

# The Seafarers Log

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

## Rescue At Sea



### Horizon Reliance Does It Again

SIU members aboard the *Horizon Reliance* in early June rescued an 81-year-old sailor who had suffered a stroke aboard his sailboat between Hawaii and the West Coast. The *Horizon* vessel earlier this year handled an even more dramatic rescue in the Pacific. In photo at left, Bosun Kissinfor Taylor carries the stroke victim to safety while Chief Engineer Sean Stevens guards from behind; the gangway had been deployed at sea. Page 2.

### Great Lakes Group Christens Tugboat

SIU members are sailing aboard the new tugboat *Handy-Three*, pictured below at its christening ceremony in Cleveland (with crew members, shipyard and company personnel and others aboard). The boat is operated by Puerto Rico Towing & Barge Co., a subsidiary of The Great Lakes Group. Page 3.

### Seafarers Health and Benefits Plan Awards \$132,000 for 2012 College Scholarships

Page 7



### SIU Gains Jobs on BBC Seattle

In early June, the newly reflagged cargo ship *BBC Seattle* (photo at immediate right) finished loading in Sunny Point, N.C., and began her first voyage under the U.S. flag. Operated by AMSEA, the vessel will sail worldwide supporting the U.S. Department of Defense. SIU crew members aboard the ship last month included (from left) Recertified Bosun Arthur Cross, Recertified Steward Juan Gonzalez, SA Sheila Daguio, AB Gerald Kelly, QMED Bernard Smalls and QMED David Terry.



# President's Report

## More Jones Act Support

Seafarers know that one of the foundations of our industry is a law called the Jones Act, which helps sustain half-a-million American jobs while pumping billions of dollars into our economy. But despite the fact that the Jones Act has helped protect U.S. national and economic security for more than 90 years, the law sometimes comes under attack by groups or individuals who are misguided at best.

That's why it's so important when key legislators from both political parties like Congressmen Buck McKeon (R-Calif.) and Adam Smith (D-Wash.) speak out on behalf of this crucial law, which specifies that cargo moving between U.S. ports must be carried on ships that are crewed, built, flagged and owned American. The congressmen recently wrote to the Secretaries of Defense, Transportation, Homeland Security and Energy to "urge the Administration to take all steps necessary to ensure that Jones Act vessels are used in the future and that the transportation of goods, including petroleum products, is in compliance with our nation's cabotage laws." They further stated that it is "critical that the Administration ensure that U.S. vessels and U.S. seafarers are fully utilized before granting any Jones Act waivers."

The letter was written in response to uncalled-for waivers granted last year to foreign vessels that transported oil from the U.S. Strategic Petroleum Reserve. Congressman McKeon chairs the House Armed Services Committee while Congressman Smith is the committee's ranking member. They concluded, "The Jones Act supports our industrial base and maintains a national maritime infrastructure that helps to ensure there will be ample U.S. sealift capacity to defend our nation.... We recognize the importance of the Jones Act and its invaluable contribution to our nation's security, which is why we are concerned about any efforts to weaken the law."

No one could have said it better. Members of Congress may not agree on much these days, but they do know the Jones Act is good for America. That's why it has enjoyed bipartisan support for so many years.

## Safety Awards and Another Rescue

Several SIU-contracted companies recently received safety awards from the U.S. Coast Guard, and almost at the same time as those announcements, the Seafarers-crewed *Horizon Reliance* was back in the news for its second rescue in the last four months. All of the recognition is well-deserved, and it reflects the overwhelmingly safe operations conducted daily by our members aboard vessels on the deep seas, Great Lakes and inland waterways.

For us, a key ingredient to shipboard safety is the training available at our affiliated school in Piney Point, Maryland. Some of our older members and retirees know firsthand that when the school opened in 1967, our training was, by today's standards, basic, though it met the requirements of that day. But it quickly evolved and has done nothing but improve over the years. Today, it's a state-of-the-art facility that prepares Seafarers for the routines of shipboard life as well as the unpredictable things that happen at sea.

The school is also another example of the partnership that we enjoy with our contracted operators. Many of those companies put substantial backing into the school, because they understand that when a trainee or an upgrader graduates from a safety course at the Paul Hall Center, that mariner is a real asset. And of course, the school is an invaluable resource for Seafarers, who can use it to keep upgrading and advancing their careers.

Our school in Piney Point has done a great job not just keeping up with the industry's needs, but also planning ahead for future concerns. That's no easy task, but the school's success also is no accident, and it's a big reason why I'd stack our SIU crews up against any others across the globe when it comes to safe, reliable performance.



Volume 74, Number 7

July 2012

The SIU online: [www.seafarers.org](http://www.seafarers.org)

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way, Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Paddy Lehane*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*. Copyright © 2012 Seafarers International Union, AGLIWD. All Rights Reserved.



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

# Horizon Reliance to the Rescue, Again

For the second time in four months, the SIU-crewed *Horizon Reliance* pulled off a dramatic rescue in the Pacific – more recently, coming to the aid of an 81-year-old sailor who had suffered a stroke on June 10.

The 893-foot *Reliance* picked up Robert Bourdon of Longview, Wash., the next day, about halfway between San Diego and Honolulu. Bourdon was sailing with his son and grandson from the West Coast to Hilo, Hawaii, aboard a 33-foot sailboat (the *Gallivant*) when the stroke occurred. According to news reports, Bourdon was partially paralyzed and couldn't speak.

His family members on the boat contacted the Coast Guard, and the *Horizon Reliance* container vessel diverted to the *Gallivant's* location after being called by the agency.

Vessel master Captain Barry Costanzi said the *Reliance* first attempted a "boat transfer," but when that maneuver was deemed impractical, they "immediately went to plan B, which was to use our crane and a basket" to retrieve Bourdon. The sailboat had too much rigging, however, so the larger vessel deployed its gangway in eight-to-10-foot seas.

Bosun **Kissinfor Taylor** hauled Bourdon up the accommodation ladder with Chief Engineer Sean Stevens right behind them, the captain noted, adding that Bourdon "was dead weight. He could not walk."



Initial rescue efforts involved an attempted boat transfer (above), but *Horizon Reliance* mariners quickly changed tactics.

Costanzi concluded, "These guys really showed some bravery and seamanship in the time-old tradition of rendering assistance at sea. It's an honor to sail with them."

Family members arrived in Honolulu from Washington State in time to meet Bourdon on June 13 as crew members carried him on a stretcher down the starboard gangway to an awaiting ambulance. According to the most recent news reports available at the *LOG's* press time, doctors expect Bourdon to recover, but he still was paralyzed on his right side and unable to speak. Doctors hadn't determined how long he will remain hospitalized.

The sailboat had left Olympia, Wash., on May 17.

SIU members sailing aboard the *Reliance* when the rescue happened included Bosun Taylor, ABs **Alan Lumansoc**, **Rene Rafer**, **Julius Udan**, **Ahmed Baabbad**, **Jerome Luckett**, **Harold Harper** and **Venerando Ramos**, QEE **David Watkins**, OMUs **Cresente Gumanas**, **Allen Newgen**, **Jonas Bocaya**, **Wilshire Cortez** and **Mel Sison**, GUDE **Jamie Merced**, EU **David Hamilton**, Recertified Steward **Joseph Laureta**, Chief Cooks **Teresito Reyes** and **Romario Hinayon**, SA **Mohamed Ahmed** and UA **Robert Sale**.

On Feb. 8, the *Reliance* overcame exceptionally rough nighttime weather to save three individuals, including a 9-year-old boy, whose sailboat became disabled and ultimately sank about 280 miles northeast of Hilo.



Plenty of post-rescue smiles were evident aboard the SIU-crewed ship, as evidenced by (from left) Chief Mate Steve Iton, Bosun Kissinfor Taylor, Captain Barry Costanzi and Chief Engineer Sean Stevens.

# MUA: 'FOC Shipping can be Defeated'

Merchant seamen in Australia are celebrating new landmark legislation that will protect their livelihoods for years to come. The new laws, known as the Shipping Reform Package, won a tight vote in the Australian Parliament thanks to a push by the Maritime Union of Australia (MUA). The head of the MUA, Paddy Crumlin, also serves as the president of the International Transport Workers' Federation (ITF), to which the SIU is affiliated.

Crumlin and the MUA worked for over 10 years to fine-tune and gather support for the bill package, which is regarded by many as the most important maritime reform legislation in more than 100 years, delivering a serious blow to so-called flag-of-convenience (FOC) registries and the abuses that happen aboard some of those vessels.

"What Australia has done ... is show the way in international shipping," said Crumlin. "The government has demonstrated that FOC shipping can be defeated and that all seafarers have a right to work in the industry. Cabotage is back on the menu for seafarers worldwide. These bills not only protect the national flag on Australia's coastline, they privilege it."

Crumlin also praised the ITF and its member unions for their support throughout the entire process, noting that the backing of other maritime groups was a huge boon for the effort.

"The support of the ITF was also critical to the political will to enact these wide-ranging and internationally important reforms and the ITF is enshrined in this legislation," Crumlin said.

Among other highlights, the legislation, composed of five bills, gives a zero tax rate for shipping companies in Australia. This serves as an incentive for vessels to fly the Australian flag as opposed to a runaway flag. Crumlin and the MUA see this as a guarantee for future work for Australia's seafarers, and a key step that will help ensure that Australia remains a viable presence in the international maritime trade.

"This legislation provides a model for regional

labor cooperation," said Crumlin. "We now call upon other nations around the world to look to Australia's example and work to protect their own national fleets, cabotage, and workers so that we can do away with flags of convenience forever."

The legislation creates a new register that will allow regional workers from Pacific nations to work aboard Australian-flag vessels under Australian collective bargaining agreements. These agreements also guarantee workers' rights to ITF standards. ITF General Secretary David Cockcroft considers this a great victory for working people around the world and notes that it is the first time ITF standards have been incorporated into law on a national level.

"This breakthrough ... shows that unions are continuing to prove that, even in a globalized world, the need is for responsible shipping that has genuine ties to those who work on ships and the wider populations that they serve," said Cockcroft.

The news of the Australian victory was warmly received by the SIU leadership. In a letter to Crumlin, SIU President Michael Sacco commended the MUA and the ITF for their efforts in making sure that strong cabotage laws are at the forefront of a nation's maritime policy.

"We know how long and hard you (Crumlin) and the MUA have been fighting for and encouraging votes to pass these important measures," said Sacco. "Your efforts show yet again the value of strong cabotage laws that ensure safe jobs with decent wages and benefits for the men and women who ply the seas. This is truly a job well done."



Paddy Crumlin  
MUA National Secretary



The *Handy-Three* is home-ported in San Juan, P.R. In the photo at right, U.S. Rep. Marcy Kaptur christens the tugboat at a recent ceremony in Cleveland. (Photo by Donn R. Notage)



## Great Lakes Group Christens New Tug

### 'Handy-Three' Signals New Jobs for SIU Members

The new tugboat *Handy-Three* has entered service in Puerto Rico, signifying new jobs for SIU members as well as for members of the Seafarers-affiliated American Maritime Officers. The boat is an outright addition to the Puerto Rico Towing & Barge Co. fleet; the company is a subsidiary of The Great Lakes Group.

SIU members working aboard Puerto Rico Towing & Barge vessels have been providing vessel assistance and towing services to commercial vessels and barges in San Juan Harbor, other inland

ports, and waters throughout the Caribbean for more than 15 years.

Recently constructed at Great Lakes Shipyard in Cleveland, the *Handy-Three* is the fifth tug in the company's fleet. The new tug is the third of a class designed by Jensen Maritime Consultants of Seattle, and is built specifically for harbor work and coastal barge towing. It is 74 feet long, has a beam of 30 feet, and a design draft of 11.5 feet. The tug's free-running speed is 12 knots.

In announcing the delivery, The Great Lakes Group noted, "By making this \$5.7

million investment in a harbor tug, the company improves the efficiency of the fleet's round-the-clock towing services and demonstrates the company's continued commitment to the local economy by creating sustainable career jobs and putting money back into Puerto Rico."

A christening ceremony in Puerto Rico was expected to take place in late June or early July. A naming ceremony happened May 2 at the yard in Cleveland; U.S. Rep. Marcy Kaptur (D-Ohio), a longtime supporter of the U.S. Merchant Marine and American shipbuilding, served as the tug's sponsor. SIU Vice President Great Lakes and Inland

Waters Tom Orzechowski represented the union at the event.

