NOAA Crews Ratify Contract

Following nearly two years of negotiations, a new contract is in place covering ships operating under the U.S. National Oceanic and Atmospheric Administration (NOAA). The five-year pact covers members of the SIU Government Services Division who sail aboard NOAA’s 19 vessels, including the Bell Shimada (below). Pictured at the signing in early May, which took place at NOAA facilities in Norfolk, Va., are: NOAA Administrative Officer Jamie Johnson, NOAA Labor and Employee Relations Advisor Cecilia Collins, NOAA Director of Marine Operations Capt. (Rear Adm. Select) Michael S. Devany, NOAA Labor Relations Specialist Dale North, SIU VP Government Services Kermett Mangram, NOAA Cmr. Karl Mangels, SIU Government Services Representative Kate Hunt and NOAA Program Specialist Sharon Wilgus. Members approved the contract earlier this year. Page 4.

State Department Hosts Maritime Security Forum

Seafarers-Affiliated AMO Opens New HQ

The American Maritime Officers (AMO), an affiliate of the Seafarers International Union of North America, dedicated the union’s new headquarters building (above right) June 7 in Dania Beach, Fla. SIU President Michael Sacco (second from left in group photo) was a guest speaker at the ceremonial opening. Also on hand to help mark the occasion were (from left) AMO Secretary-Treasurer Jose Leonardi, U.S. Maritime Administrator David Matsuda, U.S. Rep. Allen West (R-Fla.), MSC Commander Rear Adm. Mark Buzby, AMO National President Tom Bethel, Dania Beach City Commissioner Walter Duke, Seventh District Coast Guard Commander Rear Adm. William Baumgartner and AMO Plans Co-Chairman Anthony Naccarato. Page 6.
**Piracy, Continued**

More than two years have passed since the infamous attempted takeover by pirates of the SIU-crewed Morrell Alabama. Piracy wasn’t a new problem when the Alabama saga unfolded in April 2009, but for many people outside the maritime industry, it marked the first time they truly became aware of the crisis.

Much has changed since then, but Somali piracy itself arguably remains the top issue facing our industry around the globe. Attacks are increasing in a huge region that includes parts of the Red Sea, Indian Ocean and Gulf of Aden. Violence against mariners aboard captured vessels also is growing. Per-ship ransom amounts are up.

This month’s LOG includes several articles about piracy, and I encourage the membership to read them. We post regular updates on this topic on our web site as well, in addition to providing news at the monthly membership meetings.

For many years, the SIU has been very active in the battle to protect not only our own Seafarers but mariners around the world. To that end, we continue to work with other maritime unions, the U.S. Coast Guard, the State Department, the International Transport Workers’ Federation (ITF) and others.

And we have made some progress beyond simply getting people to listen. Despite the increase in the number of attacks, fewer vessels are being boarded and captured. Many if not most vessels sailing in the high-risk areas successfully have implemented anti-piracy measures. Some carry armed guards, whether hired from the private sector, or (depending on the cargo) provided by the military. It is very much worth noting that no ship carrying armed personnel has been captured.

Our position hasn’t changed from day one: We believe that the respective flag states should provide shipboard security. In fact, we also assert that ships should immediately adopt legislation that enables each nation to prosecute and, if appropriate, imprison pirates.

So that’s what we said that the flag-of-convenience (FOC) or run-away-fag registries aren’t a license to help fight this battle. They remind me of employees in so-called right-to-work states who enjoy the benefits of union contract but refuse to do their fair share by paying union dues. In this case, the runaway-flag ships are protected as much as possible by the traditional maritime states, but the FOC countries themselves aren’t helping.

It’s time for that change. Solving this problem is going to require continued and expanded multinational efforts, and it will continue to involve public and private resources. It’s a complex situation, and the pirates – better described as a warlord army, really – make it so easy by rapidly adapting to many of the industry’s counter-measures.

The ITF put it succinctly last month in a Seafarers’ Section resolution that read in part: “No seafarers should have to risk their lives for their job.” That’s really the bottom line, and it underscores the importance of government not losing sight of the fact that the victims of these attacks are mariners and their families – real people, not just statistics on a chart somewhere. As U.S. Coast Guard Rear Adm. Kevin Cook put it last month at a maritime security forum hosted by the State Department, “When we talk about vessels being hijacked, we’re really talking about the crews.”

To help reinforce that point, the Save Our Seafarers campaign – extensively promoted here, on the SIU web site and at our hiring halls – is spotlighting the worst-affected attack areas. Hopefully, their stories will spur more action to end this scourge, as will a recent report by a group named Oceans Beyond Piracy. Among other startling insights, the report stated that in 2010, more than 1,000 mariners were taken hostage by pirates (see story on page 5).

It’s a vital conversation before, but it remains the best one I’ve read or heard when it comes to putting this battle into perspective: Imagine a report documenting the capture of 1,000 airline passengers and flight-crew personnel, and you get the idea.

Of course, the answer is no, and the immediate conclusion should be that mariners deserve the same protections as all other workers.

**Union-Contracted Companies Recognized for Safe Operations**

Numerous SIU-contracted companies garnered well-earned recognition at this year’s Chamber of Shipping of America’s safety awards luncheon, which took place June 2 in New Orleans.

As in past years, some awards were given for specific incidents while others were presented for pro-longed operations (at least two years) without a lost-time incident. These awards are directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operations.

Nearly 200 individuals representing more than 70 companies and crews attended the 53rd annual program.

Joseph Cox, CSA president, stated, “We have been holding these annual award ceremonies since 1958. For that initial year, we honored six vessels having a total of 12 years’ operation with no lost-time incidents. This year, we gave awards to 1,288 vessels that operated 7,024 years without a lost-time incident. This is a truly an achievement that can be directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operations.

He added, “CSA’s involvement in safety is longstanding. We continue to represent the industry domestically and internationally, on safety issues encompassing every facet of ship operations. It is, therefore, only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in keeping with the highest traditions of the sea – aid to those in peril.”


Also earning safety awards were Sea Star Line, Sealubk Tankers, Seabulk Towing, Totem Ocean Trailer Express, USN Vessel Management, and the U.S. Maritime Administration. Each received an honor known as the Jones F. Devlin Award.

CSA Ceremonies of Merit were presented to the Half-speed Horizon Producer (Horizon Lines) and the Overseas Mariner (OGS), while a letter of commendation went to the Seafarers-crewed Cape May (Ocean Shipholdings).

**Penn Maritime Contract Approved**

Seafarers recently approved a new contract with Penn Maritime by a large margin. The contract, which is valid until 2015, maintains benefits for the mariners. Seafarers boosts wages and features other gains. More than 100 SIU members are covered by the new agreement.

“I’m pleased with the negotiations and am very happy to have been a part of them,” said SIU Vice President Atlantic Coast Joseph Soreis, who led the SIU negotiating committee. “Everyone involved was cordial and worked very hard for a mutually beneficial contract. I believe that’s what we came up with.”

The contract maintains Core Plus health benefits, which is the premier healthcare plan available through the Seafarers Health and Benefits Plan. The agreement also guarantees pay raises over the next four years, as well as an increase in longevity pay for long-time employees. The pact also stipulates an increase in food and gear allowances, and calls for the addition of step-children to death-in-the-family condolences.

In addition to Soreis, other members of the SIU delegation included Brooklyn hall Patrolman Mark von Siegel, Engineer Jeff Rydera, Mate John Harvard, and All Teddy Crockett. On the company side, Penn Maritime was represented by Jim Sweeney and Tom Elkkwitz.

With economic troubles facing the nation, and particularly working people, some entered the negotiations with a glass-half-empty mentality. However, due to strong leadership from the SIU and the consistently excellent work provided by the SIU members aboard Penn’s vessels, the negotiations resulted in welcome progress.

“Two years of union for 31 years and this is the ninth contract I’ve negotiated,” said Crockett. “This one is different and it’s all due to the economy. This is an important contract. We were prepared for anything, but we ended up with some big gains.”

Crockett thanks the beneficial contract to the hard work of the union’s officials, including Soreis and President Michael Sacco, as well as the support and hard work from others involved with the negotiations.

The gains that the committee secured on behalf of their fellow mariners have the future looking a bit brighter for Crockett and other Penn Maritime workers.

“I feel good about the future,” said Crockett. “We’re in a bit of a quandary now, with the economy and the wars and all. Fortunately, we’ve got a great union. We’re facing a lot better than most these days. Everybody’s making some sacrifices, but we’ve got outstanding leadership. I can’t stress that enough.”

Penn Maritime operates 16 tugs and 18 double-ended heated ocean tank buggies. The company is the largest coastal transporter of heated asphalt products.
Congressmen Express Strong Support for Jones Act

Hearing Examines Ways to Create more Jobs in U.S. Maritime Industry

Members of the House Subcommittee on Coast Guard and Maritime Transportation recently described the Jones Act—one of America’s most important maritime laws—as critical to the national, economic, and homeland security needs of the United States.

