Brother Horseman joined the SIU in 1961, and his first boats included ones operated by

Marine Towing and Transportation. Brother Horseman was a Vienna, Md., native. His last trip was with McAllister Towing of Philadelphia. Brother Horseman worked in the engine department. He retired in 1988 and lived in Franklin Township, N.J.

### DONALD SMITH

Brother Donald Smith, 39, died Nov. 19. He started shipping with the union in 2005. Brother Smith primarily worked with Crescent Towing & Salvage Company. He sailed in both the engine and deck departments. Brother Smith made his home in Bessemer, Ala.

### ALLEN STILES

Pensioner Allen Stiles, 70, passed away Sept. 18. Born in New Jersey, Brother Stiles joined the union in 1972 and initially sailed aboard a Gellenthin Barge Lines vessel. Prior to his retirement in 2009, he shipped with Interstate Oil Transportation. Brother Stiles called Kenneth City, Fla., home.



### DAVID TAUSIG

Brother David Tausig, 30, died Oct. 23. He donned the SIU colors in 2008 and sailed with Penn Maritime Inc. for the duration of his career. Brother Tausig sailed in the deck department and was a resident of Centerport, N.Y.

### THOMAS VALLERCHAMP

Brother Thomas Vallerchamp, 55, passed away Nov. 25. He became an SIU member in 1983 while in Jacksonville, Fla. Brother Vallerchamp's first vessel was the *Sugar Island*; his last was the *Dodge Island*. The engine department member resided in his native state, Florida.

## GREAT LAKES

### WALLACE MASTERS

Pensioner Wallace Masters, 80, died Sept. 13. Brother Masters was born in Wisconsin. He started his SIU career in 1972. Brother Masters mainly sailed with American Steamship Company. He became a pensioner in 1996. Brother Masters, who sailed in the deck department, settled in Shingleton, Mich.



### JEFF MYROUP

Brother Jeff Myroup, 45, passed away Sept. 28. He signed on with the union in 1995 while in Detroit. Brother Myroup worked with Great Lakes Towing Company. He made his home in Illinois.

### LOUIS SHULTZ

Pensioner Louis Shultz, 82, died Dec. 3. Brother Shultz began his seafaring career in 1960. He primarily sailed with American Steamship Company. Brother Shultz was a deck department member. He retired in 1995 and called Oregon, Ohio, home.



# 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.

## ENERGY ENTERPRISE

(Waterman Steamship), March 3 – Chairman **Timothy D. Koebel**, Secretary **Eddie L. Siplin**, Deck Delegate **Elmo Davis**, Engine Delegate **Louis Valencia**, Steward Delegate **Wilfredo A. Perez**. Chairman discussed a few issues pertaining to the current contract and stated further research needs to be done. No beefs or disputed OT reported. Crew members were reminded no hats, tank tops or flip flops in mess hall. Request was made for Direct TV to be in individual rooms. Next ports: Norfolk, Va. and Fall River, Mass.

## FLORIDA (Crowley),

March 28 – Chairman **John Lamprecht**, Secretary **Hazel Johnson**, Educational Director **Troy D. Banks**, Deck Delegate **Marvin Chester**, Engine Delegate **Ann Mensch**, Steward Delegate **William Young**.

Bosun reported another safe trip. He thanked everyone for doing their jobs professionally and in a timely manner. Crew was reminded to keep garbage areas clean. Secretary reminded them to contribute to SPAD, because when you do, you help yourself as well as your union shipmates. He also asked crew departing vessel to leave rooms how they would want to find them. Educational director reminded fellow members about importance of upgrading at Paul Hall Center in Piney Point, Md. Mariners were advised to read the *Seafarers LOG*

to stay up-to-date on benefit changes and shipping rules. No beefs or disputed OT reported. Steward delegate thanked deck and engine gangs for helping keep house clean. Crew asked about vacation benefits. Vessel still needs to have internet and email connected. Crew thanked steward department (Hazel Johnson, William Young, **Marvin Davis**) for a five-star job. Next port: Corpus Christi, Texas.