"We have to play to our strengths in creating new jobs," said Congresswoman Kaptur. "One of our historical assets along the North Coast has been shipbuilding. In a globalized economy, the demand of maritime transportation will grow dramatically, and we can take advantage of that opportunity right here if we work together."

At the naming ceremony, Ron Rasmus, president of The Great Lakes Group, said Kaptur "is here today because of her sponsorship and commitment to small shipyards."

### TSA Announces Option for 3-Year 'Extended Expiration Date' TWIC

The Transportation Security Administration (TSA) on June 15 announced that, starting August 30, certain individuals holding Transportation Worker Identification Credentials will have the option of replacing their expiring TWICs with a three-year Extended Expiration Date TWIC. That credential will cost \$60 and may be obtained with a single trip to an enrollment center.

The TSA has posted a one-page "Policy Bulletin" covering the basics at [www.tsa.gov/twic](http://www.tsa.gov/twic), along with a four-page "Overview and FAQ" and the related update to the Code of Federal Regulations. All of those papers may be accessed from the TSA's TWIC home page, and all are directly linked in a June 15 news post on [www.seafarers.org](http://www.seafarers.org).

Part of the TSA Policy Bulletin announcement reads as follows:

Effective August 30, 2012, TWIC holders who are U.S. citizens or U.S. nationals, and whose TWICs will expire on or before December 31, 2014, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires.

The EED TWIC is a one-time temporary extension option intended to provide convenience and cost-savings to workers pending the deployment of TWIC readers. TWIC holders who are not U.S. citizens or U.S. nationals are required to enroll for a standard 5-year replacement upon expiration of their current TWIC.

**Option 1 – Replacing expiring TWIC with 3-year EED TWIC**

**(Limited to U.S. Citizens and U.S. Nationals) - \$60 Fee & 1 Trip to an Enrollment Center**

**Eligibility:**

■ Individuals are eligible to obtain a 3-year EED TWIC if they meet the following requirements:

- They are a U.S. Citizen or U.S. National *AND*
- Their current TWIC is valid and not revoked *AND*
- Their current TWIC is currently unexpired, but expires on or before December 31, 2014.

■ If any of the above requirements are not met, then the individual is not eligible for a 3-year EED TWIC and should apply for a standard 5-year renewal TWIC (*option 2*).

■ As long as an individual maintains eligibility, he/she can obtain a 3-year EED TWIC prior to the expiration of their current TWIC before December 31, 2014.

**Application Process:**

■ Call the help desk (1-866-347-8942, Mon-Fri, 8AM to 10PM Eastern) to begin the application process.

■ The help desk will confirm whether the individual meets the eligibility requirements.

■ Once the EED TWIC arrives at the enrollment center specified by the individual, the individual will be notified for pick up and activation of their 3-year EED TWIC.

■ The individual should turn in the original TWIC upon receipt of the EED, as it will be revoked at the time of activation of the EED TWIC.

### Third JHSV Under Construction

The U.S. Navy's new Joint High Speed Vessels (JHSV) have been making a splash over the course of the spring and into summer with one vessel having passed builder's sea trials and another starting construction and being named by the Secretary of the Navy.

The latest JHSV vessel, known as JHSV-3, was recently given its official name by Navy Secretary Ray Mabus. The new ship will be officially called the *USNS Millinocket* and will be crewed by SIU members from the Government Services Division.

The ship's name is honor of citizens from the towns of East Millinocket and Millinocket, Maine. The latter town was once home to the largest paper mill in the world and during the Great Depression, workers at the mill collectively agreed to work less hours, ensuring that everyone would be able to keep their jobs and the town would survive.

In February 2012, the *USS Stephen W. Groves* was decommissioned. The ship was named after a resident of East Millinocket, Ensign Stephen W. Groves, who was a Navy pilot. Groves was awarded the Navy Cross for bravery during the Battle of Midway in World War II. Mabus chose to honor him, and his hometown, for his service via the JHSV program.

"Millinocket displays American values of community and ingenuity at their best," said Mabus. "I chose to name the joint high speed vessel after East Millinocket and Millinocket to honor those values and the men and women of the community that represents them no less today than it did in the early 1900s."

The *USNS Millinocket* is being constructed in Mobile, Ala., by Austal USA but its estimated delivery date to the U.S. Navy has yet to be announced. The second ship in the series, the *USNS Choctaw County*, also is under construction at the yard and is expected to launch later this year.

In other JHSV news, the first of the vessels has recently undergone builder's sea trials and is waiting to enter service. JHSV-1, otherwise known as the *USNS Spearhead*, performed to a high standard and passed the builder's trials with flying colors. The *Spearhead* is awaiting approval from the Navy itself and is expected to be delivered for service sometime this year.

The JHSVs are a versatile, non-combatant class of ship that will be used to transport troops, vehicles, and other military equipment quickly. The vessels will have the capability to sail at an average speed of 35 knots while transporting 600 short tons over a distance of 1,200 nautical miles. The ships have a top speed of over 43 knots. They are nearly 388 feet long, have a 93-foot beam, and a nearly 13-foot draft. The Navy expects to purchase more than 20 of the vessels over the next 30 years.

As previously reported, the Navy's current contract with Austal is for the construction of 10 JHSVs. The first four of the 10 will be crewed by federally employed civil service mariners, while the next six are slated to be crewed by civilian mariners working for private companies under contract to MSC. Military mission personnel will embark as required by the mission sponsors.

# NOAA Commissions New High-Tech Vessel

The National Oceanic and Atmospheric Administration (NOAA) has recently commissioned a new, high-tech vessel in Norfolk, Va., that will map and monitor the seafloor to assist in rerouting merchant and military ships. The new ship, the *Ferdinand R. Hassler*, will be crewed by members of the SIU's Government Services Division.

"With the growth in the size of commercial vessels and the importance of waterborne commerce to our economic security, there is a critical need for accurate information about our coastal waterways," said Kathryn Sullivan, Ph.D., assistant secretary of commerce for environmental observation and prediction. "This advanced NOAA survey vessel will play a vital role in ensuring safe navigation and commerce as we work each and every day to position America for the future."

The new ship will have the capacity to locate hazards in the seafloor, provide critical information that can be used to update nautical maps, and offer some scientific observation of the seafloors on the U.S. coastline.

According to NOAA, the *Hassler* will be operating primarily along the Gulf and Atlantic coasts, the Caribbean, and even the Great Lakes. The ship "is also equipped to deploy buoys and unmanned submersibles and conduct general oceanographic research. *Ferdinand R. Hassler's* twin-hull design is particularly suited to NOAA's mission to map the ocean floor, as it is more stable than a single-hull vessel," the agency reported.

The vessel's name was picked by a group of 10th-grade contest winners and their teacher from Naugatuck High School in Naugatuck, Conn. Ferdinand Hassler was the founding superintendent of the Coast Survey, which was created by Thomas Jefferson in 1807. Catherine Sununu, wife of former New Hampshire Senator John Sununu, served as the ship's sponsor in the June 8 ceremony at the NOAA Marine Operations Center-Atlantic.

The *Hassler* is equipped with state-of-the-art technology and has the potential to make a big impact on important oceanographic projects.

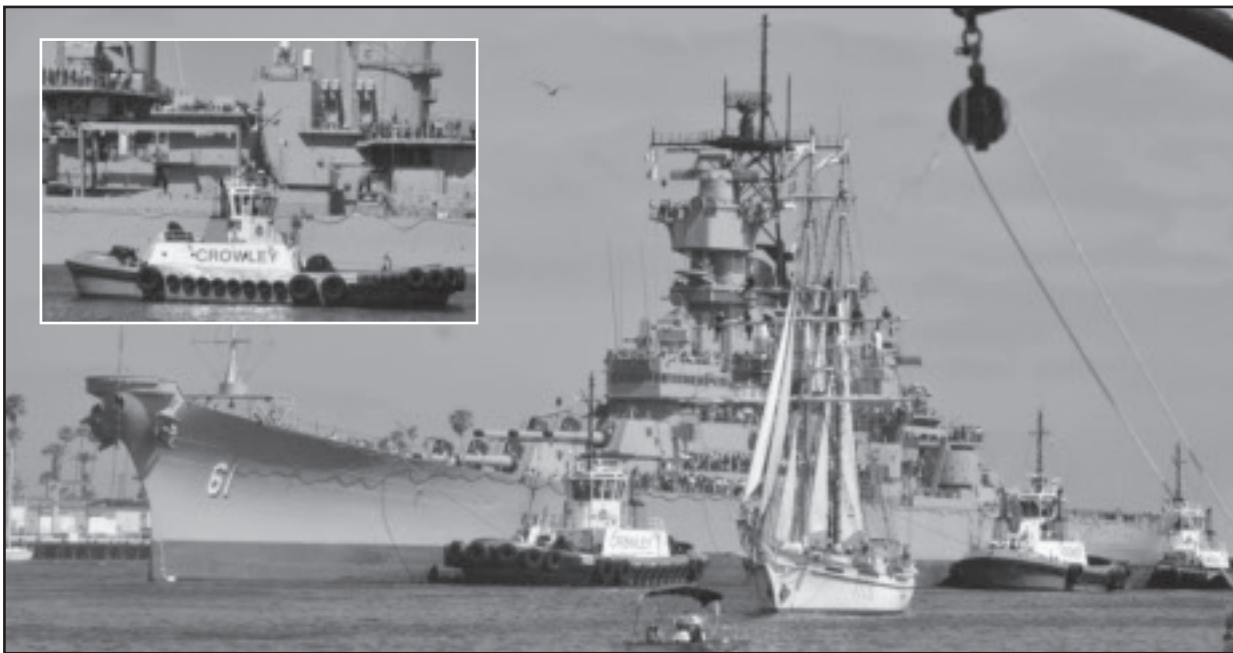


The newly commissioned NOAA ship *Ferdinand Hassler* means new jobs for public-sector Seafarers.

"NOAA Ship *Ferdinand R. Hassler* represents a major step forward in NOAA's effort to modernize the agency's fleet," said Rear Adm. Jonathan Bailey, director of the NOAA Office of Marine

and Aviation Operations and the NOAA Corps. "This new, highly capable ship will enable surveyors to map waterways and coastal areas both accurately and efficiently."

## SIU-Crewed Tugs Move USS Iowa



Seafarers-crewed Crowley Maritime tugboats including the *Master*, *Scout* (inset) and *Leader* recently helped move the *USS Iowa* – one of the most powerful battleships of all time. With an assist from the SIU-crewed boats, the *Iowa* (above) on June 9 journeyed through the main channel of the Port of Los Angeles to her permanent home, Berth 87, near the World Cruise Center in San Pedro, Calif. The Pacific Battleship Center, which owns the ship, is scheduled to celebrate its public grand opening as an interactive naval museum on July 7.

## Coast Guard Honors SIU-Contracted Companies

### Crowley Maritime Recognized by NOAA

SIU-contracted companies were among those recently recognized by the U.S. Coast Guard for environmental excellence.

The agency in late May announced the recipients of the 2012 Biennial Rear Admiral William M. Benkert Marine Environmental Protection Award for Excellence at the American Petroleum Institute Tanker Conference in Orlando, Fla. Winners in various categories included the Seafarers-contracted companies Matson Navigation; Maersk Line, Limited; and U.S. Shipping Corp.

According to the Coast Guard, the program "recognizes corporations and businesses involved in marine facility or vessel operations that have demonstrated sustained excellence and outstanding achievement in protecting the marine environment. It also encourages innovations in operations, maintenance, cargo handling, refueling, training, and provides a means for award recipients to share their successful methods and techniques with others in industry."

Also in late May, SIU-contracted Crowley Maritime Corporation was chosen as a 2011 Company Award winner for the United States National Oceanic and Atmospheric Administration's (NOAA) Voluntary Observing Ship (VOS) program. The selection was based on Crowley's 48 vessels providing 204,430 "highly accurate and timely weather observations for the U.S. VOS program in 2011," according

to the company. "Particularly impressive was Crowley's *St. Louis Express*, a cargo vessel contributing 4,926 observations in 2011, ranking her the second-highest reporting vessel in the entire U.S. program."