SIT Executive Vice President Augie Tellez testified at the subcommittee’s June 14 hearing, most of which focused on America’s maritime transportation system (MTS) and its capacity to create jobs, facilitate trade, and help the U.S. maintain and increase its exports. In addition to the Jones Act, members of the subcommittee discussed other issues that directly involve the maritime industry, including several programs that have come under attack in recent months.

Chairman Frank LoBiondo (R-N.J.) said after pointing out that the Jones Act requires that cargo moving between domestic ports be carried aboard ships that are crewed, flagged, owned and built American, the law is “something strong and strong support. I hear rumors from time to time about ideas or suggestions that can be advanced, either legislatively or otherwise, that would dramatically change or weaken the Jones Act. I can assure you that as chairman, I will not allow that to happen.”

“This fundamental maritime law provides national security, homeland security and economic security benefits to our nation,” Chairman LoBiondo continued.

In addition to Tellez and Roberts, others testifying before the subcommittee were Maritime Administrator David Matsuda, Chamber of Shipping of America President and CEO Joseph Cox, and John Mohr, executive director of the Port of Everett, Wash. Each of the men on the panel gave brief summaries of their submitted remarks and answered questions by members of Congress on the maritime industry and the important role it plays in our economic and national security.

The MTS is made up of 25,000 miles of channels, the Great Lakes, and over 3,700 terminals around the country. In addition, the MTS includes nearly 175,000 miles of railways, over 4,000 intermodal connections. Due to its importance, the MTS is a key aspect of the nation’s economy.

The MTS supports millions of American jobs, facilitates trade, and moves people and goods in a safe, cost-effective, and efficient manner.

While there have been calls both within and outside of the industry for more laws that will enable the U.S. Merchant Marine to continue to thrive, there are several long-standing laws that need sustained implementation.

Tellez encouraged the committee members to continue enforcing laws that are already on the books, including the Jones Act, cargo preference laws and the U.S. Maritime Security Program (MSP). Ensuring existing enacted laws would strengthen the industry and would subsequently strengthen the economy as a whole.

“We must ensure that our U.S.-flag merchant fleet remains strong and viable in the international and domestic trades,” said Tellez. “It is not enough to simply defend our existing programs, reducing the regulatory burden on our industry, ensuring the tax system is fair and competitive internationally, seeking opportunities to expand the industry both internationally and domestically, and maintaining the key government programs that keep the fleet afloat that we will be able to create jobs and increase U.S. exports.

Tellez pointed out that it would stabilize the national economy if more U.S.-produced cargo were shipped on American-flagged, American-owned vessels.

“The U.S. Merchant Marine is effective in that our reliability and performance are second-to-none, particularly when it comes to productivity and safety,” Tellez said.

“For too long, we have allowed foreign competitors to undercut the American-flag fleet and our ship operators. This foreign competition is often supported by generous tax regimes, little or no-cost health care, and tax exempt wages for foreign seafarers by a number of foreign governments that make the international playing field far from even.”

Another issue that was raised was cargo preference and food aid, both of which are of great importance to maritime industry workers. With budget cuts involving food aid and other cargo financed through the Export-Import Bank, Tellez said that the committee’s role is crucial because the industry needs to know how these programs would have disastrous effects on U.S. Merchant Mariners.

Where it’s all said and done, the various maritime industry programs are fine, but we must not overlook one other imperative point,” said Tellez. “Namely, our industry’s lifeblood is cargo. Cargo cures practically every ill. That’s what keeps us afloat.”

While the present laws have beneficial effects on the U.S. economy and its worker pool, Tellez and others believe that the future is dependent on a stronger American-flag fleet.

“Maritime labor believes that we as a nation have to think and plan long-term, and such planning absolutely must include maintaining a strong American-flag fleet and a reliable pool of U.S. shipboard manpower,” said Tellez.

“Ideally, we’ll reach a point where shippers look first for ways to use the U.S. vessels, rather than having to be convinced.”

Tellez concluded, “I respectfully urge continued support of the Maritime Security Program, the Jones Act and cargo preference laws, and I further ask that any and all reasonable steps be taken in order to further encourage the maintenance and growth of the American-flag fleet and the U.S. Merchant Marine.”
Mariners Approve New NOAA Contract

SIU Members Ratify 5-Year Agreement Covering 19 Ships

Following negotiations and related meetings spanning nearly two years, members of the SIU Government Services Division overwhelmingly have approved a new five-year contract covering the 19 vessels in the National Oceanic and Atmospheric Administration (NOAA) fleet.

“We are confident this new agreement will provide both labor and management with clear guidance and understanding of existing work rules and detail new terms and conditions between the parties,” Mangram said.

Among those playing key roles for the union during negotiations and throughout the ratification process were members Tom Sherman, Margret Collins, Herbert Hazwell, Tonya Watson and Dave Fare and officials Mangram, Representative Kate Hunt and SIU Tacoma Port Agent Joe Vincenzo. Hunt on the East Coast and Vincenzo on the West Coast visited each of the 16 active NOAA ships throughout March; they explained key elements of the new pact and oversaw the voting procedure. The pact officially was executed by the union and NOAA on May 5. (Two other NOAA ships have been acquired by the agency but haven’t started sailing, while another is laid up.)

Vincenzo pointed out that during the ratification process, 20 additional mariners joined the union - a move he described as “a testament both to their understanding of the value of unionism and the collective bargaining process within the public sector and to their desire to form and do the work of ships’ committees.”

He and Hunt both noted that the union relied heavily on private-sector maritime standards contained in the SIU’s Standard Freighthship Agreement in drafting the provisions of the new NOAA contract. In addition, the union incorporated many of the ideas and proposals submitted by the crews sailing aboard NOAA vessels.

“What the members will discover is not a radically new document, but instead an agreement which provides clearer language and addresses the true nature of the work performed by the NOAA membership,” said Hunt. (She added that because work performed by the NOAA members is the true nature of the work performed by the NOAA membership, they would continue to receive penalty pay.)

Contract highlights include strengthened standards and jurisdiction language that protects mariners’ positions on the NOAA vessels; clarification on temporary standby diving duties; boosts safety standards; eliminates outdated work-clothing language and provides reimbursement for safety shoes; and includes a new “special watch” schedule recognizing the true operating nature of many NOAA vessels, especially the fishery ships.

Another notable change concerns deck department rules for watchstanders. The union has agreed that an AB assigned to the bridge may be sent below to perform mission-related duties as long as they are paid at the deck utility (DU) rate. If the AB is only receiving the AB(W) rate and is sent below to work, they would continue to receive penalty pay.

In accordance with current Coast Guard regulations, the union also agreed that an OS can be assigned as helmsman or lookout, as long as they are fully trained and certified.

“We appreciate the efforts of all who participated in this very important project, including the management members of the NOAA negotiating team,” Hunt stated. “They demonstrated great resolve and patience throughout our talks and we appreciate the joint efforts in tool to achieve this agreement.”

The new agreement covers 19 vessels including the Bailey Shidama (above).
Vatican Urges Prompt Response To Problems Created by Piracy

The Vatican, the seat of the Roman Catholic Church and its leader Pope Benedict XVI, has not shied away from the high-profile hostage issues dealing with the rights and safety of workers. In late May, the Church continued that trend by bringing much-needed publicity to the dangers facing mariners around the world.

The Pontifical Council for the Pastoral Care of Migrants and Itinerants, the Vatican council responsible for carrying out the Pope’s programs dealing with seafarers and others who spend their lives on the open, released a memo calling for a “total rejection of the threat of piracy.”

The memo stated: “The true cost in the media, about the plight of seafarers seized by pirates, has placed the tragic reality of piracy into the spotlight, light once more,” said the memo. The Vatican’s message in part reads: “We need international participation, and more organized and more violent.”

The Vatican urged prompt response to problems created by piracy, “in the hands of their captors.”

The meeting featured seven individual presentations, a panel discussion and numerous questions from the audience. Piracy proved prominent in many of the talks, but other issues were addressed including port security, criminal programs that are vital to the American-flag fleet, social unrest overseas, terrorism, and regulatory and procedural issues that apply to threat response.

In sum, the memo urged prompt response to problems created by piracy, “in the hands of their captors.”

Mark Harnitchek, VADM, USN
Deputy Commander, USTRANSCOM


Year 2010 Goes Down As One of Most Violent Periods on Record.

A study sponsored by the Oceans Beyond Piracy Project, a group composed of experts in the maritime field, has brought more attention to the rising incidences of violence against seafarers from around the globe.

The report, titled “The Human Cost of Somali Piracy,” was released June 6 at Chatham House in London.

The Oceans Beyond Piracy Project revealed many disturbing statistics about piracy in 2010, which is known as one of the most violent on record. During the course of 2010, for example, 4,185 seafarers were attacked with firearms and/or rocket propelled grenades (RPGs); 342 were forced to stave off attacks in reinforced citadels on board.

More than 1,000 seafarers were taken hostage by pirates in 2010 alone. Some were used by the pirates as human shields to avoid capture by navies and law enforcement.

With these tactics, the pirates seized 211 vessels “with the outcome of continued Somali piracy, we can see the true cost from being understood by the public.”