## MAERSK CAROLINA

(Maersk Line, Limited), March 17 – Chairman **Brian K. Fountain**, Secretary **Robert T. Seim**, Educational Director **Kevin M. Cooper**. Crew awaiting response concerning eminent danger pay. Chairman reported another safe trip with no lost-time injuries, bringing the cumulative total to 3,118 days. He gave special thanks to everyone for “doing their jobs professionally and in a timely manner, and special thanks for Steward Assistant **Jose Garcia** keeping all the spaces clean and orderly.” Secretary encouraged fellow mariners to read the *LOG* to stay updated, and also contribute to SPAD “because when you do, you help yourself as well as your union brothers.” Educational director reminded crew members to get their time in and take advantage of upgrading at Piney Point. No beefs or

## Saluting a Fellow Seafarer

Seafarers and officers aboard the Maersk-operated *USNS Henson* recently lauded QMED Charles Kirksey as the longtime SIU member prepares to call it a career. “He has been sailing 40 years and is a great shipmate and role model,” noted MDR Brandon Maeda. In the photo below at left, Kirksey displays a knot board built by Bosun Joseph Gierbolini as a retirement gift. Kirksey also is pictured with vessel master Capt. Ryan White (presenting a ship's cap) in the photo below at right, and is standing at far left in the group photo at right. Also pictured (from left, standing) are QMED Romeo Ferrer, STOS Christopher Johnson, STOS Victor Brabble, AB James Copeland, Storekeeper Deanna Moore, Chief Steward Pete Williams, GVA Sabrina Long, MDR Maeda and Chief Cook Wagner Pellerin. Kneeling (from left): Bosun Gierbolini, AB Algernon Reed, GVA Mahlik Rogers, and GVA Joseph Martin. The bosun said this crew is one of the best he's ever worked with, and described them as a very professional bunch of Seafarers who respected and looked out for one another. “In many ways, we are like a large family.”



disputed OT reported. Crew made numerous suggestions for next contract.

## MAERSK GEORGIA (Maersk

Line, Limited), March 24 – Chairman **Domingo Leon Jr.**, Secretary **Lashawn L. Rivera**, Educational Director **Eric D. Bain**. Chairman thanked crew for safe voyage. Secretary reminded departing mariners to make sure rooms are clean and clean linens are ready. Educational director encouraged fellow Seafarers to upgrade at Paul Hall Center in Piney Point. No beefs or disputed OT reported. Steward department received vote of thanks for job well done. Crew requested increased pension benefits.

## PHILADELPHIA EXPRESS

(Crowley), March 3 – Chairman **Jose A. Jimenea**, Secretary **Gerald J. Joseph**, Educational Director **David C. Carter**, Deck Delegate **Dennis Saggese**, Engine Delegate **Phillip Niles**, Steward Delegate **Michael Harris**. Chairman discussed STCW Basic Safety Training and upcoming payoff in Houston. Educational director suggested that all members, whether experienced or new to the industry, go to school to upgrade in Piney Point. No beefs or disputed OT reported. Crew reported need for new mattresses, pillows and pillow cases. Captain was

very pleased with all crew for keeping a clean and healthy ship. Chairman also thanked steward department for job well done.

## PRIDE OF AMERICA

(NCL America), March 14 – Chairman **Rene C. Govico**, Secretary **Rolando J. Dinong**, Educational Director **James M. Crosby**, Deck Delegate **Gary Hunt**, Engine Delegate **Aristotle Cortez**. Chairman discussed vacation benefits. He advised crew members to be prudent when ashore. Also discussed importance of shipboard safety and keeping documents up-to-date. Secretary emphasized importance of contributing to SPAD, the union's voluntary political action fund. “This is our vehicle for promoting and protecting our job security.” Educational director suggested crew take advantage of courses available at maritime training center in Piney Point. No beefs or disputed OT reported. Crew revisited vacation benefits and asked that they be increased. They submitted photos to the *LOG* (see page 9).

## RACER (Maersk Line,

Limited), March 28 – Chairman **Thomas P. Flanagan**, Secretary **Glenn Williams**, Educational Director **Brian H. Miller**, Engine Delegate **Jeffery Bull**, Steward Delegate **Manes**

**Sainvil**. Chairman talked about upcoming payoff and crew change. He reported a safe trip and thanked everyone for their extra efforts. Secretary thanked deck gang for their help. No beefs or disputed OT reported; deck delegate requested a few clarifications. Vote of thanks given to steward department. Next port: Charleston, S.C., Savannah, Ga., Houston, and Mobile, Ala.

## MERCURY (Maersk Line,

Limited), April 2 – Chairman **Brian P. Corbett**, Secretary **Richard E. Hicks**, Educational Director **Christopher M. Eason**, Deck Delegate **Donivan T. McCants**, Engine Delegate **Ernest D. Bullock**, Steward Delegate **Cornelius J. Taylor**. Chairman discussed issues involving company's fleet upgrade, which involves reflagging eight vessels and replacing them with eight newer ones. Also talked about the different runs some vessels will be on. He thanked everyone for doing their parts and more. It was a safe, accident-free trip with much cooperation between all departments. Educational director reminded everyone to renew documents early and take advantage of Paul Hall Center. Upgrading means pay raises. “We have a fine school. Take advantage of it.” No beefs or disputed OT reported. Crew discussed importance

of members being aware that U.S. Merchant Marine needs to prove itself in value and skill at all times. Crew discussed length of assignments and how that length is documented. They also urged the union and companies to confer on new and upcoming STCW-related regulations and how they affect pay. Steward department was thanked for fine job.