The VOS program, which was established in 1853, relies on volunteer crew members on nearly 1,000 ships around the world to monitor the weather at their locations and submit the observations to national meteorological services. This data is used to create marine weather forecasts and is archived for future use by climatologists and other scientists.

"Our vessels' crew members have been contributing first-hand weather data to VOS for decades," said Mike Golonka, general manager of Crowley's ship management division. "As a former volunteer on board our vessels, I am especially proud of Crowley's history with the program. This company is committed to continuing to support it. We see the impact it has each day on our own vessel operations, and we are very appreciative of this recognition."

"The invaluable efforts provided by the Crowley fleet of ships collecting and disseminating weather and oceanographic observations, during their voyages, is greatly appreciated by the VOS program," said Helmut H. Portmann, director, National Data Buoy Center of the NOAA, in a letter to Crowley. "Your crews' hard work and dedication has reflected great credit upon your company and the maritime community. Your contributions make a world of difference."

## Maersk Texas Crew Safe Following Pirate Attack

The SIU-crewed *Maersk Texas* thwarted an attack by pirates in the Gulf of Oman on May 23 with the help of their onboard security team.

At around noon on May 23, reports came in that there was a possible pirate attack in progress. As more reports were posted, it became clear that the *Texas* was indeed under attack by several skiffs with armed men aboard. The vessel was roughly 70 nautical miles southeast of the Strait of Hormuz when watchstanders noticed roughly 8-10 skiffs approaching the vessel at a high rate of speed. This caused the captain to attempt evasive maneuvers to try and deter the skiffs from getting close. In addition, the crew and the security team took other defensive actions in a last-ditch effort to get the pirates to back off. Those tactics included spraying fire houses at the skiffs and firing warning shots.

Things took a turn for the worse as the armed men aboard the skiffs, ranging from four to six men per skiff (possibly more), opened fire on the *Texas*. To make matters more complicated, there were also civilian fishing vessels in the area which added to confusion. However, due to the professionalism and training of both the crew and the security team, no harm came to any fishermen or their ships.

"Despite clear warning signals, the skiffs continued their direct line toward *Maersk Texas* and the embarked security team fired warning shots," said a representative of Maersk Line, Limited, the ship operator, in a release to the media. "The pirates then fired upon *Maersk Texas*, and the security team returned fire per established U.S. Coast Guard rules of engagement."

Once the pirates opened fire, the security team saw no other option other than engaging the pirates head-on. The security team returned fire and engaged in a brief firefight with the pirates that resulted in their retreat.

In the meantime, the crew gathered in the citadel while the captain called out for assistance. The Iranian Navy was quick to respond over the radio. According to Bloomberg News, the Iranian Navy "provided guidance to the crew of the *Maersk Texas* by radio."

Thankfully, all crew members aboard are safe and accounted for. The *Texas* continued on its route from Kuwait to Beaumont, Texas. The SIU members aboard the ship at the time of the attack included Bosun **Kennard Campbell**, AB **Robert Boudreaux**, QDW **Tyesha Boyd**, GVA **Willie Clemmons Jr.**, GUDE **Roderick Thomas**, QDW **Courtney Price**, AB **Michael Congress**, QEE **Gary Dahl**, AB **Billy Hill**, OS **Melvin Hill**, SB **Michael McDermott**, and ACU **Paula Hopson**.

The SIU is committed to ensuring that Seafarers work in safe environments at all times. The union has made it clear that much more needs to be done to prevent and eliminate the threat of piracy for mariners.

Among many other activities, the SIU is a supporter of the SaveOurSeafarers campaign, which is devoted to spreading the word and cultivating action on piracy issues in the Indian Ocean, Persian Gulf, Gulf of Aden, and elsewhere. For more information, and to sign a petition drawing attention to this problem, go to [www.saveourseafarers.org](http://www.saveourseafarers.org).

# Maritime Unions: Coast Guard Editorial 'Unfair and Inaccurate'

The SIU in mid-June fired back after an article by a U.S. Coast Guard captain left many in the industry incredulous.

The union posted its own response on June 14 and then, a day later, joined with the American Maritime Officers, the Marine Engineers' Beneficial Association, and the International Organization of Masters, Mates & Pilots in sending a related letter to Coast Guard Commandant Adm. Robert Papp. That letter came from the respective presidents of the nation's major seagoing unions: Michael Sacco of the SIU, Tom Bethel of the AMO, Mike Jewell of the MEBA and Tim Brown of the MM&P.

Both of the union communications said that an editorial by Coast Guard Captain Eric Christensen – from its headline to much of its content – not only didn't ring true, but also opened the U.S.-flag fleet to unwarranted criticism. Christensen is the agency's chief of commercial vessel compliance.

In its individual reply, the SIU said Christensen's article, titled "Sounding the Alarm on U.S.-Flag Compliance," paints an "unfair and inaccurate picture of the American-flag fleet and its operators. He leads the reader to believe there's an epidemic of non-compliance by U.S. operators, when in fact the Coast Guard's own data shows that less than one-half of one percent of American-flag vessels have reportable problems."

Further, the SIU asserted, the captain's article "is a blanket indictment that ignores the achievements the U.S.-flag industry has made in training, safety and education. This would be roughly the equivalent of our posting an editorial suggesting that Coast Guard officers are untrustworthy because a single one of them got caught selling mariner credentials."

"Christensen's paper," the SIU continued, "cites only one specific recent case – and that one involves a non-union company that is infamous in American maritime circles. (The company isn't named in the paper but it doesn't have to be; anyone familiar with that outfit's "record" knows them by the description.)"

The SIU also pointed out that U.S. maritime unions and American-flag ship operators "share all of the goals Christensen mentions in his paper: safety for the crews, safety for the ships, and safety for the environment. We collectively spend billions of dollars and incalculable man-hours pursuing those goals and have set standards above those set by international conventions."

Meanwhile, the four union presidents delved into some of the more technical aspects of the original article, including a flag-state control regime (to which the U.S. is not a party) called the Paris MOU. America's most recent classification by that regime,

largely the basis for Christensen's article, "does not come as a surprise," wrote the labor officials. "The maritime unions have been advising the Coast Guard for some time that such an outcome would come to pass if steps were not taken to more efficiently administer regulations and correct failures, particularly with non-union companies with historically bad track records on maintenance, safety and regulatory compliance. To place the blame on the shoulders of all American shipowners and crews, however, fails to recognize the true issue and is extremely disingenuous."

They further reminded the commandant that the Paris MOU "acknowledges that of the 174 vessel inspections of U.S.-flag vessels by its member states, only seven vessel detentions have been recorded. This is hardly an 'alarming trend' representative of a significant decline in statutory and international convention compliance...."

"We believe that part of the problem lies in the United States regulatory regime that the Coast Guard administers in accordance with the Administrative Procedures Act itself. The rulemaking procedures in the Act make it difficult for the USCG to respond to IMO treaty obligations in a timely fashion.... Even simply updating American regulations to conform to international standards can take a considerable amount of time. Changes to the APA are unlikely, making Coast Guard

interim guidance and advisory notices critical to bridging the gap until final regulations are promulgated."

Sacco, Bethel, Jewell and Brown also said that a "resistance" by the agency's legal division to permitting the Coast Guard to "disseminate non-mandatory advisory notices on international requirements until after regulations are in place, compounds this problem rather than alleviating it. The result is that U.S.-flag ships and operators are left to their own devices in determining how to comply with IMO requirements, thus exposing them to penalties from port state control regimes like the Paris MOU. This is presently occurring with the STCW Manila Amendments related to work and rest hours. Although the new STCW Manila Amendments came into effect January 1, 2012, USCG has not yet promulgated regulations conforming to the international standard nor offered any effective guidance."

They concluded, "In the future, we would prefer to work together to resolve these issues, rather than have senior Coast Guard officials indict the entire industry because of the bad behavior of a very small minority of bad actors in public.... As always, we remain committed to ensuring that American mariners are the best trained and most professional mariners in the world."

## Congratulating Honoree from LIUNA



Officials from the SIU and the Maritime Trades Department joined in congratulating Laborers International Union of North America Secretary-Treasurer Armand Sabitoni (second from left) during the 24th annual Sons of Italy Foundation "National Education & Leadership Awards Gala." Sabitoni was honored May 23 in Washington, D.C. Pictured from left are MTD Executive Secretary-Treasurer Daniel Duncan, Sabitoni, SIU/MTD President Michael Sacco, SIU VP Contracts George Tricker and SIU Secretary-Treasurer David Heindel. The Sons of Italy Foundation is the philanthropic branch of the Order Sons of Italy in America.

## ILO Elects Ryder to Executive Post

The International Labor Organization (ILO), a global body that serves the world's working people and is affiliated with the United Nations (U.N.), recently announced that Guy Ryder has been elected as the organization's director-general. Ryder, who currently serves as the ILO's executive director for international labor standards and fundamental principles and rights at work, will begin a five-year term in October.

"I am really excited about this chance," said Ryder. "This is a tremendous opportunity, in the middle of this global crisis, to make a difference to the lives of millions of people, including those who've never heard of the ILO, to change their lives for the better."

The ILO is an organization that is responsible for creating and implementing global labor standards. The ILO is also the only U.N. agency that works on a "tripartite" level, meaning that the organization is not only composed of worker organizations like unions, but also employers and governments. This, according to the ILO website, allows the organization to do more complete and far-reaching work. The director-general is responsible for implementing the group's strategies worldwide.

Ryder's nomination has been praised by

numerous labor unions, government officials, and international nongovernmental organizations. Ryder has spent the vast majority of his career, which spans more than 25 years, in the international labor arena working with unions in his native England as well as being an international worker rights advocate.

"I extend my congratulations to Guy Ryder on his election as the new director-general of the International Labor Organization and wish him the greatest success in his new position," said U.S. Secretary of Labor Hilda Solis. "Mr. Ryder has been a great advocate of the world's working people, both as a trade union leader and in his work at the ILO."

International Transport Workers' Federation (ITF) General Secretary David Cockroft also praises the election of Ryder as a great leap forward for working people around the globe. The ITF is an international federation comprised of transportation unions, including the Seafarers International Union. SIU Secretary-Treasurer David Heindel serves as the chair of the Seafarers' Section of the ITF.

"Guy is one of my oldest friends, and I can think of no one better qualified to build on the undoubted successes of his predecessors," Cockroft said.

## GLMTF Names Ohio Rep. Gibbs Great Lakes Legislator of Year

U.S. Rep. Bob Gibbs (R-Ohio) has been named 2012 Great Lakes Legislator of the Year by the largest labor/management coalition representing workers and industries dependent on shipping on America's fourth sea coast. Rep. Gibbs, who represents Ohio's 18th District in the House of Representatives, formally received the award from Great Lakes Maritime Task Force (GLMTF) in Washington, D.C., on June 6.

The SIU is a member of the task force.

"Rep. Gibbs' first term in Congress has been remarkably focused on the issue that will most decide the future of Great Lakes shipping – the dredging crisis," said Eugene Caldwell, president of the GLMTF. "He was the 100th co-sponsor of the RAMP (Restore America's Maritime Promise) Act. This legislation requires the Harbor Maintenance Trust Fund (HMTF) to spend all the tax dollars it collects for dredging on dredging, as it was originally intended. Currently the HMTF also serves as a surplus that is then used to paper balance the budget. More than 16 million cubic yards of sediment clog the Great Lakes navigation system and the backlog will grow to 28 million by 2016 unless dredging is adequately funded."

Caldwell, who is also vice president and general manager of Bay Shipbuilding Company in Sturgeon Bay, Wis., stressed that many provisions of the RAMP Act have been incorporated in the Transportation Reauthorization bills passed by both the House and the Senate.

"As chairman of the Transportation and Infrastructure Committee's Subcommittee on Water Resources and Environment, Rep. Gibbs' support was key in many legislators' decision to endorse the goals of the RAMP Act and will be when the two chambers conference on their transportation reauthorization bills."

Few states are more negatively impacted by the dredging crisis than Ohio. In a strong economy, its nine deep-draft ports can handle more than 50 million tons of cargo.

"Rep. Gibbs understands that resolving the dredging crisis is not just good for Ohio, it's good for America," said Don Cree, first vice president of the GLMTF. "Ohio is the second-largest steel-producing state in the country and it takes 1.5

tons of Lakes-delivered iron ore to make a ton of steel. When Great Lakes freighters can again deliver full loads of iron ore and other cargos to Ohio and other Great Lakes states as well, our national economy will be stronger."