The potentially catastrophic economic implications of continued Somali piracy are well-documented, according to Oceans Beyond Piracy. It’s clear that ransoms, route changes, security teams, and other defensive measures come at a significant price, not only to the ship operators, but to the global economy as well, the organization points out. Some studies estimate that more than 40 percent of the world’s oil travels through pirate-infested waters.

The danger to the men and women who sail the Indian Ocean, Gulf of Aden, and other waters where Somali pirates wreak havoc, on the other hand, is comparatively unknown. The study serves as a bleak reminder that more than just goods are at stake; the lives of thousands of seafarers are hanging in the balance.

As one shipping company executive put it, “Somali piracy has a tendency to be discussed in economic terms, but the real issue is the untold misery and trauma imposed on our colleagues at sea and their relatives by the Somali criminals. We should be very concerned about the lack of concerted action by the global community in dealing forcefully with this problem.”

Anyone interested in reading the latest report for themselves may obtain a copy in PDF format by going on-line and visiting: www.oceansbeyondpiracy.org

State Dept. Group Examines Maritime Security

A collaborative group representing various segments of the maritime community met June 15 at the U.S. State Department to discuss security issues facing the commercial and military sectors worldwide.

Representatives of the SIU and the Maritime Trade Organization were among the 100-plus audience members. Sponsors of the day-long event included SIU, U.S. Transport, American Regional, Limited (MLL), American Roll-On/Roll-Off Carrier (ARC), and APL Shipping.

The group itself is named the Overseas Security Advisory Council’s (OSAC) Maritime Sector Working Group, The organizations, according to the memo.

“Unfortunately, little attention is given to the shipowners and especially after the hijacking, leaving both in their criminal activities and recognize the deep pain they are causing to seafarers (and their families) and to treat them with respect and humanity.

The Apostleship of the Sea concluded by reiterating its willingness and desire to cooperate with the parties involved to ensure that all effort is needed, whether psychological, medical, moral or pastoral, to affected seafarers and their families.

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AMO Celebrates New Headquarters Building

The Seafarers-affiliated American Maritime Officers (AMO) on June 7 dedicated the union’s new headquarters building in Dania Beach, Fla., with a ceremony featuring military, government, labor and business leaders. Guest speakers included SIU President Michael Sacco, U.S. Maritime Administrator David Matsuda, U.S. Rep. Allen West (R-Fla.), U.S. Maritime Administrator David Matsuda, Seventh Coast Guard District Commander Rear Adm. William Baumgartner, President of AMO Service and Co-Chairman of AMO Plans Anthony Naccarato; and Dania Beach City Commissioner Walter Duke. Duke, Seventh District Coast Guard Commander Rear Adm. William Baumgartner and AMO Plans Co-Chairman Anthony Naccarato. The new building is shown directly above.

Sacco recalled an era many years ago when both the SIU and the AMO had headquarters and training facilities in Brooklyn, N.Y. He then stated that when he looks at the new facility in Dania Beach, “I see a tribute to (AMO National President) Tom Bethel’s leadership, and a gorgeous reflection of AMO’s progress and success. This development is going to benefit rank-and-file AMO members for many, many years to come. “Certainly, the whole executive board deserves credit, too,” he added. “You pulled together and worked together, and look what you’ve been able to accomplish.”

The SIU president also touched on the outstanding working relationship the Seafarers and AMO have enjoyed for many years. “The relationship remains great to this day, and I’m proud to point out that AMO has been affiliated with the Seafarers International Union of North America for the last seven years,” Sacco stated.

Bethel thanked the AMO membership “for guiding our union to this long-overdue milestone. I dedicate this extraordinary building to these extraordinary seagoing men and women.” (The facility’s construction was approved by members in union-wide balloting.)

Reporting on the ceremony, AMO Service and Co-Chairman of AMO Plans Anthony Naccarato; and Dania Beach City Commissioner Walter Duke. Duke, Seventh District Coast Guard Commander Rear Adm. William Baumgartner and AMO Plans Co-Chairman Anthony Naccarato. The new building is shown directly above.

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Mariners Honored Across U.S.

Seafarers and SIU officials recently took part in several National Maritime Day ceremonies, beginning with the annual events hosted in Washington, D.C., on May 19. Those ceremonies were covered in the June edition of the LOG, pictured here are some of the other participants at memorials in (respectively) Virginia, Texas and California.

**CALISTOGA, CALIF.** – SIU Asst. VP Government Services Chet Wheeler (left in photo above, with U.S. Rep. Mike Thompson, D-Calif.) was a guest speaker at a Memorial Day remembrance that included tributes to the U.S. Merchant Marine. Seafarers are highlighted by one of the monuments (photo at immediate right) at Logvy Park, where the event took place May 30.

**NORFOLK, VA.** – A number of Seafarers joined hundreds of fellow attendees May 20 as MSC Commander Rear Adm. Mark Buzby delivered the keynote address. Several SIU members were featured in a video presentation titled “It’s More than a Job: Every Voyage has a Purpose,” in which they shared their experiences and views about the merchant marine’s value to U.S. national and economic security.

**SAN FRANCISCO, CALIF.** – The Liberty ship SS Jeremiah O’Brien hosted its traditional memorial on Maritime Day itself, May 22. SIU VP West Coast Nick Marrone (left in photo above, with MFCW VP Bill O’Brien) helped honor those mariners who made the ultimate sacrifice. Some 1,235 SIU members gave their lives in World War II, a conflict that often is the focal point of National Maritime Day ceremonies.

**GALVESTON, TEXAS** – With the SIU-crewed tug Lexie M (G&H Towing) in the background at Pier 22, SIU VP Gulf Coast Dean Corgey and others delivered remarks. Among those on hand May 20 were SIU Port Agent Mike Russo (second from right), AMO National Executive Board member Dave Weatherly and MEBA Houston Branch Agent Dana Woodruff (third from right).

**GALVESTON, TEXAS** – With the SIU-crewed tug Lexie M (G&H Towing) in the background at Pier 22, SIU VP Gulf Coast Dean Corgey and others delivered remarks. Among those on hand May 20 were SIU Port Agent Mike Russo (second from right), AMO National Executive Board member Dave Weatherly (right) and MEBA Houston Branch Agent Dana Woodruff (third from right).
CONTINUED SUPPORT FOR MARITIME – SIU Exec. VP Augie Tellez (left) in late May attended a reception for U.S. Rep. Peter King (R-N.Y.) (center) in Washington, D.C. The gathering was hosted by the Marine Engineers’ Beneficial Association; MEBA Chief of Staff Bill Doyle is at right. Rep. King, chairman of the House Homeland Security Committee, expressed his ongoing support for maritime labor, the Jones Act and the U.S. Maritime Security Program.

REMEMBERING BROTHER ESCOTO – Mariners aboard the Sealand Meteor on June 5 conducted a memorial service for retiree Antonio Escoto, who passed away in late April at age 73. The former engine department member’s ashes were scattered at sea in position 49-50N/014-02W, noted Capt. Peter J. Parise, the vessel’s master. Some of the attendees are pictured above. The service included prayers and a reading of Psalm 23 by the captain. Recertified Bosun Stephen Kastel and Electrician Christopher Earhart represented the SIU during the remembrance.

HONORING MARINERS’ SERVICE – A new veterans’ memorial has been built in Cedar Park, Texas (photos at left and directly above), which specifically honors members of the U.S. Merchant Marine, as well as members of the armed forces, for their service and dedication to the nation during times of war. The ribbon-cutting ceremony took place on Memorial Day 2011. The completed project, including a large monument, is expected to be revealed and dedicated in a ceremony this November. More information is available at the web site www.cpvetmemorial.org.

SOLIDARITY IN D.C. – Seafarers participated in a rally June 7 in Washington, D.C., backing National Nurses United (photos above and below). Prior to the demonstration, AFL-CIO President Richard Trumka told the nurses, “Together, we’re going to build up our working families and return America to prosperity the only way it’s ever been done—by working people standing shoulder-to-shoulder and fighting for what’s right, and we won’t be quiet until we win!” More than 1,000 union members and other supporters participated in the rally. The NNU is proposing a “Main Street Contract for the American People” which the union describes as “a program for rebuilding American communities with jobs, health care, education, and other urgent needs, funded through a fair tax policy targeted at those on Wall Street who created the economic crisis.”

PRESENTATIONS IN OAKLAND – Patrolman Nick Marrone II recently presented SA Mahr Mused (right in photo above) with his full-seniority B-book at the union hall in Oakland, Calif. Mused’s most recent vessel was the USNS 1st LT Jack Lummus. In the other photo, Marrone greets AB Joseph Barnes, who received his A-book last year.

At Sea & Ashore
With the SIU

FULL BOOK IN HOUSTON – Port Agent Mike Russo (right) congratulates AB Joe Zavalas, who recently received his full union book at the union hall in Houston.
New Stamps Honor U.S. Merchant Mariners

Creations Highlight Four Vessels That Helped Mark Mariner History

The U.S. Postal Service will salute the U.S. Merchant Marine (USMM) July 28 by issuing a set of four forever stamps celebrating four vessel types that contributed to America’s maritime history.

The first stamp, which will feature the Flying Cloud, a steam-powered clipper ship, will highlight seafaring history from the days when ships traveled thousands of miles on the open sea. The second stamp will feature a Liberty Ship, which was built to support America’s World War II effort.