## OVERSEAS BOSTON

(OSG), April 7 – Chairman **Christopher J. Kickey**, Secretary **Carl T. Poggioli**, Educational Director **Patrick L. Coppola**, Deck Delegate **Walter Wilde**. Chairman discussed STCW-mandated rest hours. He said vessel will take on stores in Long Beach, Calif., before heading to Hawaii. Secretary reported new dryer will be picked up. He said crew “is doing a great job keeping the house and ship clean and running well.” Educational director reminded fellow members to keep an eye on document expiration dates, and allow plenty of time for renewals. Also head to Piney Point to upgrade. He reminded everyone to stow weights properly when done working out in gym. No beefs or disputed OT reported. Crew discussed potential need for Chinese visas. Crew thanked steward department, with special thanks to SA **Hernando Basilan** for a great job.



## CIVMARS Support Our Troops

A mariner aboard the Seafarers-crewed *USNS Richard E. Byrd* attaches cargo to a helicopter while the T-AKE vessel conducts an underway replenishment with the aircraft carrier *USS Nimitz* April 28 in the Pacific Ocean. The *Byrd* is crewed in the unlicensed positions by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Raul Moreno Jr.)



### ATTENTION: SEAFARERS

Contribute to SPAD (Seafarers Political Action Donation)

## Coast Guard Issues Reminder, Instructions For Obtaining STCW Security Endorsements

As previously reported, the most recent amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) led the U.S. Coast Guard to issue a policy letter outlining new security training and endorsement requirements for all vessel personnel. According to that policy letter (No. 12-06), as of Jan. 1, 2014 all mariners must have an STCW security endorsement as part of their merchant mariner credential (MMC) in line with their respective assigned duties.

Detailed information is available in a March 28 post in the News section of the SIU website at:

[www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm](http://www.seafarers.org/news/2013/Q1/STCWSecurityEndorsementInfo.htm)

The same information should be available at all SIU halls. Included with the March 28 post are links to the policy letter; a related, two-page FAQ (which also covers information from a separate policy letter); a sample letter (which also is included at the end of this article); and a link to Coast Guard forms 719B and 719K.

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

SIU members who currently have a Vessel Security Officer (VSO) endorsement already comply with the new requirement. Other members will need to secure a letter from their employer (company) or vessel master confirming sea time or performance of security functions equivalent to designated security duties for six months in the previous three years that satisfy the requirements for the new endorsements and then send it to the NMC, or they'll need to show proof of having completed an approved course that meets the requirements.

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

Alternatively, mariners who commenced sea service prior to Jan. 1, 2012 may apply for the VPDSO endorsement by providing documentation attesting to seagoing service with designated security duties for a period of six months in the preceding three years. These duties may include, but are not limited to, duties

specified in the vessel security plan or as assigned on a station bill. Documentation of this service can be a letter or certificate signed by a company official, including a vessel master. This letter is to be presented to the NMC as an attachment to a form 719B.

Another method of satisfying the requirement is to secure a letter signed by a company official attesting to performance of security functions considered to be equivalent in scope to shipboard designated duties for a period of six months in the previous three years.

The three STCW security endorsements are:

■ SA – VI/6 – Security Awareness

■ VPDSO – VI/6 – Vessel Personnel with Designated Security Duties

■ VSO – VI/5 – Vessel Security Officer

Unless VSO has already been placed on the STCW page of a mariner's MMC, he or she will need to obtain one of the endorsements listed above. Both the SIU and its affiliated school in Piney Point, Md., believe that most mariners will require the VPDSO endorsement.

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

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

Commanding Officer  
U.S. Coast Guard  
National Maritime Center  
100 Forbes Drive  
Martinsburg, WV 25404

Dear Sir:

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

Sincerely,  
NAME OF MASTER OR  
COMPANY OFFICIAL

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

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







# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class #771** – The following individuals (above, in alphabetical order) graduated from this 60-hour course April 12: Brandon Aguigui, Kevin Alicea, Mohamed Alomari, Auston Billiot, Rhodhanes Deveon, Lorenzo Finley, Anthony Fraccalvieri, Alexander Franklin, Kadeem John, Ashley Lee, Hector Morales Ortiz, Patricia Placek, David Sanchez Flores, Noel Segovia, Shewanna Stephenson, Nick Turano and Matthew Yeackel. (Note: Not all are pictured.)