U.S. Representative Bob Gibbs (R-Ohio)

Congressman Gibbs also monitors other issues that affect shipping on the fourth sea coast, including the importance of adequate Coast Guard icebreaking resources.

Upon his selection for the award, Rep. Gibbs said, "I am honored to receive the Great Lakes Maritime Task Force's Great Lakes Legislator of the Year Award as the economic importance of maritime trade [must not] be underestimated.... The dredging crisis concerns me because harbors that have not been dredged to their proper depth will not only reduce ship traffic and freight at that port, but also will increase shipping costs.... Our Great Lakes ports and waterways must be at their authorized depths and widths so raw materials and general cargo are able to move domestically and overseas in an efficient and economical manner.... Every inch of depth means more cargo can be shipped, and with our nation attempting to increase exports, we need to ensure that all our ports are operating at their full potential and ships aren't running half-full."

Founded in 1992, Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. With 82 members, it is the largest coalition to ever speak for the Great Lakes shipping community and draws its membership from both labor and management representing U.S.-flag vessel operators, shipboard and longshore unions, port authorities, cargo shippers, terminal operators, shipyards and other Great Lakes interests.



SIU President Michael Sacco



Executive VP Augie Tellez



Secretary-Treasurer David Heindel

# Jacksonville Hosts Regional, Trustees Meetings

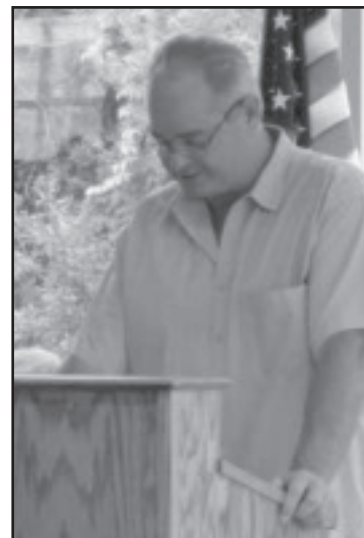
## Members Thank President Sacco, Executive Board for Exhibiting 'Extraordinary Leadership'

Jacksonville, Fla., was a hub of activity for the SIU during the first week of June. In addition to the regular monthly membership meeting on June 7, Seafarers and SIU officials gathered at the union hall for a Gulf Coast regional meeting; and, the Seafarers Board of Trustees also met that week.

During the regional meeting, members from the area along with local SIU employees presented SIU President Michael Sacco with a plaque thanking him and the union's executive board for "extraordinary leadership and continuous support." The photos on this page were taken June 7 at the hall, located on Belfort Road.



Steward/Baker Shirley Bellamy (holding plaque in photo below) presents a token of appreciation to SIU President Michael Sacco and the executive board. Pictured from left to right around Bellamy are AB Gerald Alford, OMU Darnell O'Hara, QMED Lamont Robinson, AB Thomas Conry, Steward/Baker Allen Van Buren, Chief Cook Jose Constantino and QMED Florencio Marfa. Below is a shot of the plaque that Bellamy presented to President Sacco.



VP Contracts George Tricker



Gulf Coast VP Dean Corgy



VP Government Services Kermett Mangram



Seafarers Plans Administrator Maggie Bowen



Members fill the hall in Jacksonville, Fla.

# SHBP Awards \$132,000 in Scholarships

Eight individuals—three active Seafarers and five dependents—now are better financially prepared to pursue their respective higher education goals thanks to grants totaling \$132,000 that have been bestowed upon them by the Seafarers Health and Benefits Plan (SHBP).

Members of the SHBP Scholarship Committee, who convened in Carmel, Calif., May 11, selected Seafarers **Daniel Giles**, **Curtrina Duck** and **Jesse Tornabene** along with dependents Kathryn Flanagan, Julio Marcone, Patricia Madrio, Abigail Tesfaye and Heidi Garner as recipients of the Calendar Year 2012 Charlie Logan Scholarships.

Giles was designated to receive a \$20,000 grant to cover the costs associated with a four-year degree while Duck and Tornabene each were selected to garner \$6,000 to pursue their respective educational goals in programs offering two-year courses of study.

Each of the dependents landed scholarships of \$20,000 to help realize their respective aspirations at four-year colleges or universities.

## Daniel Giles

AB Daniel Giles was born in Norfolk, Va., and is a 2000 graduate of First Colonial High School in Virginia Beach, Va.

Following high school, he held a variety of positions while working in restaurants and on organic farms. "In each of these distinctive lifestyles, something was missing," Giles said. "Very rarely was I challenged mentally.



"Just as I would find intellectual stimulation it would be time to get back to work," he continued. "I would share ideas from what I was reading about neuroscience, astronomy or physics with co-workers only to receive blank and bewildered stares."

Brother Giles joined the SIU in 2007. He enrolled in and attended the Paul Hall Center for Maritime Training and Education in Piney Point, Md. It was there that he earned his merchant mariner credentials and began what has been a very promising career on the high seas. Most recently, he sailed aboard the *USNS Invincible*.

"As a teenager, I didn't know what I wanted or why I should continue school to achieve it," he said. "Now, however, I see that the world of academics is where I belong. The idea of spending years in libraries and laboratories, surrounded by other curious and hungry minds seems so right that it's hard to believe it took me this long to realize it."

Brother Giles will pursue his degree in the sciences, most likely biology or chemistry with a minor in mathematics. He hopes to attend Portland State University, Oregon State University or Concordia University.

## Curtrina Duck

AB Curtrina Duck joined the SIU in 2008 and like Brother Giles received her merchant mariner training at the Paul Hall Center. She has upgraded her skills on several occasions at the Southern Maryland-based school, most recently in 2010.

Born in Norfolk, she is a 2002 graduate of the city's Booker T. Washington High School. Following graduation, she worked as a customer service representative in a call center and later as a medical biller and coder.

Her SIU career to date has included voyages aboard deep sea vessels. Sister Duck most recently sailed aboard the *Pomeroy*, op-



erated by Ocean Shipholdings.

"My goal is to become a registered nurse," the able bodied seaman said. Although she has not yet decided the specific nursing specialty she will pursue, she is anxious to assist others.

"I am looking forward to helping and caring for people of all ages, races, sizes and genders," she said. "I think the body is a unique form and it hurts my heart to see people who are hopelessly suffering with poor health conditions. I am an upbeat person and I think that I could do well with making a person smile, while at the same time caring for their needs."

Sister Duck enrolled in and was admitted to Tidewater Community College in 2011 and still attends that school today. She is studying nursing and resides in Chesapeake, Va.

## Jesse Tornabene

QMED Jesse Tornabene donned the union colors in 2004 in Piney Point and like the former SIU scholarship recipients underwent his merchant mariner training there. A frequent upgrader, Brother Tornabene most recently returned to the school earlier this year.

A native of New Orleans, Brother Tornabene graduated from Northshore High School in 2002. Following high school he took on work as a pump station attendant in Jefferson Parish, La. Two years later he joined the union. He currently works aboard the *SBX-1*.



"My pursuit for a higher education began when I arrived in Piney Point, Maryland, to attend the apprenticeship program at the Harry Lundeberg School of Seamanship," Brother Tornabene said. "The trainee program revealed to me how much I didn't know and the fundamentals I lacked. Continuing my education has remained a priority since I arrived at the Paul Hall Center seven years ago."

Brother Tornabene has applied for admission to Delgado Community College in New Orleans as well as at California National University for Advanced Studies. He is currently enrolled at the University of Phoenix. To date, he has earned nine credits and is pursuing his degree in engineering and business administration.

## Kathryn Flanagan

Kathryn Flanagan hails from New Milford, Conn. She is the daughter of Recertified Bosun **Thomas Flanagan** (and mother, Betty Ann,) and has two siblings.

Flanagan is a 2012 graduate of New Milford High School where she held membership in both the National Honor Society and French Honor Society. She also was a member of her school's marching band and graduated in the top five



percent of her class. Flanagan has done volunteer work in her community with food banks and soup kitchens.

"Since childhood, I have always been fascinated by life and all it represents," she said. Over the years, she continued, her keen interest in the human experience has developed into a definite passion: educational biology.

"As I moved through high school, my future plans became very clear, and I have tried to excel and go the extra mile while exploring a life in science," she continued. This extra dedication has translated into fresh perspectives not only about life in general but also about individuals who

play significant roles in the life experiences of others.

Flanagan plans to major in educational biology at the University of Connecticut, Colby-Sawyer College or SUNY Stony Brook.

## Julio Marcone

Julio Marcone is the son of Steward/Baker **Julio Marcone** (and mother, Angelica) who sails aboard the Intrepid Ship Management operated *Courage*. He has two siblings.

Born in Florida, Marcone is a 2012 graduate of Fort Lauderdale High School where he finished his upper secondary educational experience with a 4.48 grade point average. He ranked 26th in his class of 381 and held membership in the National Honor Society. Additionally, Marcone was a member of his school's marching band and debating team.



"I like to think that I have an accurate bearing on my own skills and a well-thought out, if broad idea, of what I want to study," Marcone said. "My recurring interests are political science and some path to medical school."

He also has considered studying biology or chemistry as a first step into a medical career. Marcone hopes to pursue his studies at Boston University, Amherst College, Tulane University or the University of Florida.

## Patricia Madrio

Patricia Madrio is a 2012 graduate of New Milford High School in New Milford, Conn.

The daughter of ABG **Roy Madrio** (and mother, Mary, a registered nurse), she has two brothers. Madrio graduated with 4.13 GPA ranking 20th in her class of 352 students. She was a member of the National Honor Society, Kiwanis Club and Rotary Club. Madrio served as secretary for both NHS and Rotary Clubs.

"I plan on majoring in nursing....," she said. "As proven by my mother's stable work conditions, nursing will provide a stepping stone to a variety of careers.

"Nursing will provide a way for me to become, ultimately, a medical lawyer," she

continued. "With a nursing background, I will be able to apply my knowledge to the cases that I am presented with."

She will pursue her nursing degree at Northeastern University, Pennsylvania State University or the University of Connecticut.

## Abigail Tesfaye

Abigail Tesfaye hails from Houston. She is the daughter of QEE **Tesfaye Gebregziabher** (and mother Ruth) and has one sibling.

A 2012 graduate of the High School for Performing and Visual Arts in Houston, Tesfaye finished 35<sup>th</sup> in her class, which numbered 149 students. She was a member of the National Honor Society, Business Professionals of America and the Fusion Orchestra. Tesfaye also is active in her church as a youth group leader and worship leader.



In the area of community service, she has done volunteer work in retirement homes and served as a camp counselor. She works as a sales associate in a nationally acclaimed apparel company.

Tesfaye will pursue her bachelor's degree in English at Concordia, Baylor University, Texas A&M or the University of Houston.

## Heidi Garner

Heidi Garner hails from Knotts Island, N.C., and is the daughter of Capt. **Edward Garner** (and mother, Heather, a teacher's assistant) and has one sibling.

Born in Virginia Beach, Va., Garner is a 2011 graduate of Currituck County High School in Barco, N.C. She posted a 4.43 GPA and ranked 14th in her class among 246 students. While at Currituck County High, Garner was a varsity cheerleader and held membership in the Disney Movie Club, the Companion Animal

Club and the Beta Book Club. In addition, she served as a counselor-in-waiting during a Ferrum College (Virginia) Summer Enrichment Camp.

Garner currently attends N.C. State University where she is majoring in elementary education. She has earned 15 credits while posting an overall 3.6 GPA.



## Scholarship Committee



Members of the calendar year 2012 SHBP Scholarship Committee on May 11 met in Carmel, Calif., to choose this year's award recipients. Comprising the committee (above from left to right) were: Dr. Louis Fernandez, provost and vice president academic affairs, California State University, San Bernardino; Dr. Hank Toutain, dean of students, Kenyon College; Dr. Gayle Olson, University of New Orleans (retired); Dr. Trevor Carpenter, College of Southern Maryland (retired); Dr. Keith Schlender, associate VP academic affairs, Lourdes University; and Dr. Charlie Lyons Jr., American Association of Colleges and Universities (retired) and a committee member since 1968. Also on the committee, but not pictured is Dr. Michael Glaser, St. Mary's College (retired).