The third stamp will feature an Arctic, or Arctic-type, ship that helped transport supplies to the war’s northern front. The fourth stamp will feature the Sovereign of the Seas, an ocean liner that was one of the world’s most famous and fastest ships.

Longtime Union Rep Sheehan Retires

Distinguished Career Comes To End After Nearly 50 Years

After 47 years of service to the SIU, its members, and the port of New York, Jack Sheehan announced his retirement this June.

Sheehan served the SIU in various capacities over nearly 50 years, most recently as patrolman for the Brooklyn hall.

"I have known Jack all my working career and I’ve never met a more dedicated individual to this membership," said SIU Vice President Atlantic Coast Joseph Soreisi. "I wish him the best in his future endeavors."
HQ Officials, School VP Meet Seafarers in Florida

SIU President Michael Sacco, Executive Vice President Augie Tellez and Paul Hall Center Vice President Don Nolan recently met with SIU members both at the union hall in Ft. Lauderdale, Fla., and aboard the new OSG tanker Overseas Tampa.

The informal gatherings took place June 8, one day after the Seafarers-affiliated American Maritime Officers dedicated their new headquarters building in Dania Beach.

Although the get-togethers were casual, the officials updated members on contract news, political efforts and shipbuilding issues.

As previously reported, the Overseas Tampa was delivered in late April by Aker Philadelphia Shipyard.

Thanks to Port Agent Kris Hopkins for providing the photos on this page.

Group Discusses Security Concerns

Continued from Page 5

mariners “if crews have to defend themselves overseas. These are our brothers and sisters on board – American citizens.”

He also suggested ramping up training in hostage survival techniques and called for “a clear order to disable pirate mother ships.”

More than one speaker pointed out that no ship with an armed security team has been overtaken by pirates.

Among the other speakers were representatives of the U.S. Maritime Administration; Carnival Corporation; the Coast Guard’s Global Maritime Operational Threat Response Coordination Center; the Government Accountability Office; Holland America; and the Office of Naval Research.

One of the meeting’s highlights was a panel discussion featuring Coast Guard Rear Adm. Kevin Cook, executives from SIU-contracted companies and others.
Public Sector Unions Don’t Deserve ‘Negative Rep They Get

Editor’s note: The following item is the final part of an article that ran in the June 2011 edition of the Seafarers LOG. Material extracted from “In the Public Interest: Debunking the Myths about Public Service, Government Workers, and Unions,” a publication produced by the New York-based Joseph S. Mitchell.

Public Sector Unions are too powerful. Public sector unions are the problem. Through political contributions, these unions control federal, state, and local governments and set their agendas. Corporate greed, political power and force politicians to toe the line. Unions are bankrupting our government.

REALITY

• Workers join unions because they want a better life. Like everyone else, they want dignity, fair pay, benefits, and a voice in the workplace. Unions give these goals more effectively by joining together than by acting alone.

• Union leaders are elected by their members. Some are great leaders, some are not. There are strong, forceful others not so much. And sometimes there is corruption in the labor movement. The Radical Right likes to characterize all union leaders as union “bosses,” but most are hard working people who make significant sacrifices and devote their lives to fighting for social justice. As long as they act in the best interest of their overwhelmingly majority are—then union leaders are the democratically elected representatives of working people.

• There is no evidence that unions are bankrupting our government. For instance, in Texas, where unionization rates are low, the government is facing a catastrophic deficit. In New York, where unionization rates are high, the deficit is lower.

• Texas has followed the Radical Right prescription for tax cuts, deregulation, and resistance to unions as a path to economic prosperity and strong economic growth—a strategy that has clearly failed.

• Unions do make a difference. (LOG editor’s note: Government data consistently shows that union members earn more than non-union workers.)

• Higher union wages are good for all workers. Workers and unions are up against powerful adversaries that have enormous resources (including the media) at their disposal. That’s why attacks on unions have been so effective.

Public pensions are too generous. Pension plans are giving the public circles and sending our federal, state, and municipal governments into a budgetary tailspin. Working people end up paying taxes to support retirement benefits they only wish they could have. Public employees are retiring in luxury.

REALITY

• Most public sector workers have modest incomes and modest pensions. On average, state and municipal workers earn less than $45,000 per year and only 27 percent receive a pension of approximately $19,000 per year. The average annual benefit for all public sector workers (under these agreements, workers gave up part of their salary increases in exchange for promised pension contributions) is $22,780. This hardly affords them a comfortable retirement.

• Pensions not only provide economic security in their later years, they are an engine of economic growth, curtail poverty, and help maintain the economic stability of seniors and the communities they live in.

• Since many public workers are not covered by Social Security, government is not contributing 6.25 percent of their pay into Social Security fund as private employers would. For these workers, their pension is the only source of retirement income.

• Taxpayers only pay 14 percent of public workers’ retirement costs. Most pension money comes from worker’s own contributions to the plan and returns on investment.

• Pensions amount to only 3.8 percent of all noncapital spending by state and local governments.

• Public workers still rely mostly on pension plans (called “defined benefit plans”) that are investments, are managed by private pension funds, and are invested in the stock and bond markets.

Public unions are bankrupting the country. Unions and workers are bankruptcy public enterprises. They move jobs around the country to give tax breaks to candidates of the major parties. Now they are complaining about having to pay the pension money back and use budget deficits as an excuse to cut pensions permanently.

REALITY

• Protecting the poor and poor communities is important—and most industrialized democracies do a better job of it than does the United States. They recognize that providing a safety net is not only the right thing to do, but ensures a stable civil society. Partly because we do so little to help people get back on their feet, poverty in America is both significant and persistent.

• Only 15 cents of every federal tax dollar goes to helping low income families. Most of our tax dollars go to the military, Social Security, and Medicare (which is mostly for seniors).

• Cuts in public services will disproportionately affect the most vulnerable—the poor, the elderly, the disabled. Women and people of color—who are more likely poor—are hit the hardest.

• One way or another, we all depend on public sector workers to help keep our government schools and colleges.

Continued on next page

Debunking Myths:

MYTH # 3

Strong unions raise the standards for all workers and provide a countervailing force to the interests of corporations and the wealthy. A democratic society needs stronger—not weaker—unions.

BETTER PLAN

• Recognize unions raise the standards for all workers and provide a countervailing force to the interests of corporations and the wealthy. A democratic society needs stronger—not weaker—unions.

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Debunking Myths:

PUBLIC SECTOR UNION WORKERS DON’T DESERVE ‘NEGATIVE REP THEY GET

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Continued on next page
off a tidal wave of deregulation aimed at reducing the role of government and abolishing regulations that might ‘impede busi- ness.’ The tidal wave continued under both Bush Administrations, and was helped along by huge campaign contribu- tions from corporations and the wealthy. The only industry that was deregulated was the banking industry.

Proponents of deregulation argue that regulations add costs and stifle innovation. But that usually means a downtown going for workers and their communities. Deregulated companies compete by laying off workers, reducing wages, taking short- cuts on safety, and eliminating less pro- fitable services. As companies go out of busi- ness—or they go out of business and the field narrows and a few large companies come to dominate the industry. Free now from government restrictions, these gothals often find it profitable to collude with their competitors. They raise prices, add fees, and further reduce services to less profitable markets. The airline industry is a case study of this destructive spiral.

While scrapping rules that protect con- sumers has yielded huge profits for compa- nies, it has had a devastating impact on working people and the economy. Financial deregulation led to a reckless panic that spread on Wall Street that has cost millions of homeowners their earnings, their savings and their homes. An estimated 25 percent of homeowners today are “underwater”—that is, they owe more money on their mortgages than their homes are actually worth. More than six million families have lost their homes to foreclo- sures since 2007 and an equal number of families are at risk of foreclosure.

Once banking rules were gutted, investment bankers were free to sell their clients financial products, which became known as “toxic assets.” The spread of these bad debts across the globe helped turn a housing market into a financial meltdown. The cost to taxpayers in the U.S. was nearly a half trillion dollars. As one analyst put it, “Greedy Sachs, a million-dollar investment house—poison to unwitting customers—financial products” deliberately designed to fail. Sure enough, they failed, but they also helped poison the entire system.”

The “Greed is Good” culture of Wall Street serves a handful of people who make a lot of money—by not producing useful goods or providing important services, but by collecting huge fees for manipulating financial markets in such a way that endangers the entire economy. The Radical Right toasts “the magic of the marketplace,” a market system that is supposedly thrives because it is uninterfered by government interference. By interfer- ence, they mean regulations that protect con- sumers, workers, and communities. But sweeping deregulation unleashed the biggest job killer since the Great Depression.

Summary Annual Report for SIU Pacific District Seafarers Medical Center Fund This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, EIN 94-2459964 for the year ended June 30, 2010. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA). The annual report, accompanying notes will be included as part of the annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was $1,061,560 as of June 30, 2010, compared to $1,318,667 as of July 1, 2009. During the plan year the plan maintained a net assets position of $1,376. During the plan year, the plan had total revenues of $376 and total expenses of $1,205, including employer contributions of $53,849, earnings from investments of $1,544, and earnings from investments of $1,241.