**Welding** – Ten upgraders finished their requirements in this four-week course April 26. Graduating (above, in alphabetical order) were: Russell Bravo, Ryan Brown, Michael Fertl, Paula Gomez, Wilbert Hinton, Douglas McLaughlin, Arturo Reyes, James Ross, Michael Souza and Daniel Thompson. Class Instructor Buzzy Andrews is standing at the far right in the back row.



**BAPO** – Sixteen individuals graduated from this course April 19. Completing their requirements (above, in alphabetical order) were: Kyle Bennett, Aaron Ellis, James Grant, Bernard Hall, Shari Hinton, Omari Hoti, Chase Knisley, Richard Lawson, Unis Malahi, William McCrory, Jerry Morlett Jr., Edward Seelig, Harge Semilla, Ahmed Sennain, Laurence Valerio and Oshema Watson. John Wiegman Jr., their instructor is standing at the far right in the back row. (Note: Not all are pictured.)



**Designated Duty Engineer** – Four individuals completed the enhancement of their skills in this course April 5. Graduating (above, in alphabetical order) were: Omar Aleman, David Delano, Hurston Harcum and Jason Jones. Class Instructor Scott Ciatto is standing at the far right.



**Computer Classes** - Upgrader Ali Matari (right) recently completed several computer classes while upgrading his skills in the steward department. In the photo above, he proudly shows off his certificates while posing with his instructor, Rich Prucha.



**Government Vessels** – Eleven upgraders completed their training requirements in this course April 19. Graduating (above, in alphabetical order) were: Mohamed Alomari, Albert Bharrat, Rhod DeLeon, Marguerite Diggs, Roger Dillinger Jr., Yung-Fan Haloski, Kenneth Ledoux, Thomas Leroy, Ruden Perez, Rey Robles and Tyree Watkins. Class Instructors Wayne Johnson and Mark Cates are the far left and far right, respectively.



**Able Seaman** – Twelve individuals finished this course April 12. Graduating (above, in alphabetical order) were: Matthew Alexander, Darvin Brown, Richard Cristiani, Joseph Dasteel, Jacob Gawne, Carlo Gentile, Julius Gimutao, Hamza Jinah, Jason Meyers, Yousef Mohamed, Nikita Ryshkov and Derrick Siefke. Bernabe Pelingon, their instructor, is at the far left. (Note: Not all are pictured.)



**Advanced Firefighting** – Eighteen upgraders finished their requirements in this course April 26. Those graduating (above, in alphabetical order) were: Francisco Anacta, Daniel Babatunde, Christopher Baxter, Stephen Blanchard, Woodrow Brown, Tenereo Cappel, Matthew Carroll, Al Fernandez, Charles Ford, Lewis Johansen, Alvin Martin, Michael Moore, Brendan O'Brien, Windred Opore, Leland Peterson, Coda Russell, Leonard Soriano and Lee Weygandt. Their instructors, Wayne Johnson Sr., and Joe Zienda, are standing at the far left and far right, respectively.



**Combined Basic and Advanced Firefighting** – Sixteen individuals finished the enhancement of their skills in this course April 5. Graduating (above, in alphabetical order) were: Jason Babbitt, Russell Bravo, Ryan Brown, Roger Dillinger Jr., Abdulkarim Ghalib, Steven Hamilton, John Jasinski, Ricardas Juska, Diego Lewis, Jarrod Nix, Jimmy Ocot, Robert Rocanelli, Terrance Sasnett, Winston Thompson, Zarko Vrbjanac, and Jerome Wong. Wayne Johnson Sr., and Wayne Johnson Jr., their instructors, are standing in the back row at the far left and far right, respectively.



# Paul Hall Center Classes



**BST Renewal (SIU)** - The following Seafarers (above, in alphabetical order) graduated from this course April 24: Kenneth Baker, Jimmy Broussard, Seth Davis, Jeremiah Dougherty, Michael Eaton, Ryan Galloway, Robert Hoffman, John Howard, Randy Isenhardt, Carlacia Jones, Charles Mills, Mark Mize, Abraham Moreira, Harvey Owens, Nathan Putman, Ashward Rankin, Shawn Rector, Jon Richardson, Kim Tye and Fred Vanderveer. Class Instructor Wayne Johnson Jr., is at the far right.