**Alaskan Explorer**



**Alaskan Navigator**

## Seafarers Ratify Standard Contracts

As reported last month, SIU members overwhelmingly have approved the new standard freightship and tanker agreements. The five-year contracts call for yearly wage increases while maintaining benefits. The contracts take effect July 1 and run through June 2017.

Pictured on this page are SIU members on vessels and at the New Orleans hall voting in favor of the new standard contracts.



**Maersk Ohio**



**Maersk Wyoming**



**Ocean Freedom**



**Horizon Spirit**



**Horizon Tacoma**



**Jean Anne**



**Jean Anne**



**New Orleans Hall**



**Overseas Los Angeles**



**Sealand Champion**



**Sealand Charger**



**Sealand Lightning**



# U.S. Military, Government Leaders Urge Passage of Law of Sea Treaty

On May 23, United States defense and diplomatic leaders urged the Senate to ratify the United Nations Convention on the Law of the Sea – known in maritime circles by its acronym, UNCLOS.

Defense Secretary Leon Panetta along with Army General Martin Dempsey, the chairman of the Joint Chiefs of Staff, joined Secretary of State Hillary Rodham Clinton in testimony before the Senate Foreign Relations Committee. All three urged the committee to approve the treaty.

Panetta told the Senate panel, “I strongly believe that [ratification of] this treaty is absolutely essential, not only to our economic interests and our diplomatic interests, but I’m here to say that it is extremely important to our national security interests as well. I join a lot of the military voices of the past and present that have spoken so strongly in support of this treaty.”

The treaty, which came into force in 1994, has been waiting for Senate ratification ever since.

Clinton said it is “imperative” that America act now. She also stated: “No country is better served by this convention than the United States. As the world’s foremost maritime power, we benefit from the convention’s favorable freedom of navigation provisions. As the country with the world’s second-longest coast-

line, we benefit from its provisions on offshore natural resources.”

A total of 161 countries have approved the treaty. “We’re the only industrial power that has failed to do that,” Panetta said. “And as a result, we don’t have a seat at the table.”

The SIU and the rest of American maritime labor have long been in favor of United States ratification of UNCLOS.

Dempsey said U.S. ratification would strengthen America’s ability to utilize sea power.

“And, it reinforces the sovereign immunity of our warships as they conduct operations,” he stated. America’s absence from the treaty “plays into the hands of foreign states that seek to bend customary law to restrict movement on the oceans,” the chairman added. “And, it puts our warships and aircraft ‘on point’ to constantly challenge claims.

“But, the force of arms does not have to be – and should not be – our only national security instrument. Joining the convention would provide us another way to stave off conflict with less risk of escalation.”

In addition to its economic provisions, the treaty establishes specific jurisdictional limits on the ocean area that countries may claim, including a 12-mile territorial sea limit and a 200-mile exclusive economic zone limit. A number of countries currently are pushing to extend the latter limit to 300 miles. Being a signatory party would better enable the U.S. to make such claims and would bolster our capacity to defend our economic interests, say those who favor ratification.



Defense Secretary Leon Panetta testifies on the Law of the Sea Convention before the Senate Foreign Relations Committee in Washington, D.C. (Photos by U.S. Navy Petty Officer 1st Class Chad J. McNeeley)

## Merchant Mariners, MSC Receive Accolades On Defense News Site

A respected defense industry news outlet recently released a glowing article that details the contributions made by merchant mariners and the Military Sealift Command (MSC).

AOL Defense, an online defense magazine, began publishing a series on the U.S. government’s strategy in Asia, and specifically how sea power is going to be a cornerstone of that policy. The first article in the series, titled “Military Sealift Command: A Flexible Key to The Asia Strategy”, pays special attention to the vital role that merchant mariners play in supporting the foreign policy goals of the country.

“The Military Sealift Command is not the most visible element of the Navy-Marine Corps team, unless you are at sea and need them,” said the article’s author, Robbin Lair, an AOL Defense Board of Contributors member and defense consultant. “Whether that support comes from underway replenishment, from ships at sea or air assets, the more than 100 MSC ships are the lifeblood of our fleet.”

The article goes on to explain the logistical and strategic advantages that MSC utilizes in the Asian waters, including the speed and cost-effective nature of the work of civilian mariners.

“There are a number of notable aspects of MSC as the U.S. builds its fleet out into the future for the long distances of the Pacific,” said Lair. “First, the crews of the MSC are civilians. Indeed, they are among the hardest working civilians in the U.S. government or in the private sector, for that matter. They are at sea an average of nine months of each year. The personnel costs of these civilian mariners are substantially less than if they wore uniforms. Second, the command has a very flexible contracting system, which allows it to achieve cost effective results and breathtaking acquisition outcomes in short periods of time.”

The article concludes with an assertion that merchant mariners have known for a long time: The MSC and its civilian crews are an integral and vital part of the U.S. military’s forward deployment.



Army Gen. Martin E. Dempsey, chairman of the Joint Chiefs of Staff, endorses U.S. ratification of the treaty as Secretary of State Hillary Rodham Clinton looks on.

## Maersk Seafarers Complete Safety Session



In late May, SIU-contracted Maersk Line, Limited (MLL) resumed its beneficial series of safety leadership meetings at the SIU-affiliated Paul Hall Center in Piney Point, Md. Twenty-six SIU members employed by MLL and several of the company’s shore-side workers completed a safety conference at the Piney Point, Md., school May 22-23. As previously reported, the meetings are part of a program designed to maintain and improve workplace safety. Attendees, most of whom are pictured here, included SIU members Gerald “Mike” Alford, James Bates, Seller Brooks, Glenn Davis, Bebiana Eason, Russell English, Ralph Garner, Tesfaye Gebregziabher, Joseph Grandinetti, James Gregory, Carl Herrmann, Michael Hilton, Elizabeth Ibanez, Randolph Jemmott, Melvin Kennedy, Karl Mayhew, Eileen Mendiola, Andrew Peprah, Terrence Sawyer, Damar Shaw, Jerry Stillman, Brett Sunderland, Ira Thomas, Mario Torrey, James Walker and Don Williams, and shore-side employees Dennis Houghton, Wayne Solomon, Robert Dziegielewski, Al Veek, Rick Kaser and Woody Garber.



Pictured in the photo at left (from left to right) are Hawaii Port Maritime Council President Randy Swindell, U.S. Rep. Colleen Hanabusa (D-Hawaii), Luke Kaili of MEBA and SIU Port Agent Hazel Galbiso. In the photo above are Chief Cook Henry Wright, an MM&P member, Bosun Ernesto Lomboy, Congresswoman Hirono, AB Antonio Miana and QMED Getolio Medallo.

## Honolulu-Area SIU Members Back Pro-Maritime Candidates

Dozens of Seafarers in Honolulu are turning out for weekly demonstrations of support for pro-maritime political candidates. The photos on this page were taken in and around the union hall during two different "sign-waving" gatherings, in early and mid-April. Seafarers showed

their backing of U.S. Rep. Mazie Hirono (D-Hawaii), who is running for the United States Senate; U.S. Rep. Colleen Hanabusa (D-Hawaii), seeking reelection; and former Honolulu Mayor Mufi Hannemann, Democratic candidate for the state's Second Congressional District.



Recertified Steward James Brockington (left in photo above) poses with Mayoral Candidate Kirk Caldwell (center) and Port Agent Hazel Galbiso. In photo at left, Congressional Candidate Mufi Hannemann (center, shaking hands) greets Seafarers at the hall. Demonstrating their support for U.S. Representative Colleen Hanabusta (D-Hawaii) in her reelection effort (photo below) are QMED Butch Lumansoc (left), OMU Cresente Gumanas, and MFOW Port Agent Bonny Coloma.



SA Nicanor Sereno (left in photo above) took to the streets with Chief Cook Robert Borroin to support U.S. Representative Mazie Hirono. Following suit in the photo at right were AB Antolin Avorque (left), and Wiper Arturo Reyes.



Seafarers and other supporters (photo above) pose with Congresswoman Hirono at the hall. In the photo at right, OS Michael Fincannon (left) shakes hands with the congresswoman as SA Melchor Ganir (second from left) and others look on.





Shovel components (photo above) are lifted aboard the SIU crewed ship in Milwaukee. (Photo by Betty Nowak). In the photo at right, the *Maersk Illinois* sails from Detroit on its way down the St. Lawrence Seaway. (Photo by Chuck Wagner)

# Maersk Illinois Makes Historic Port Call

Cargo ships are a common sight at the Port of Milwaukee, but the arrival of the SIU crewed *Maersk Illinois* on May 31 stood out among the port's typical marine traffic. The *Maersk Illinois*, a multipurpose vessel with heavy-lift cranes, became the first American ship to load cargo in Milwaukee for an overseas destination in more than 30 years.

As an oceangoing vessel, the *Maersk Illinois*' navigation of the St. Lawrence Seaway demonstrated its versatility and flexibility, according to the ship operator.

"The loading in Milwaukee simplified the logistics of an otherwise complicated move, and it has served to demonstrate the value of our service to U.S. exporters," noted Dave Harriss, director of ship management and chartering at SIU-contracted Maersk Line, Limited (MLL).

The shipment of two P&H rope shovels, financed by the U.S. Export-Import Bank, required the U.S.-flag vessel to carry nearly 8,000 cubic meters of machinery bound for a Siberian mining project. According to the port's spokesman, Jeff Fleming, the *Maersk Illinois* is the first U.S.-flag vessel since 1981 to arrive in Milwaukee by way of the St. Lawrence Seaway, marking an achievement of historic significance.

SIU members sailing aboard the ship during the notable voyage included Bosun **Leslie Jacobs**, AB **Alvin Clark**, AB **Peter Westropp**, OS **Angela Corbitt**, OS **Ronnie Hamilton**, QMED **Stanley Jackson**, QMED



Mining shovels like this one were transported aboard the *Maersk Illinois*. (Photo by Mark Dietz)

**Terrance Maxwell**, QMED **James Demouy**, GVA **Gary Boyd**, GUDE **Mahare Kidane**, GUDE **William Drummond**, Steward/Baker **Theodore Quammie** and ACU **Gregory Brown**.

MLL noted that the *Maersk Illinois*' voyage to Milwaukee attracted the attention of U.S. Secretary of Transportation Ray LaHood, who pointed out the benefits of U.S. Export-Import Bank financing in a blog post by

highlighting the Milwaukee port call. Ship photographers and aficionados have followed the vessel's historic trek, posting various images of *Maersk Illinois* online, the company also pointed out.

The mining shovels aboard the *Maersk Illinois* are part of an ongoing relationship between Milwaukee-based P&H and Joy Global with the Russian Federation's coal industry. A third shovel is slated for transport from Milwaukee in September, to be carried by the same vessel or its twin, the SIU crewed *Maersk Texas*.

The *Maersk Illinois* and *Maersk Texas* are the vessels making up Maersk-Rickmers U.S. Flag Project Carrier, or Maersk-Rickmers for short. Maersk-Rickmers is a partnership between MLL and Rickmers-Linie (America), Inc., and it "combines the capabilities of both companies to form a reliable global carrier for large and heavy cargo."

The *Maersk Illinois* reflagged under the Stars and Stripes in December, completing two voyages to West Africa before its most recent journey. Subsequently, the ship is slated to carry commercial cargo to the Middle East.

MLL reported that the *Illinois* left Milwaukee on June 5; the voyage to Russia's west coast was expected to take about two weeks. Upon the ship's arrival, the shovels were to be loaded onto rail cars to complete their journey to the Kuzbass coal mine in western Siberia.

## Ocean Shipholdings Honors Seafarers

Two SIU members working for the Seafarers-contracted company Ocean Shipholdings, Inc. (OSI) were recently given awards for their professionalism and skills. This year's Peter Hulsebosch Shipmate of the Year award was given to AB **Iqbal Kosar** and Steward/Baker **Caesar Mercado**.

Kosar, who recently sailed aboard the *USNS Soderman*, was noted in

the award announcement for being a "kindhearted shipmate with the patience and professionalism to perform his job with excellent results." Kosar's award this year can be added to his pile of accolades for a job well done; he was honored with the Shipmate of the Year award last year as well.