These expenses included $55,561 in administrative expenses and $63,661 in benefits paid to plan participants and beneficiaries.

Your Rights to Additional Information

You have the right to review a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

As an accountant’s report, a copy of the full annual report, or any part thereof, is available on request.

As a disclosure of information on pensions to service providers; and

Information and financial information and reports in the future.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 82-1431246 for the year ended July 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

You also have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

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Information and financial information and reports in the future.

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As a disclosure of information on pensions to service providers; and

Information and financial information and reports in the future.
The SUU-crewed Pacific Tracker earlier this year supported an important test successfully conducted by the U.S. Missile Defense Agency (MDA). A mid-April report by the MDA stated that agency personnel along with U.S. Navy sailors aboard the destroyer USS O’Kane and soldiers from the 94th Army Air and Missile Defense Command operating from the 613th Air and Space Operations Center at Hickam Air Force Base, Hawaii, “successfully conducted a flight test of the Aegis Ballistic Missile Defense (BMD) element of the nation’s Ballistic Missile Defense System, resulting in the intercept of a separating ballistic missile target over the Pacific Ocean. This successful test demonstrated the capability of the first phase of the European Phased Adaptive Approach announced by the President in September 2009.”

This marked the United States’ first test of a sea-based defense against longer-range weapons of a particular type, according to agency and news reports. Earlier tests involved shorter-range targets.

Operated by Interocean American Shipping, the Pacific Tracker did its part for the exercise, conducted in the pre-dawn hours of April 15. The test involved launching an intermediate-range ballistic missile target from the Marshall Islands, roughly 2,300 miles southwest of Hawaii. Just 11 minutes after the target was launched, the O’Kane destroyed it. (Official video footage of the exercise, dubbed FTM-15, is posted on YouTube.)

“We were a team, and you could really feel it aboard the ship,” said OMU John Steeber, who provided the photos accompanying this story. “I’ve been on a number of similar missions and was myself involved in this particular one. The MD challenging intercept was an amazing experience for all of us.”

The Seafarers-crewed Pacific Tracker is operated by Interocean American Shipping. The recent mission proved a reunion of sorts for a number of mariners who in 2010 had sailed together aboard the Collector. Those crew members, pictured from left to right earlier this year on the SS Pacific Tracker, are OMU John Steeber, AB Duane Akers, AB Warner James, Chief Cook Albert Hermoso, SA Patty Johansen, CM Thomas Curley, QMED Patrick Devlin, SA Armando Amante, OS Jack Com, SA Orlando Makiling and GU Souza.
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“We were a team, and you could really feel it aboard the ship,” said OMU John Steeber, who provided the photos accompanying this story. “I’ve been on a number of similar missions and while everyone always handles these professionally, due to the nature of this particular voyage the pride and effort on one were outstanding.”

MDA described the test as “the most challenging to date, as it was the first ... engagement relying on remote tracking data.” FTM-15 was the 21st successful intercept, in 25 attempts, for the Aegis BMD program since flight testing began in 2002, according to the agency.

The Pacific Tracker previously sailed for the U.S. Military Sealift Command as the SS Beaver State.

Missile Defense Agency Test
At Christmas 1946, about eight house girls were sold by a few packs of American cigarettes to a local German family that we had befriended during our stay. They traded the cigarettes for a live rabbit, potatoes, a green vegetable, bread, a butter substitute, bottles of local bootleg whiskey that the family told us was similar to St. Bernhard Parish, La. "It's a beautiful memorial," Ed said. "I was pleased to see the merchant marine honored on an equal basis with the other services."
Port Calls Grew in 2010

The U.S. Department of Transportation’s Maritime Administration in mid-June released a report showing that more oceangoing vessels are calling on U.S. ports. Such stops or port calls increased by 15 percent in 2010 following an eight percent decline in 2009, according to the agency.

“Oceangoing vessel calls reflect waterborne trade between the United States and countries around the world, and are a measure of import, export and domestic ocean shipments,” MarAd said in announcing the report.

Secretary of Transportation Ray LaHood viewed the increase as an indication of economic recovery. “Although challenges remain, this encouraging rebound in oceangoing vessels is a sign that President Obama’s economic policies are working,” LaHood said. “We’re committed to supporting policies that will build on this momentum so that the maritime industry will continue to grow and create American jobs.”

According to the report, titled “Vessel Calls Snapshot, 2010,” some 7,579 oceangoing vessels made 62,747 calls at U.S. ports last year, up from 62,275 calls in 2009. Of the 2010 calls 35 percent were by tankers carrying oil and gas used to power vehicles and heat homes; 31 percent were by container vessels carrying general export and import cargo for markets around the U.S. and the world; 17 percent were by dry bulk vessels carrying iron, coal and grain for export; nine percent were by roll-on/roll-off vessels carrying vehicles for import and export; and six percent were by general cargo ships.

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In addition, the report shows that tanker operators are replacing single-hull vessels with new, greener double-hull ships. In 2010, 97 percent of the tanker calls were by double-hull vessels, up from 78 percent five years earlier.

“As our economy recovers, maritime can play even more of a key role in the affordable, efficient and environmentally sustainable transportation of goods, both within our borders and across oceans,” said U.S. Maritime Administrator David Matsuda.

The 24-page report is available online, in PDF format, on the MarAd web site: www.marad.dot.gov. It summarizes and highlights vessel calls for U.S. ports by coast and vessel type, age, size, global vessel calls, and top 10 U.S. port calls.
William Harrison

Oiler

I would say that Rota, Spain, is my favorite port that I’ve ever been to as a Seafarer. The reason I liked the port is because it had scenery that was incredible. The culture was welcoming and embracing. I also went to the beach while I was there and it was very clean and very well maintained. The food in Spain was amazing, especially the bread they served. I would recommend Rota to any Seafarer as a destination they must experience. There’s a military base as well, so you can do shopping without going into town. It has all the perks you need.

Jesse Colomer Sanchez

GUEDE

My favorite port is Cancun, Mexico. The people there are really friendly and really nice. The area is beautiful, with white sandy beaches. Also, the food is delicious.

Earl Powers

AB

The Port of New York/New Jersey is actually my favorite port. I regularly ship from here and I’m always glad to be back. The people who work here at the port are, to me, what makes it so great.

Jeremy Paschke

AB

My favorite port, without a doubt, was one I hit on my last ship, the M/V Green Cove. The port was Melbourne, Australia. I was only there for one day but I absolutely loved everything about my time in Melbourne. We hit port on Boxer Day, the day after Christmas, which is a big holiday down under. The vibrancy, energy, and civility of the crowded streets were a very welcome sight after over two weeks at sea. Australians are a great people and have built an awesome city that they can be proud of. I can’t wait to go back.

Terry N. Arbuah

AB

My favorite port is the port of New York/New Jersey because I’ve lived here for so long and I love it. When I’m returning home and I see the Statue of Liberty, I always clap.

Phillip Ayotte

Electrician

My favorite port is Haifa, Israel. In the spring of 2006, while sailing relief on the Maersk Nebraska, we docked the evening before the anniversary of Israel’s founding. All the longshoremen knocked off at 1800 and didn’t resume work until 2200 the next day. I hired a guide and we visited all the sites in Israel, including the great church in Nazareth, the holy sites in Canaan and Galilee, and the Jordan River. I went swimming in the Dead Sea, which is a very unique experience. The water is so dense, your body floats and you can’t drown. I’ve visited a lot of places in my years working and that area has an energy unlike any other. I plan to travel there on vacation with my beautiful wife sometime in the future.
DEEP SEA

AMADO ABANIEL
Brother Amado Abaniel, 70, began sailing with the union in 1980, originally on a Delta Steamship vessel. He attended classes on numerous occasions at the Piney Point school. Brother Abaniel was a member of the deck department. He last sailed aboard the Overseas Long Beach. Brother Abaniel resides in Long Beach, Calif.

FRANCISCO BRAVO
Brother Francisco Bravo, 65, became a SIU member in 1999 while in the port of New York. His initial voyage was on the USS Yano; he last was aboard the USS Denebola. Brother Bravo sailed in the deck department. He enhanced his skills in 2001 at the union-affiliated school in Piney Point, Md. Brother Bravo lives in Baltimore.

EMILIO CORDOVA
Brother Emilio Cordova, 65, joined the union in 1986. He was born in Chile and worked as a steward department member. He frequently enhanced his skills in 1967 at the Piney Point school. One of his first trips with the SIU was on the USS Denebola. Brother Cordova most recently shipped aboard the President Adams. He calls New York home.

EVARISTO CRUZ
Brother Evaristo Cruz, 65, became a Seafarer in 1978. His first ship was the Mayaguez. Brother Cruz was born in Puerto Rico and worked in the deck department. He last sailed aboard the Expedition. Brother Cruz is a resident of Yabucoa, P.R.

LUIS DAVILA
Brother Luis Davila, 65, joined the SIU colors in 1978. He originally sailed on the Humacao as a member of the steward department. Brother Davila is a native of Puerto Rico. His final trip was aboard the El Yunque. Brother Davila makes his home in Barcelona, P.R.