**Small Arms Training** – Six upgraders completed their requirements in this course April 5. Graduating (above, in alphabetical order) were: William Dowzicky, Rick James, Erick Johnson, Thomas Moore, Robert Oppel, and Gregory White. Class Instructors Robbie Springer and Stan Beck are at the far left and far right, respectively.



**BST (SIU)** – Twenty Seafarers graduated from this course April 19. Completing their requirements (above, in alphabetical order) were: Badr Abdullah, Alphonzo Berry, Jack Drossos, Saleh Elhubishi, Raymond Garcia, Anthony Kimbrell, Billy Love, George Maranos, Louis Mastrototaro, Leslie McGirt, Yahya Mohamed, Ryan Palmer, Rolando Pulido, Glenn Quitonio, Nate Sherrill, Jeffrey Thomas, Kervin Velazquez, Quintonio Walden, Brian Wilder and Jerome Wong. Joe Zienda, their instructor, is at the far right.



**Medical Care Provider** – Nine upgraders completed this course April 12. Those graduating (above, in alphabetical order) were: Jason Babbitt, Roger Dillinger Jr., Abdulkarim Ghaleb, Steven Hamilton, James Kayser, Michael Kelly, Paul Miller, Robert Rocanelli and Zarko Vrbjanac. Class Instructor Wayne Johnson Jr., is at left.



**Able Seaman** – The following upgraders (above, in alphabetical order) graduated from this course April 12: Kevin Blackman, Carlos Cayetano-Mena, Jape Geonzon, Yung Fan Haloski, Alfonso Marin and Diomedes Vigo. Bernabe Pelingon, their instructor, is at left.



**Specially Trained Ordinary Seaman** – Eleven Phase III unlicensed apprentices graduated from this course April 19. Those graduating (above, in alphabetical order) were: Jason Baker, Noel Fedee, Adrian Fraccarolli, Michael Hunnicutt, Derek Minnix, Ammar Mohamed, Ali Musid, Paul Nelson, Mark Stahovic, Joe Turcketta and Christopher Wing.



**BST (HAWAII)** – Twenty individuals completed this course April 13 at the Barbers Point, Hawaii-based Seafarers Training Facility. Graduating (above, in alphabetical order) were: Alvinmar Aldana, Brandy Allender, Robert Aurand, Bradley Bong, Kevin Brown, Steven Carter, Johnisha Childs, Mark Cimino, Samuel Clark, Nashville Cole, Christian Delgado, Kathy Elmore, Sheryl Leventhal, Leonardo Paulino, Joseph Peters, Michelle Ribeiro, Jeremy Smith, Singaravelu Subramanian, Armando Tampoc and Krystal Zurek.



**BST (Hawaii)** – The following individuals (above, in no particular order) completed this course May 4 at the Seafarers Training Facility in Barbers Point, Hawaii: I Gusti Ketut Adiputra, Reginald Abroise, Matthew Brown, Olivia Carbone, Nestor Cruz, Bernardo Shepard, Felix Esprit, Erika Marquez, Micah McKinley, Robert McNeil, Devone Medlock, Nigel Montrope, Jeremy Quinn, Jamie Reiff, Jermilini San Pedro, Andrew Sepulveda, Christopher Smith and Trammel Williams.





**ABOARD OVERSEAS BOSTON** – Patrolman Nick Marrone II submitted these photos after an April 10 servicing of OSG's *Overseas Boston* on the West Coast. Sitting left to right in the crew mess (photo above) are STOS Adolph Romero, STOS Scott Jones, AB Chad Schultz and AB Mykola Smirnov. Pictured in the galley are (photo at right, from left) SA Hernando Basilan and Chief Cook Vincent Alonzo. The remaining photo shows AB Walter Wilde working the gangway.

**Coast  
 To Coast  
 With the SIU**



**WITH MEMBERS AT G&H TOWING** – Thanks to Seafarer Lindsay Price for sending these photos of members at G&H Towing in Houston. Pictured left to right in the group photo at left below are Engineer Tony Gonzales, AB Chris Bartholmey Jr., Mate Becky Johnson and Captain Mike Zimmerman. Left to right in the group photo below in the center are Oiler Jimmy Cady Jr., Mate Nick Moraski, Engineer Bob Young Jr. and Captain Lindsay Price. Johnson and Price also are pictured below at right.



**ON THE ATB RESOLVE** – Following a recent visit to the *ATB Resolve* in Jacksonville, Fla., Patrolman Brian Guiry sent these snapshots of Seafarers aboard the Crowley vessel. Left to right in the group photo above are SA Edward Smigielski, Steward/Baker Willie Frank and Chief Cook Daniel Miller. Frank is also pictured at left, while Smigielski is shown again at right.