Mercado recently sailed aboard the *USNS Red Cloud* and was credited for maintaining a positive, cheerful, and

professional attitude all year. Mercado was acclaimed for keeping the galley operating at a high standard throughout the year and keeping the crew well-fed with nutritious meals.

The Peter Hulsebosch Shipmate of the Year award is presented each year to OSI employees who "embody good seamanship, professionalism, cooperation and teamwork," according to a message from the company announcing the award winners. The award was created in memory of Chief Mate **Peter Hulsebosch** who began his career with the SIU as an AB and eventually worked his way through the ranks to chief mate. Hulsebosch passed away in 2008, but served throughout his life as an exemplary worker and union member, according to those who knew him. The award was established in his honor to recognize others who possessed these and other positive characteristics.

In addition to Mercado and Kosar who were the outright winners, several other SIU members were given honorable mentions. Those Seafarers are AB **Beltran Cahapay**, QMED **John Fichter**, Chief Electrician **Lowell Lemm**, QE **Tyler Womack** and Electrician **Kashmir Dhillon**.



Celebrating the awards are (from left) SIU Port Agent Mike Russo, Steward/Baker **Caesar Mercado**, Ocean Shipholdings VP of Operations Robert Sheen, AB **Iqbal Kosar** and SIU Asst. VP Jim McGee. Mercado and Kosar are this year's main honorees.

**Attention**

**Seafarers:**

**Another New Ship!**



**SPAD Works For You!**

**Contribute to the**

**Seafarers Political**

**Activity Donation**

**SPAD**



## SIU-Crewed USNS Stockham Helps Maintain Strength of Military Prepositioning Program

For SIU crew members working aboard prepositioning ships like the *USNS GYSGT Fred W. Stockham*, being part of America's fourth arm of defense is all in a day's work.

Operated by Maersk Line, Limited, the *Stockham* is a key asset in the U.S. Military Sealift Command's (MSC) prepositioning program. The agency describes that program as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency."

SIU crewed prepositioning ships including the *Stockham* support not only the Navy and Marine Corps but also the Army, Air Force and Defense Logistics Agency. MSC notes that the 30 vessels in the program "provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks. These ships give U.S. regional combatant commanders the assurance that they will have what they need to quickly respond in a crisis – anywhere, anytime."

The *Stockham* is 906 feet long and has a beam of nearly 106 feet. It can sail at up to 24 knots.

Third Mate Ed McDonnell, who submitted the photos accompanying this story, said the ship recently had been prepositioned in Diego Garcia when it received instructions to sail "down and

around South Africa and up to Jacksonville, Fla., to download USMC equipment. Following that, the ship proceeded north to the shipyard in Philadelphia for a regular shipyard period."



Cargo operations continue while the vessel is docked in Jacksonville.



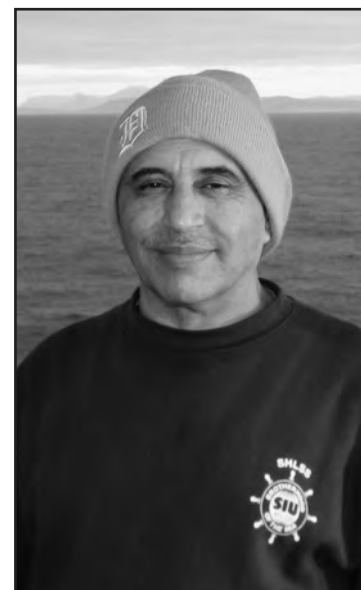
American military leaders consistently say that utilizing U.S.-crewed, U.S.-flag ships to carry materiel for our troops – like this assortment of cargo pictured in Jacksonville, Fla. – is both reliable and cost-effective.



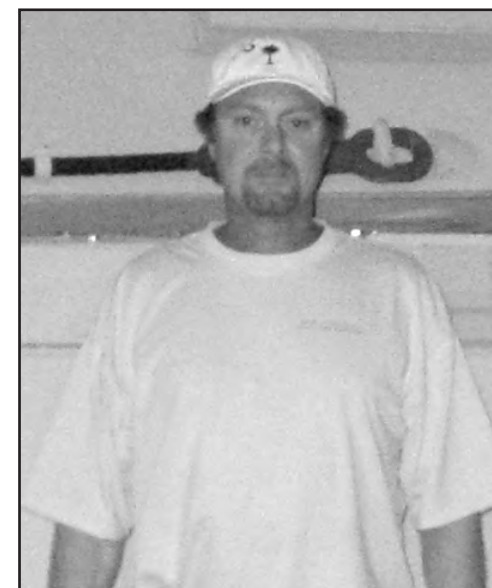
Third Mate Ed McDonnell, AB Arthur Quinney



SA Cliff Simril



OS Mutea Alnuzely



AB Robert Buzard



OS Rich Swirtz, Bosun Munassar Ahmed, QMED/Electrician Chris Eason



The vessel's roll-on/roll-off capabilities help make it a valuable part of MSC's prepositioning program.



Whether delivering cargo to our troops or bringing it home, Seafarers have a long and proud tradition of serving as part of the nation's fourth arm of defense.



Bosun Munassar Ahmed, Third Mate Ted Dodson, OS Rich Swirtz



Shipboard cranes enhance the *Stockham's* versatility.



The SIU-crewed *USNS Stockham* is operated by Maersk Line, Limited.



**SAVE  
15%\***  
on AT&T  
Wireless Services

*Another Union Plus benefit exclusively for union members!*

The Union Plus discount  
FAN # is **3508840**

**W**e know you work hard for your money. That's why we've created 40 programs to help you get more out of life. Your AT&T benefits include:

- **15% off** monthly service charges for most cell phone and data plans
- **\$100 new smartphone rebate** when you use your Union Plus Credit Card
- **SPECIAL OFFERS** on AT&T cell phones and accessories
- **UNION MEMBER ADVOCATE PROGRAM** for extra help with customer service

Offered to you from the only wireless company that is "Proud to Be Union!"

\*Credit approval and new two-year service agreement required. Offer cannot be combined with any other discounts. The iPad, additional lines for family plans, unlimited plans and Unity Plans are not eligible. Data services: the Dataplus 200MB plan and data plans on secondary lines are not discounted. Other conditions and restrictions apply. Offer available to union members, retired union members, Union Plus credit cardholders, and Working America members only. For more information, visit [UnionPlus.org/ATT](http://UnionPlus.org/ATT). AT&T is a registered trademark of AT&T Intellectual property.

Union Plus is a registered trademark of Union Privilege.

**UnionPlus.org/ATT**

Text **UNION** to **22555** for information about all of your Union Plus benefits  
Msg&Data Rates May Apply. Reply STOP to opt-out. Reply HELP or contact [info@unionplus.org](mailto:info@unionplus.org) for help.  
Expect no more than 2msgs/mo



## August & September Membership Meetings

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

\* Piney Point change created by Labor Day holiday

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

## Absentee Ballot Procedures

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2012 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

2. Include in the request the correct address where the absentee ballot should be mailed.

3. Send the request for an absentee ballot by registered or certified mail.

4. The registered or certified

mail envelope must be postmarked no later than midnight, Nov. 15, 2012 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2012.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2012.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2012 and received by the bank depository no later than Jan. 5, 2013.

## ATTENTION SEAFARERS

**Help The Seafarers  
Political Activity Donation  
(SPAD) Help You...  
Contribute Often!**

## Dispatchers' Report for Deep Sea

May 16, 2012 - June 15, 2012

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	10	1	7	7	1	5	6	12	2
Anchorage	2	1	0	1	0	1	1	3	3	1
Baltimore	7	4	1	5	6	1	3	6	9	1
Fort Lauderdale	12	7	1	11	12	0	17	18	18	1
Guam	3	5	2	1	3	2	1	3	7	0
Honolulu	9	3	1	4	5	2	1	16	5	3
Houston	43	20	4	26	9	0	17	89	29	3
Jacksonville	37	25	3	26	20	2	17	65	41	2
Joliet	4	5	2	2	5	2	1	4	3	1
Mobile	16	5	1	5	1	0	1	22	8	3
New Orleans	13	3	1	9	2	1	6	25	8	5
New York	42	13	6	39	17	0	20	81	29	8
Norfolk	21	13	8	11	17	1	6	30	43	10
Oakland	18	8	3	12	9	1	6	36	11	3
Philadelphia	4	5	1	2	3	1	2	11	7	0
Piney Point	1	2	0	1	0	0	0	2	4	0
Puerto Rico	15	2	2	5	2	1	0	17	10	4
Tacoma	35	13	5	21	7	3	11	66	28	6
St. Louis	4	0	2	2	0	1	1	5	3	2
Wilmington	38	12	3	26	21	1	27	55	42	11
<b>TOTALS</b>	<b>334</b>	<b>156</b>	<b>47</b>	<b>216</b>	<b>146</b>	<b>21</b>	<b>143</b>	<b>560</b>	<b>320</b>	<b>66</b>
<b>Engine Department</b>										
Algonac	4	2	3	2	2	1	1	3	2	3
Anchorage	0	0	0	0	2	0	0	0	0	0
Baltimore	3	2	1	0	4	1	2	9	6	1
Fort Lauderdale	12	5	1	7	3	0	7	12	7	1
Guam	2	0	0	2	0	0	0	2	0	0
Honolulu	9	4	1	5	1	1	3	11	9	3
Houston	20	11	4	16	5	1	10	36	24	3
Jacksonville	24	19	3	18	12	1	17	38	31	3
Joliet	6	3	0	3	2	0	1	4	0	0
Mobile	6	2	1	5	2	0	1	15	4	1
New Orleans	7	2	2	3	1	0	2	11	3	3
New York	18	15	1	12	10	0	10	37	18	2
Norfolk	6	9	2	4	6	0	2	38	16	4
Oakland	10	6	0	4	5	0	4	19	12	0
Philadelphia	9	3	0	6	0	0	1	10	4	0
Piney Point	3	3	0	2	0	0	0	4	4	1
Puerto Rico	4	2	0	5	6	0	3	4	8	1
Tacoma	24	15	2	11	12	1	6	27	17	1
St. Louis	0	4	1	1	1	0	0	2	3	1
Wilmington	10	14	3	6	6	2	8	17	30	6
<b>TOTALS</b>	<b>177</b>	<b>121</b>	<b>25</b>	<b>112</b>	<b>80</b>	<b>8</b>	<b>78</b>	<b>299</b>	<b>198</b>	<b>34</b>
<b>Steward Department</b>										
Algonac	2	4	4	3	2	5	3	4	4	1
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	2	1	0	0	0	0	0	4	2	1
Fort Lauderdale	9	4	0	7	4	0	4	16	5	0
Guam	2	1	1	0	1	0	0	4	2	1
Honolulu	10	3	0	14	1	0	4	16	5	0
Houston	17	2	0	15	4	0	5	23	10	0
Jacksonville	17	5	1	12	4	0	10	26	3	1
Joliet	1	2	0	0	3	0	0	1	2	0
Mobile	5	0	0	1	2	0	0	12	2	1
New Orleans	4	2	0	3	1	1	2	10	4	1
New York	22	5	1	20	5	1	15	36	7	0
Norfolk	9	14	0	10	8	1	9	15	22	0
Oakland	15	4	0	14	2	1	9	29	7	2
Philadelphia	2	0	0	0	0	0	0	2	0	0
Piney Point	1	1	0	0	1	0	0	3	2	0
Puerto Rico	4	3	0	4	1	0	3	5	2	0
Tacoma	25	3	0	12	4	0	10	34	6	0
St. Louis	1	1	0	2	0	0	1	1	2	1
Wilmington	32	2	2	25	4	1	13	47	4	2
<b>TOTALS</b>	<b>180</b>	<b>58</b>	<b>9</b>	<b>142</b>	<b>47</b>	<b>10</b>	<b>88</b>	<b>288</b>	<b>92</b>	<b>11</b>
<b>Entry Department</b>										
Algonac	0	14	13	2	7	10	4	3	18	23
Anchorage	0	2	1	0	1	0	1	0	3	1
Baltimore	0	3	4	0	1	0	0	0	7	5
Fort Lauderdale	0	7	1	0	4	0	1	2	13	4
Guam	0	3	0	0	1	0	0	0	5	0
Honolulu	5	8	3	2	5	0	0	3	12	8
Houston	5	11	2	0	9	0	1	6	20	5
Jacksonville	2	11	8	2	6	0	1	3	24	26
Joliet	0	0	0	0	0	0	0	0	0	2
Mobile	1	3	0	0	2	0	1	2	4	3
New Orleans	0	2	5	0	1	0	0	3	3	7
New York	3	25	10	2	14	6	1	11	53	25
Norfolk	0	16	22	0	11	2	0	0	32	46
Oakland	3	12	3	1	7	2	2	3	20	9
Philadelphia	0	3	3	0	1	1	0	1	3	5
Piney Point	0	11	20	0	6	15	1	0	7	11
Puerto Rico	1	3	1	0	0	0	0	3	4	3
Tacoma	9	7	4	1	7	1	2	9	26	9
St. Louis	0	1	0	0	2	0	0	0	2	0
Wilmington	3	15	7	0	10	2	3	7	50	20
<b>TOTALS</b>	<b>32</b>	<b>157</b>	<b>107</b>	<b>10</b>	<b>95</b>	<b>39</b>	<b>18</b>	<b>56</b>	<b>306</b>	<b>212</b>
<b>GRAND TOTALS:</b>	<b>723</b>	<b>492</b>	<b>188</b>	<b>480</b>	<b>368</b>	<b>78</b>	<b>327</b>	<b>1,203</b>	<b>916</b>	<b>323</b>

## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

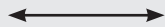
**Tom Orzechowski, Vice President Lakes and Inland Waters**

**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram, Vice President Government Services**



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

*Editor's note: Responses to this month's question were provided by upgraders at the union-affiliated Paul Hall Center for Maritime and Education in Piney Point, Md., who were attending the steward recertification course.*

**Question: What are some of the most effective measures you have seen implemented over the years to improve shipboard safety?**

**James Brockington**  
*Recertified Steward*

The shipping companies have become more proactive in stressing safety. One com-



pany has a policy that allows anyone who sees a job being done in an unsafe manner to stop the job until the safety issue has been

resolved. Another has implemented a cash reward and employee recognition program for reporting unsafe conditions. This same company also requires that the ship submit five near-miss incidents monthly. The culture of safety is very strong among us mariners. We all want to come back home in the same condition we left.

**Pedro Castillo**  
*Recertified Steward*

Education has been the most



effective measure that I've seen over the years to enhance safety. It is advocated in all union meetings as well as

**Gene Von Flotow**  
*Recertified Steward*

Some companies mandate daily safety meetings. In the steward department, we have

informal morning exchanges wherein we remind one another to employ good safety practices in all of our duties. One example is to always make sure that meat slicers are kept clean. Several companies out there are providing PPE equipment to help ensure that our work is done more safely.

**Donna Rye**  
*Recertified Steward*

Increased safety drills and more meetings aboard ship are some of the things that I have seen take place to enhance



safety. I've also seen the increased implementation of ISO-ISM standards and practices. All of these have had

very positive impacts.

**Just Self**  
*Recertified Steward*

Some of the most effective safety measures that I have seen implemented include safety

observations, near-miss reporting, [specialized] training and safe food-handling practices. In addition, I've seen the benefits of job hazard analysis partnerships. When this happens, on-site supervisors and crew members jointly assess job risks in order to eliminate potential accidents, injuries and other harmful factors from the work environment. The staff and crews of the Alaska Tanker Company, as well as (SIU Asst. VP) Archie Ware from the Port of Jacksonville do a great job constantly stressing safety awareness and excellence in the workplace.



**Juan Vallejo Hernandez**  
*Recertified Steward*

Education is the most critical measure in maintaining a safe work environment aboard ship.



An educated mariner is a safe mariner. The president of our union as well as the staff and instructors at the Paul Hall Center are always advocating

this to our membership. This is the best school in our industry for preparing seamen to do their jobs safely.

**Edvaldo Viana**  
*Recertified Steward*

I've been coming to upgrade at the Paul Hall Center constantly since I joined the SIU. On each

occasion, I have noticed various improvements that have been implemented to enhance safety and the membership's understanding of its importance and necessity. This is visible all around the school and especially at the Joseph Sacco Fire Fighting and Safety School. Both do a great job preparing the membership to work safely aboard all union-contracted vessels.



## Pic-From-The-Past



Members of the SIU-affiliated United Industrial Workers have been employed for decades aboard the floating hotel *Queen Mary* in Long Beach, Calif. Standing left to right in this 1979 photo (taken in the Lady Hamilton Restaurant aboard the famed former ocean liner) are union members Chris Stratton, Carol Leydon and Carol Tomich (all waitresses) and Harriet Tomich (hostess).

*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

### ALEJANDRO ALDAIZ

Brother Alejandro Aldaiz, 65, became an SIU member in 1974 while in Houston. He sailed in both the inland and deep sea divisions. Brother Aldaiz originally worked with Dixie Carriers. He was born in Corpus Christi, Texas. Brother Aldaiz was a member of the deck department. He last shipped on the *Liberty Pride*. Brother Aldaiz calls San Antonio home.

### JOHN BURGER

Brother John Burger, 65, joined the SIU in 1988. He initially sailed aboard the *Dewayne T. Williams*. Brother Burger shipped in the deck department. His final trip was on the *Nedlloyd Holland*. Brother Burger lives in Hilham, Tenn.



### LARRY CLAGHORN

Brother Larry Claghorn, 69, donned the SIU colors in 1986. The deck department member's first ship was operated by Stuart Transportation Company. In 2005, Brother Claghorn took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He most recently worked aboard the *Sumner*. Brother Claghorn resides in Ingleside, Texas.



### PAUL DORNES

Brother Paul Dornes, 60, signed on with the Seafarers in 1969. He originally sailed aboard the *Windjammer Janeen*. Brother Dornes worked in the deck department. He attended classes often at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Prior to his retirement, Brother Dornes sailed on the *El Yunque*. He is a resident of Jacksonville, Fla.



### KONSTANTY DUCZYMSKI

Brother Konstanty Duczynski, 71, began sailing with the union in 1998. His first trip was on the *Steven L. Bennett*. Brother Duczynski worked in the



deck department. He upgraded his skills at the Piney Point school. Brother Duczynski's most recent voyage was aboard the *Maersk Utah*. He makes his home in Tigard, Ore.

### ROBERT HUDAS

Brother Robert Hudas, 66, started his SIU career in 1968. He initially worked in the Great Lakes division with American Steamship Company. Brother Hudas was born in Michigan. He shipped in the deck and engine departments. Brother Hudas' last trip was on the *Sgt. William R. Button*. He settled in Eastpointe, Mich.

### KENNY JOHNSON

Brother Kenny Johnson, 60, became an SIU member in 1969. He sailed in the deck department. Brother Johnson enhanced his seafaring abilities in 2001 at the union-affiliated school in Piney Point, Md. His final ship was the *Terrapin Island*. Brother Johnson resides in Edgewater, Fla.



### ALFREDO SILVA

Brother Alfredo Silva, 66, donned the SIU colors in 1998 while in Baltimore. His first vessel was the *Global Mariner*; his most recent, the *Sunshine State*. Brother Silva was a member of the engine department. He upgraded often at the Piney Point school. Brother Silva calls Hialeah Gardens, Fla., home.

### TERRY TVEIT

Brother Terry Tveit, 65, joined the Seafarers in 1965. He initially sailed with Alcoa Steamship Company. Brother Tveit worked in the deck department. He most recently shipped aboard the *Great Land*. Brother Tveit lives in Shoreline, Wash.

## INLAND

### ANDRES BRITO

Brother Andres Brito, 70, signed on with the union in 1980. He sailed mostly in the inland division but made his last few trips aboard deep sea vessels. Brother Brito first sailed aboard vessels operated by Crowley Towing & Transportation of Jacksonville, Fla. The steward department member last sailed on the *USNS Denebola*. He makes his home in Jacksonville.



### FARRELL FRAZEE

Brother Farrell Frazee, 59, began

his SIU career in 1973. His first ship was the *Sabine*. Brother Frazee worked in the engine department. His final trip was aboard a Seabulk Tanker Inc. vessel. Brother Frazee is a resident of Beaumont, Texas.

### ROBERT JOINER

Brother Robert Joiner, 55, started sailing with the SIU in 1979. He initially shipped with Crowley Towing & Transportation of Jacksonville. Brother Joiner was a member of the engine department. He most recently sailed on the *Vision*. Brother Joiner resides in Ethel, Miss.



### CRAIG MELWING

Brother Craig Melwing, 62, was born in New York. He joined the union in 1986 while in the port of Wilmington, Calif. Brother Melwing originally sailed in the deep sea division. His first ship was the *USNS Algol*. Brother Melwing upgraded often at the Paul Hall Center in Piney Point, Md. Prior to his retirement, he worked with Crowley Towing & Transportation of Wilmington. Brother Melwing settled in Harbor City, Calif.



### WILLIAM ROSE

Brother William Rose, 57, became a Seafarer in 1980. His first trip was aboard the *Oceanic Independence*. Brother Rose attended classes on numerous occasions at the SIU-affiliated school. He sailed in both the steward and deck departments. Brother Rose last worked with Crowley Towing & Transportation of Wilmington. He calls Paha, Hawaii, home.



### WILLIAM TRAVIS

Brother William Travis, 55, donned the SIU colors in 1975. His earliest trip to sea was on the *Sabine*. Brother Travis was a deck department member. His most recent vessel was operated by Crowley Towing & Transportation of Jacksonville. Brother Travis lives in Nederland, Texas.

## GREAT LAKES

### DANIEL NATTO

Brother Daniel Natto, 63, signed on with the union in 1988. He initially sailed with Dunbar & Sullivan. In 1997, Brother Natto took advantage of educational opportunities at the Piney Point school. He last shipped with Great Lakes Towing Company. Brother Natto makes his home in Cleveland, Ohio.

### ROBERT SAID

Brother Robert Said, 65, was born in Yemen. He became an SIU member in 1989. Brother Said's earliest trip was aboard the *Southdown Challenger*. The deck department member's most recent ship was the *Alpena*. Brother Said is a resident of Coldwater, Mich.



## NATIONAL MARITIME UNION

### JAMES CALHOUN

Brother James Calhoun, 64, began his career with the NMU in 1974. The Alabama-born mariner last shipped on the *Chilbar*. Brother Calhoun resides in Webster, Texas.



### ARTHUR TAYLOR

Brother Arthur Taylor, 65, joined the NMU in 1966. He is a South Carolina native. Brother Taylor's most recent voyage was on the *Lyra*. He settled in Charleston, S.C.



## This Month In SIU History

### 1941

Following the certification by the Labor Board in the Robin Line election, the union, on July 21, signed a full agreement with the company. The contract included the closed shop, hiring through the union hall and top wages and working conditions that compared favorably with the best in the industry. Opposing unions weren't a factor in this election, as they could not get on the ballot against the SIU.

### 1951

On July 20, Cities Service Oil Company agreed to the same conditions and benefits as were in effect with all other SIU-contracted tanker companies. On the terms of the agreement Cities Service agreed to the same SIU industry-wide vacation plan that the union had won from its other contracted operators on June 1. First payments by the company to the vacation plan were made retroactive to June 1. In addition the new agreement provided for an increase in the stewards' department manning scale on Cities Service tankers with one messman being added to each ship. Other working conditions were improved in order to bring the Cities Service ships in line with the remainder of the SIU fleet.

### 1961

The number of companies signed to new SIU contracts neared the 100 percent mark this month when Bloomfield Steamship reached agreement with the union, leaving Alcoa as the sole remaining major holdout in the dispute which last month precipitated the 18-day maritime strike. The Bloomfield agreement was considered particularly significant because Bloomfield and Alcoa were the two SIU-contracted companies which had assigned their bargaining rights to the American Merchant Marine Institute (AMMI). AMMI was the chief foe of the unions during the contract dispute.

### 1982

Construction on the SIU's brand new six-story headquarters building in Camp Springs, Md. is nearing completion. The building is located just minutes by car from downtown Washington, D.C. All of the exterior work has been completed, and interior work is moving along rapidly. The building should be ready for occupation in the next few months. The opening of this structure gives the SIU a very visible presence in Washington, where the fortune of the U.S. maritime industry is decided on a daily basis.