MILTON FLYNN
Brother Milton Flynn, 66, joined the Seafarers in 2000 while in Fort Lauderdale, Fla. On three occasions, Brother Flynn took advantage of educational opportunities available at the SIU-affiliated school in Maryland. He was first employed on the USNS Dahl. Brother Flynn, a member of the deck department, most recently worked aboard the Calypso P. Tins. He resides in Pompano Beach, Fla.

RAYMOND FRIEDLER
Brother Raymond Friedler, 65, signed on with the SIU in 1967. The engine department member’s initial voyage was on Waterman Steamship’s Fanwood. Brother Friedler’s final trip to sea was aboard the Stuyvestant. He lives in Pacifica, Calif.

CARSON JORDAN
Brother Carson Jordan, 60, became an SIU member in 1972. He first sailed on the Bradford Island. Brother Jordan, a member of the deck department, frequently upgraded at the union-affiliated school in Maryland. He has most recently shipped aboard the Green Bay. Brother Jordan calls Jacksonville, Fla., home.

SAMUEL WASHINGTON
Brother Samuel Washington, 74, was born in Green Cove Springs, Fla. He began his career with the Seafarers in 2000 while in the port of Norfolk, Va. Brother Washington was originally employed on the USNS Effective. The steward department member’s final voyage was aboard the USNS Watkins. Brother Washington settled in Norfolk.

ROOSEVELT WILLIAMS
Brother Roosevelt Williams, 70, started his SIU career in 2000. He sailed in the engine department. Brother Williams completed a number of training components at the SIU-affiliated school in Piney Point, Md. His most recent trip to sea was aboard the El Faro. Brother Williams resides in San Antonio, Texas.

INLAND

CARLTON BRICKHOUSE
Brother Carlton Brickhouse, 62, began sailing with the union in 1967. His earliest trip was with Moran Towing of Virginia. Brother Brickhouse attended classes in 1967 at the Piney Point school (the year the facility opened). His final vessel was operated by McAllister Towing of Virginia. Brother Brickhouse resides in Chesapeake, Va.

HILTON FOSTER
Brother Hilton Foster, 55, became a SIU member in 1980. Brother Foster primarily worked with Crowley Towing & Transportation of Wilmington for the duration of his career. Brother Hrboka lives in Ventura, Calif.

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Brother Hilton Foster, 55, became a SIU member in 1980. Brother Foster primarily worked with Crowley Towing & Transportation of Wilmington for the duration of his career. Brother Hrboka lives in Ventura, Calif.

STEVEN WILLIAMS
Brother Steven Williams, 58, began his seafaring profession in 1973. He worked in both the deep sea and inland divisions. Brother Williams initially sailed on the Cove Avenger. He was born in Jacksonville, Fla., and sailed in the engine department. Brother Williams most recently worked with Crowley Towing & Transportation of Jacksonville. He frequently enhanced his skills at the union-affiliated school in Piney Point, Md. Brother Williams continues to reside in Jacksonville.

LARRY ENGLISH

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

1940
In a surprise move on July 27, 260 SIU members who manned the ships of the New Bedford, Martha’s Vineyard, and Nantucket Steamship Line went on a four-day strike for increased wages and emerged victorious. After intervention by the governor of Massachusetts, which resulted in the settlement, they agreed that their demands for increases of $10 per month in wages and 10 cents per hour could be met in a partial agreement for the SIU. The union also agreed to reinstate all strikers without discrimination. Despite company threats, the strike was 100 percent effective.

1954
Every ship in the SIU fleet was provided with a 50-book library under a new program inaugurated by the union through the efforts of the Seafarers LOG office. Distribution of the new libraries will be handled by the SIU Sea Chest, which has facilities in all major port cities. The placing of books aboard SIU vessels meets a long-felt need for reading material to enliven long voyages, and provides the many avid readers on board SIU vessels with a large selection to choose from.

1966
Earl Shepard, vice president in charge of the Atlantic Coast, has been assigned the responsibility of meeting SIU Atlantic and Gulf Coast manpower needs. The Vietnam War has put great pressure on the existing SIU manpower, but the SIU has always provided enough men to man the needed ships. The SIU, through its extensive upgrading programs, is able to provide a pool of manpower to meet sudden crises, such as the Vietnam call-up. The breakout of vessels from the reserve fleet has meant that more jobs are available to SIU men and the union has effectively filled them.

2000
Baltimore-area SIU members enthusiastically endorsed the opening of the union’s newest hall – a completely refurbished facility that opened July 1. Located at 2315 Essex Street, the Baltimore building is the second new SIU hall to open this year and the sixth since 1994. This is the third location for the SIU in Baltimore. From 1939 to 1954, the Baltimore hall was located on North Gay Street. The hall on East Baltimore Street opened in November 1954.
DEEP SEA

GLENN BERTRAND
Brother Glenn Bertrand, 53, passed away January 16. Brother Bertrand first donned the SIU colors in 1975. He initially shipped aboard the Long Lines. Brother Bertrand, who sailed in the steward department, was born in Houston. He last worked on the Westward Venture. Brother Bertrand made his home in Pearland, Texas.

WILLIE BUTTS

ROBERT DEHLBOM
Pensioner Robert Dehlbom, 73, passed away February 1. Brother Dehlbom became an SIU member in 1967. His first trip was with Columbia Steamship Company. Brother Dehlbom sailed in the engine department. His last trip was aboard the Great Land. Brother Dehlbom called Chevelah, Wash. home.

JOSEPH KOEBERLE
Brother Joseph Koeberle, 61, died January 25. Brother Koeberle, who sailed in the steward department, first sailed on the Deep Sea. Brother Koeberle resided in Franklinville, N.J.

CALVIN LANGLEY
Pensioner Calvin Langley, 82, passed away January 23. Brother Langley joined the Seafarers in 1968. He was initially employed on the Western Comet. Brother Langley was a member of the engine department. He was born in Mississippi. Brother Langley’s last voyage was aboard the Discoverer. He went on pension in 1993 and lived in Mobile, Ala.

PAUL LEE
Pensioner Paul Lee, 96, died January 11. Brother Lee was born in China. He initially shipped with the union in 1951 while in the part of Wilmington, Calif. Brother Lee, a member of the deck department, first worked with A.H. Bull Steamship Company. Prior to retiring in 1985, he made a last trip aboard the Santa Magdelena. Brother Lee was a resident of Daly City, Calif.

BENJAMIN MAGLIANO
Brother Benjamin Magliano, 41, passed away January 30. He started sailing with the union in 1990. Brother Magliano’s earliest trip was aboard the USNS Denobula. The engine department member’s last visit was the Captain. Brother Magliano was a resident of Passadena, Md.

ROBERT DEHLBOM
Pensioner Robert Dehlbom, 73, passed away February 1. Brother Dehlbom became an SIU member in 1967. His first trip was with Columbia Steamship Company. Brother Dehlbom sailed in the engine department. His last trip was aboard the Great Land. Brother Dehlbom called Chevelah, Wash. home.

PANAGIOTIS MYKONIATIS
Pensioner Panagiotis Mykoniatis, 85, died January 17. Brother Mykoniatis signed on with the A.H. Bull Steamship Company. His earliest trip was aboard the Meridian Victory. Brother Mykoniatis, who sailed in the engine department, last worked on the Robert E. Lee. He was born in Greece. Brother Mykoniatis began receiving his pension in 1990 and continued to reside in his native Greece.

ORA RHOADES
Pensioner Ora Rhoades, 83, passed away January 4. He first donned the SIU colors in 1944. Brother Rhoades initially sailed with A.H. Bull Steamship Company. He was a member of the deck department. Brother Rhoades’ final voyage was on the Long Island. He started collecting his retirement compensation in 1993 and made his home in Steuben, Maine.

DENNIS SWORDS
Brother Dennis Swords, 59, died December 25. Brother Swords joined the union in 1991. He originally shipped aboard the Austrail Lightning. Brother Swords was born in Mobile, Ala. He worked in the engine department and most recently sailed on the Freedom. Brother Swords was a resident of Metairie, La.

WILLIAM BURGESS
Pensioner William Burgess, 70, passed away February 6. Brother Burgess was born in Mill Spring, N.C. He began shipping with the SIU in 1970. Brother Burgess first sailed with Steam Transportation Company. Before his retirement in 1996, he worked aboard a Chesapeake & Delaware Towing vessel. Brother Burgess became a pensioner in 1996 and made his home in Fort Pierce, Fla.

FRANK CAMPOS
Brother Frank Campos, 48, died January 31. He started his seafaring career in 2002. Brother Campos initially sailed in the engine department aboard a vessel operated by Penn Maritime Inc. He last shipped aboard the Courage. Brother Campos lived in the state of Texas. He initially shipped aboard a vessel operated by McAllister Towing of Virginia. Brother Thomas was born in Georgia. Prior to his retirement in 1993, he worked with Steam Transportation Company. Brother Thomas made his home in Savannah, Ga.

RICHARD MASON
Pensioner Richard Mason, 74, passed away February 16. Brother Mason became an SIU member in 1961. He was first employed with Marine Towing & Transportation. Brother Mason was born in Mt. Vernon, Md. His final trip was on an Interstate Oil Transportation Company vessel. Brother Mason went on pension in 1999 and called Salisbury, Md. home.

SIDNEY PELAS
Pensioner Sidney Pelas, 72, died December 21, 2010. Brother Pelas signed on with the SIU in 1971. The deck department member shipped aboard vessels operated by Dixie Carriers for the duration of his career. Brother Pelas became a pensioner in 2000. He was a resident of Buras, La.

JOSEPH SANTUILLI

JACK THOMAS

GREAT LAKES

RAYMOND KLEIN
Pensioner Raymond Klein, 83, passed away February 5. Brother Klein began sailing with the union in 1960. A native of Pensacola, Fla., he sailed in the deck and engine departments. He first worked on an American Steamship Company vessel. Brother Klein’s final trip was aboard the St. Clair. He settled in St. Clair, Fla.

PONCIANO VITALES
Pensioner Ponciano Viales, 97, died February 5. Brother Viales was born in the Philippines. He began receiving his pension in 1975. Brother Viales resided in San Jose, Calif.
**Digest of Shipboard Union Meetings**

**ALLIANCE BEAumont** (Maersk Line Limited), April 11 – Chairman Thomas P. Banks, Secretary Charles A. Brooks, Educational Director Robert L. Stafford, Deck Delegate Glen A. Rogers. Chairman asked those departing vessel to leave rooms clean for new mariners. Educational director suggested Seafarers take advantage of maritime security courses available at the Paul Hall Center for Maritime Training and Education in Pinney Point, Md. Treasurer reported $1,100 in ship’s fund. No beefs or disputed OT reported. Recommendation was made to increase pension amounts and local sea time requirements. Crew thanked steward department for a job well done. Requests were made for a new dryer, DVD player and movies.

**DEPENDABLE** (Transoceanic Cable Ship Company), April 3 – Chairman Sansbury Whiting, Secretary Emmanuel F. Laurota, Educational Director Vladimir G. Tkachev, Deck Delegate Donvan McCants, Engine Delegate Cecil Blanks. Chairman reviewed ship’s itinerary. Secretary expressed gratitude for crew’s help keeping ship clean. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. No beefs or disputed OT reported. It was noted that ship’s fund had a $2,700 balance. Suggestion was made to purchase a new ping pong table.

**USNS DEWAYNE T. WILLIAMS** (AMSEA), April 11 – Chairman Kreg D. Stiebben, Secretary Moll W. Seegers, Educational Director Donald D. Williams, Deck Delegate Chad Rudisill, Engine Delegate Fontanos Ellison. Steward Delegate Gregory Dragome and Bouin discussed AMSEA policies concerning fraternization, drugs, alcohol and general safety. Secretary looking into modifying dining line. Educational director advised everyone to upgrade at the SIU-affiliated school in Pinney Point, Md. No beefs or disputed OT reported. Members would like new video equipment in the crew lounge. Next port: Saipan.

**CIVMARS Deliver**

The dry cargo/ammunition ship USNS Robert E. Peary (right), crested in the unlicensed positions by members of the SIU Government Services Division, delivers supplies to the multipurpose amphibious assault ship USS Bataan May 25 in the Mediterranean Sea. The Peary is one of the U.S. Military Sealift Command’s nine TAKE vessels. The Bataan is the command ship of a group conducting maritime security operations and theater security cooperation efforts. (U.S. Navy photo by Mass Communication Specialist 2nd Class Julio Riveiras)

**HORIZON HUNTER** (Horizon Lines), April 10 – Chairman Lorenzo E. Watson, Secretary Jennifer K. Jim, Educational Director Morris A. Jeff, Deck Delegate Ryan Legario, Engine Delegate Mohammed Siddiq, Steward Delegate Romeo Manasala. Chairman reported payroll at sea on April 16 and reminded members to check OT and pre-payoff documents. They asked them to leave a clean set of linen for arriving crew. Crew members were notified that they could renew mariner credentials a year in advance. Secretary communications pertaining to trip tour scenarios avoided PEX, TPI ran vessels. Mariners were advised to check sailing board prior to leaving ship. Educational director advised all mariners to attend classes at the SIU-affiliated training center in Pinney Point, Md. Treasurer informed crew that fish was purchased in Guam and that there was $1,400 in ship’s fund. Beef reported in the deck department concerning off-time, no disputed OT. Chairman suggested that all mariners read President Mike Sacco’s report in the Seafarers LOG to stay informed on new events within the union. Recommendations were made regarding upcoming contract negotiations. Vote of thanks was given to the steward department for good food. Next ports: Oakland, Calif. and Long Beach, Calif.

**HORIZON TIGER** (Horizon Lines), April 24 – Chairman Lawrence Kue, Secretary Terry L. Allen, Educational Director Paul P. Pagano, Deck Delegate Norman Taylor, Engine Delegate Ronnie Carter. Bouin announced payroll for arriving ship. Requested for new mattresses and speakers for crew lounge. Next ports: Wilmington, Calif. and Oakland, Calif.

**MAERSK VIRGINIA** (Maersk Line Limited), April 3 – Chairman Robert A. Contreras, Secretary Hugh E. Wildermuth, Educational Director Donald M. Christian, Deck Delegate Damon Label, Engine Delegate Christopher Sykes, Steward Delegate Simone Solomon. Chairman stated payroll to take place in Newark, N.J. on April 4. Secretary thanked fellow mariners for a safe trip. He also expressed gratitude for their help in keeping vessel clean and galley equipment repaired. Educational director encouraged mariners to upgrade at Paul Hall Center. Ship’s fund contains $2,000. No beefs or disputed OT reported. Crew made numerous recommendations about next contract and various benefits plans. Next port: Newark, N.J.

**OVERSEAS ANACORTES** (OSO), April 5 – Chairman Felisher Beasley, Secretary Dana A. Paradise, Educational Director Cary G. Pratts. Chairman praised all departments for their good work. He urged mariners to check out www.seafarers.org or the union’s Facebook fan page for current information regarding the maritime industry. Members were advised to stay up-to-date on all negotiations and documents. Secretary stated forms were available upon request. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Discussion was held pertaining to new washing machine operation. Crew would like coffee machine to be replaced in crew mess hall. Next port: Fort Lauderdale, Fla.

**PELIGAN STATE** (Crowley), April 24 – Chairman Raymond A. Tate, Secretary Milton M. Youngert, Educational Director Oscar Kysar. Deck Delegate Byron Graham. Chairman notified crew members that payroll would take place May 2 in San Francisco. Secretary reminded Seafarers to keep their documents updated and accurate. Educational director advised everyone to upgrade at the union-affiliated school in Pinney Point, Md. Treasurer reported $3,000 in ship’s fund. No beefs or disputed OT reported. Vote of thanks was given to the steward department for their hard work. Next port: San Francisco.

**PHILADELPHIA EXPRESS** (Crowley), April 24 – Chairman Timothy J. Jackson, Secretary Stanley Keyser. Chairman Louis A. Santiago, Deck Delegate Charles Mill, Engine Delegate Phillip Niles. Bouin advised everyone to upgrade at the SIU-affiliated school in Pinney Point, Md., and make sure they stay up-to-date on their TWIC and MMD/MMC. Secretary reported a smooth trip. No beefs or disputed OT reported. President’s report from Seafarers LOG was read. Suggestions were made regarding pension benefits and bouz recertification class. All departments were thanked for jobs well done.
Mariner Reminisces Career With Fondness, Pride

Continued from Page 14

I had traveled to mechanical shops of various kinds, and even to a naval hospital. In each of these places, my job was to provide the necessary repairs and maintenance to ensure that the vessel was ready for its next assignment. It was a challenging and rewarding experience. My work at the shipyard was a testament to my dedication and commitment to the marine industry.

I reclassified many times due to changes in the war effort. At each new assignment, I faced new challenges and opportunities. I had to learn new skills and adapt to different environments. These experiences shaped me into the man I am today. My career as a seafarer was not just about work, it was about personal growth and discovery.

In conclusion, my journey as a seafarer taught me valuable lessons about leadership, teamwork, and perseverance. These experiences have made me the man I am today. I am proud of the work I did, and I am grateful for the opportunities I had. I hope that future generations of seafarers will continue to learn and grow from their experiences at sea.

For more information on the Seafarers Union, please visit their website at www.seafarers.org. You can also contact them at 5201 Auth Way, Camp Springs, MD 20746.

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

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

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

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

### Title of Course

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<tr>
<th>Title of Course</th>
<th>Start Date</th>
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<tr>
<td><strong>Deck Department</strong></td>
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<td>Able Seaman</td>
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<td>Fast Rescue Boats</td>
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<td>Radar renewal (one day)</td>
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<td>Tanker Asst. Cargo DL</td>
<td>July 23</td>
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<td>Tank Barge PIC</td>
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<td><strong>Engine Department</strong></td>
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<td>BAPO</td>
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<td>FOWT</td>
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<td><strong>Safety Upgrading Courses</strong></td>
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<tr>
<td>Advanced Firefighting</td>
<td>September 17</td>
<td>September 30</td>
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<td>Basic Firefighting/STCW</td>
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<td>September 10</td>
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<td>Government Vessels</td>
<td>August 13</td>
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<tr>
<td>Medical Care Provider</td>
<td>October 1</td>
<td>October 7</td>
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<tr>
<td>MSC Readiness Refresher</td>
<td>July 30</td>
<td>August 5</td>
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<tr>
<td>Vessel Security Officer</td>
<td>October 15</td>
<td>October 18</td>
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### NOTICE:

**NMC Web Site is Vital Resource for Mariners**

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

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

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seafaring for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seafaring for the course if it is Coast Guard tested, 1993 STCW Certificate, valid SHRP Clinic Card and TWIC.

**COURSE**

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**LAST VESSEL:** ____________________________

**SIGNATURE** ____________________________

**DATE** ____________________________

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

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

7/11
Paul Hall Center Classes

Unlicensed Apprentice Water Survival Class 745 – Eleven Phase 1 unlicensed apprentices and two upgraders completed this 60-hour course April 15. Graduating (above, in alphabetical order) were: Vince Adolph, Jason Allen, Chivon Arnold, Lakisha Barnes, Valerie Bellezeze, Daniel Coffman, Marc Costley, John Craig, Priscilla Greene, Christopher Hughes, David Leader, Wadhah Mukbel and Adam Repko. Class Instructor Ben Cusic is at the far right. (Note: Not all are pictured.)

Able Seaman – Twenty-one upgraders completed their requirements in the course April 29. Graduating (above, in alphabetical order) were: Shawn Bising, Matthew Caradimos, Curtis Church, Anthony Green Jr., Jonathan Green, Daniel Harne, Ricky Howard, Brandon Hubble, Ryan Landers, Kenneth LeDeoux, Curtis Lee II, Cory Mulligan, Shool Nervo, Justin Pierce, Zachary Pollman, Ricky Rivera Martinez, Gavin Scott, Corey Shirley, Shaun Spencer, Stephen Warren II and Gary Youman. Bernabe Peligong, their instructor is at the far right. (Note: Not all are pictured.)

Government Vessels – Fifteen upgraders completed their training in this course April 29. Those graduating (above, in alphabetical order) were: Arkady Bichevsky, Daniel Coffman, John Coleman, Mark Hoffman, Peter Hokenson, Thomas Humphreys III, Hussein Hussein, Edgardo Ines, Ralph Kirby, Wadhah Mukbel, John Neisten, Angelo Schiraldi, Moses Scott IV, Peter Solis and Jose Torres. Tom Truitt, their instructor, is at the far left. (Note: Not all are pictured.)

Government Vessels – Thirteen upgraders graduated from this course April 8. Completing their requirements and receiving certificates (above, in alphabetical order) were: Frank Battaglia, David Chance, Ricardo Dayett, Lamont Faulks, Rosemary Glover, Korey Jackson, Ricky Langley, Carlton McMiller, John Noel, Gary Ramirez, Salah Saleh, Robert Scrivens and Kevin Youman. Class instructor Tom Truitt is sixth from the left. (Note: Not all are pictured.)

BST – Sixteen Seafarers completed their training in this course April 11. Graduating (right, in alphabetical order) were: Magdy Balat, David Chance, Daniel Conzo, Hussein Hussein, Donald Irvine, Charles James, Thomas Moore, Paul Narro, Roger Neubeth, Jimmy Ocot, Costica Oprisoru, Randall Rodgers, Peter Solis, Deralee Watson, Gregory White, and Alexander Young. Class Instructors Joe Zienna and Wayne Johnson are second from the left and at the far right respectively.

Junior Engineer – Twenty four Seafarers completed the upgrading of their skills in this course April 29. Graduating and receiving certificates (left, in alphabetical order) were: Talbi Akins, Antuan Barnes, Lennart Bergstrom, Michael Blue, Agustinor Catical, Mario Dela Cruz, Virgilio Demeglio, Van Dixon, Ralph Garner, Mohsen Hubar, Brian Jackson, DelWayne Jacobs, Eric Martin, Frederick Nyarko, Vincente Ordonez, Robert Oroff III, Robert Rocanelli, Arthur Shaw, Amido Sindac, Peter Solis, Donato Surell, Scott Thompson, John White and Jimmy Williams. (Note: Not all are pictured.)
Paul Hall Center Classes

BAPO – Seventeen individuals, upgraders and Phase III unlicensed apprentices, completed this course April 29. Those graduating (left, in alphabetical order) were: Abdullah Alamri, Adam Bucalo, Edgar Castillo, Anthony Dell’Aquila, Joseph Griggs, Ross Hasted, Joshua Hammons, David Kabasinskas, Matthew Maynard, Antonio Muldams, Romilo Monares, Amelia Ocampo, Michael Page, Drahabi Qaraish, Samuel Shuebrooks, Zachrey Stevenson and Samir Tarsha. Class Instructor Jay Henderson is at the far right.

Advanced Refrigeration Container Maintenance – Twelve upgraders finished their requirements in the course May 6. Graduating and receiving certificates (above, in alphabetical order) were: Dennis Adjetey, Robin Bourgeois, Corey Downing, Joe Flessner, Joseph Grandinetti, Jeffrey Levie, Antoine Rainey, Renor Rosario, Trent Sterling, Jessie Turner, Philandar Walton and Richard Wright. Jay Henderson, their instructor, is at the far right.

ARPA – Nine Seafarers completed this course April 29. Graduating (above, in alphabetical order) were: Reuben Brown, John Cappucci, Nicole Geideman, Gary Hirsch, Adel Irani, Enchantress Johnson, Karen Laycock, Raymond Maldonado and James Pearson. (Note: Not all are pictured.)

Specially Trained Ordinary Seaman – Seventeen individuals finished this course March 4. Graduating (above, in alphabetical order) were: Matthew Baptista, Robert Bryson III, Jeremy Cooke, Melissa Gooch, Marques Johnson, William Kane, Robert Mackey, David Marquez, Terry Mattison, Saleh Mohamed, Meree Mused, Bryan Page, Roman Pauley, Jonathan Scalaky, William Smith, Richard Swirtz and Robert Tlalka. Class Instructor Tom Truitt is at the far right.

Watchkeeping – Seven upgraders completed their training in this course Feb. 25. Graduating (above, in alphabetical order) were: Ray Adams Jr., Ron Boatwright Sr., Dominique Caixy, William Davis Jr., Dustin Marks, Felix Nunez and Hector Ortiz. Joe Curtis, their instructor, is at the left.

BST (HAWAII) - The following individuals (above, in no particular order) completed this course April 30 at the Seafarers Training Facility in Barbers Point, Hawaii: Robert Gonzalez, Rae Aguilera, Ryan Brady, Justin Challenger, Aretta Davis, Maximus Fuminaya, Preston Hadley, Matthew Hill, Oliva Kardos, Kevin Knight, Timothy Konick, Christopher Pahnick, Hannah Perry, Brittany Samuels, Micah Stanton and Sylvia Taylor.

BST (HAWAII) - Nine individuals completed their training in this course May 7 at the Seafarers Hawaii-based training facility. Graduating (above, in no particular order) were: Nancy Barnett, James Haywood, Stephanie Hernández, Bitanna Hemon, Corey Lowe, Patrick Mulligan, Cynthia Nieto, Katherine Paciofo and Michael Tompkins.
Students Excel at Paul Hall Center

An early June stop at the SIU-affiliated Paul Hall Center for Maritime Training and Education revealed the vibrancy of upgraders and apprentices at the Piney Point, Md.-based campus. The photos on this page were taken June 6-7 at the center.

Crowley crews complete training – A number of Seafarers employed by Crowley took part in a two-day safety refresher course blending hands-on training and classroom instruction. Several of those mariners are shown in photos at left, right and immediately below. Successfully completing the class were Seafarers Raymond Petterson, John Figging, Anthony Willis, Susie Crawford, Robert Stone, Conrado Abinuman, Gregory Rivera, Deilmas Price, Trevor Fouhey, Ronnie Boatwright, Todd Smith, Wesley Carey Jr., Paul Stanford, Ray Adams, Michael Morgan, Richard Saltier, Jorge Solomon, David Massey and Scott Fletcher.

Full books presented – Seafarers Pamela Wilson (second from right) and Mayra Gines (third from right) received their full union books before the June membership meeting. The steward department members gathered with officials for this photo immediately after taking the union oath. Standing left to right are SIU VP Government Services Division Kermett Mangram, Philadelphia Port Agent Joe Baselice, Exec. VP Augie Tellez, Sec.-Treasurer David Heindel, President Michael Sacco, Gines, Wilson and VP Contracts George Tricker.

Educational achievement – Members Ray Fugit (fourth from left) and Kevin Stewart (third from right) each received a high school diploma prior to the membership meeting. They earned the diplomas through the academic department’s state-approved program. Congratulating them are (from left) VP Government Services Kermett Mangram, Port Agent Joe Baselice, President Michael Sacco, VP Contracts George Tricker, Exec. VP Augie Tellez and Sec.-Treasurer David Heindel.