# Final Departures



## DEEP SEA

### RICHARD ALMOJERA

Pensioner Richard Almojera, 71, passed away Feb. 17. Brother Almojera, a New Orleans native, joined the union in 1961. He initially shipped with Seatrain Lines, Inc. Brother Almojera sailed in the engine department and was last employed by NPR Inc. He went on pension in 2001 and resided in Boynton Beach, Fla.



### FRANCISCO ANCHETA

Pensioner Francisco Ancheta, 76, died Feb. 7. Brother Ancheta first donned the SIU colors in 1970. He originally sailed on the *Pacer*. The steward department member last shipped aboard the *Challenger*. Brother Ancheta retired in 2002 and lived in Vallejo, Calif.



### HOLLIS BISHOP

Pensioner Hollis Bishop, 89, passed away Jan. 23. Brother Bishop became a Seafarer in 1952. He first shipped on the *La Salle*. Brother Bishop, who worked in the engine department, was born in Alabama. His final trip was aboard a vessel operated by Michigan Tankers Inc. Brother Bishop went on pension in 1974 and called Collierville, Tenn., home.

### HARRY DAVIS

Pensioner Harry Davis, 91, died Jan. 29. Brother Davis was a Florida native. He began sailing with the union in 1966. Brother Davis' first trip to sea was on the *Platte*. He shipped in the deck department. Brother Davis last worked aboard the *Ambassador*. He became a pensioner in 1986 and made his home in Jacksonville.



### MELVIN FERGUSON

Pensioner Melvin Ferguson, 72, passed away Jan. 15. Brother Ferguson joined the union in 1968. He initially shipped aboard the *Fairland*. Brother Ferguson was an engine department member. His final ship was the *Kodiak*. Brother Ferguson retired in 2000. He was a resident of Port Orchard, Wash.



### VINCENT GRIMA

Pensioner Vincent Grima, 91, died Feb. 13. Brother Grima was born in Malta. He started sailing with

the SIU in 1962 while in the port of New York. Brother Grima was first employed on the *Steel Survey*. He worked in the deck department. Brother Grima's last voyage was aboard the *Ranger*. He began collecting his retirement compensation in 1985. Brother Grima settled in Brooklyn, N.Y.

### RICHARD JOHANSEN

Brother Richard Johansen, 64, passed away Feb. 6. He first donned the SIU colors in 1998 in Fort Lauderdale, Fla. Brother Johansen's earliest trip was on the *Summer*. The deck department member most recently worked aboard the *Pride of Aloha*. Brother Johansen was a resident of Imperial Beach, Calif.

### JOHN KATSOS

Pensioner John Katsos, 94, died Jan. 21. Brother Katsos was born in Massachusetts. He began his seafaring career in 1955 while in Seattle. He originally shipped with Blue Stack Towing Company and primarily sailed in the steward department. Prior to his retirement in 1985, Brother Katsos worked on the *Independence*. He resided in Seattle.



### THOMAS KENNY

Pensioner Thomas Kenny, 88, passed away Jan. 23. Brother Kenny became a Seafarer in 1963. His first vessel was the *Commander*; his last, the *American Cormorant*. Brother Kenny, who sailed in the deck department, went on pension in 1988 and lived in Sea Level, N.C.

### KERAMIDAS KONSTANTINOS

Pensioner Keramidas Konstantinos, 77, died Dec. 5. Brother Konstantinos joined the SIU in 1966. His first voyage was aboard the *Yaka*. Brother Konstantinos was born in Greece and worked in the engine department. His final trip was on the *Mt. Vernon Victory*. Brother Konstantinos started receiving his retirement compensation in 1986. He continued to call Greece home.

### LUIS MALAVE

Pensioner Luis Malave, 78, passed away Jan. 28. Brother Malave was born in Puerto Rico. He began sailing with the union in 1968. Brother Malave's earliest trip was on the *Robin Locksley*. The engine department member's final trip was aboard the *Motivator*. Brother Malave retired in 1998 and made his home in Guayama.

### DIONISIO MARTINEZ

Pensioner Dionisio Martinez, 74, died Jan. 24. Brother Martinez first donned the SIU colors in 1966. He initially shipped on the *Wacosta*. Brother



Martinez worked in the engine department. His last ship was the *Puerto Rico*. Brother Martinez went on pension in 2002. He was a resident of Bayamon, P.R.

### HERMINIO PACHECO

Pensioner Herminio Pacheco, 87, passed away Feb. 14. Brother Pacheco, a native of Puerto Rico, began sailing with the SIU in 1951. His first voyage was aboard the *Robin Kettering*. Brother Pacheco was a deck department member. His final trip was on the *Sealift Mediterranean*. Brother Pacheco retired in 1985 and settled in York, Pa.



### FULGENCIO PEREZ

Pensioner Fulgencio Perez, 86, died Nov. 23. Brother Perez became an SIU member in 1965. He sailed with various companies including Calmar Steamship Corporation and NPR Inc. Brother Perez, a member of the deck department, began receiving his pension in 1990 called Baltimore home.

### RODNEY PONTIFLET

Brother Rodney Pontiflet, 53, passed away Feb. 10. He joined the SIU ranks in 1978 in Piney Point, Md. The engine department member's first trip to sea was aboard the *Finance*. Brother Pontiflet last shipped on the *Trader*. He made his home in Antioch, Calif.

### DAVID RAMIREZ

Pensioner David Ramirez, 84, died Jan. 30. Brother Ramirez began his seafaring career in 1944 while in the port of New Orleans. He originally sailed aboard the *Alcoa Runner*. Brother Ramirez was born in Florida and worked in the deck department. He last shipped on a Michigan Tankers Inc. vessel. Brother Ramirez became a pensioner in 1978 and lived in Alabama.



### JOHN RIVERA

Pensioner John Rivera, 91, passed away Dec. 29. Brother Rivera joined the union as a charter member in 1938. He shipped with Sinclair Oil Corporation during his early years. Brother Rivera was born in Ponce, P.R. Before retiring in 1983, he sailed in both the deck and engine departments. Brother Rivera was a resident of Orlando, Fla.



### LUTHER ROBINSON

Brother Luther Robinson, 54, died Feb. 15. He was born in California. Brother Robinson started sailing with the SIU in 1997 while in San

Francisco. He initially shipped aboard the *USNS Silas Bent* as a member of the steward department. Brother Robinson's final ship was the *R J Pfeiffer*. He settled in San Francisco.

### YAHIA SALEH

Brother Yahia Saleh, 25, passed away Jan. 23. He became a union member in 2005. Brother Saleh sailed in the engine department of vessels operated by American Steamship Company including the *Adam E. Cornelius* and *American Mariner*. He called Dearborn, Mich., home.

### JOHN SAUERHEBER

Pensioner John Sauerheber, 92, died Jan. 31. Brother Sauerheber joined the SIU ranks in 1946. He sailed with Sprogue Steamship Company, Waterman, Delta Lines and others. Brother Sauerheber was born in Collum, Ill., and worked in the deck department. Prior to his retirement in 1979, he shipped on the *Anchorage*. Brother Sauerheber lived in Corydon, Ind.

### CLAUDIO UDAN

Pensioner Claudio Udan, 68, passed away Jan. 28. Brother Udan first donned the SIU colors in 1989. He initially sailed aboard the *Independence*. Brother Udan, a member of the deck department, was last employed on the *Horizon Trader*. He made his home in Fairfield, Calif.

### GERALD YORE

Brother Gerald Yore, 76, died Feb. 10. He was a native of Oak Park, Ill. Brother Yore originally worked with Red Circle Transport Company. The engine department member last sailed on the *LNG Leo*. Brother Yore resided in Michigan.

## INLAND

### DAN GISCLAIR

Brother Dan Gisclair, 60, passed away Dec. 27. He joined the union in 1993. Brother Gisclair primarily sailed with American Marine Corporation. He was a resident of Raceland, La.

### JOHN MCCORMICK

Pensioner John McCormick, 85, died Feb. 14. Brother McCormick became an SIU member in 1970. He shipped with Interstate Oil Transportation Company for the duration of his career. Brother McCormick was a member of the deck department. He retired in 1988 and called Middletown, Del., home.

### BERNARD MILLINGTON

Pensioner Bernard Millington, 89, passed away Jan. 27. Brother Millington was born in Maine. He began sailing with the union in 1969, initially working aboard an Allied Transportation Company vessel. Brother Millington shipped in the steward department. He was last employed with Mariner Towing. Brother Millington went on pension in 1990 and settled in Safety Harbor, Fla.

## VINCENT MOORE

Brother Vincent Moore, 61, died Jan. 31. He joined the SIU ranks in 1990 while in the port of New Orleans. Brother Moore mainly sailed on vessels operated by OSG Ship Management. The deck department member lived in Brandon, Miss.

## GREAT LAKES

### WILLIE CICHOCKE

Pensioner Willie Cichocke, 86, passed away Jan. 24. Brother Cichocke started his SIU career in 1960 while in Detroit. He worked in the engine department of American Steamship Company vessels. Brother Cichocke was a native of Wisconsin but called Chicago home. He became a pensioner in 1990.

### JOHN PERRY

Pensioner John Perry, 80, died Jan. 6. Brother Perry first donned the SIU colors in 1978 in Detroit. He originally worked on the *Niagara*. Brother Perry's final trip was aboard the *H Lee White*. A member of both the deck and engine departments, he went on pension in 1996 and made his home in South Daytona, Fla.

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

### FRANCIS CLOTHIER

Pensioner Francis Clothier, 86, passed away Jan. 26. Brother Clothier became a pensioner in 1987. He made his home in New Jersey.



### ARTHUR KANE

Pensioner Arthur Kane, 89, died Feb. 27. Brother Kane, a New York native, started collecting his pension in 1987. He called St. Petersburg, Fla., home.

### HERMAN MCCOY

Pensioner Herman McCoy, 85, died Feb. 5. Brother McCoy was born in Virginia. He went on pension in 1995. Brother McCoy settled in Hertford, N.C.



Name	Age	DOD
Flynn, James	91	Jan. 23
Foo, Yue	99	Feb. 15
Rosario, Alejandro	98	Jan. 18
White, Kelvin	70	Feb. 4



# 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.

**EL MORRO** (Sea Star), April 25 – Chairman **Thomas W. Grosskurth**, Secretary **Rafael A. Cardenas**, Educational Director **Joseph A. Letang**, Engine Delegate **Kenneth L. Biddle**. Chairman went over ship's itinerary and reminded them of upcoming contract. He encouraged mariners to check expiration dates and keep documents current. Educational director urged crew to attend classes at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Suggestions were made regarding rotary jobs. Steward department was thanked for good food.

**HORIZON PACIFIC** (Horizon Lines), April 30 – Chairman **Augustus C. Udan**, Secretary **Robert P. Mosley**, Educational Director **John A. Osburn**, Engine Delegate **Larry P. Calixto**, Deck Delegate **Nicole Geideman**, Steward Delegate **Christopher W. Hyatt**. Bosun expressed gratitude to fellow crew members for working safely. Seafarers were reminded to keep documents current and keep noise down while people are sleeping. He requested all crew members departing vessel to clean rooms and supply fresh linens for reliefs. Secretary encouraged members to donate to SPAD (Seafarers Political Activity Donation) and keep documents up-to-date. Educational director reminded crew to get their time in and take advantage of upgrading at Paul Hall Center in Piney Point, Md. Treasurer reported \$341.23 in cookout fund. No beefs or disputed OT reported. Bosun read president's report from *Seafarers LOG*, and crew members accepted and gave a vote of thanks to President Sacco and his staff. Recommendations were made pertaining to wages and wording on vacation application. Crew members thanked steward department for great food and a clean house. Next ports: Tacoma, Wash., Oakland, Calif. and Hawaii.

**MAERSK UTAH** (Maersk Line, Limited), April 29 – Chairman **Ovidio J. Santos**, Secretary **Daniel L. Wehr**, Educational Director **Troy Ancar**, Engine Delegate **Tsawang L. Gyume**, Steward Delegate **Winston W. Coburn**. Chairman read and discussed president's report from the *Seafarers LOG*. Educational director suggested Seafarers take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. It was noted satellite TV would be set up in all rooms. Request was made for a small flat screen TV and DVD player for state room. Members would



## Aboard the Overseas Anacortes

These photos from the double-hulled tanker *Overseas Anacortes* were submitted by Patrolman Nick Marrone II after a recent servicing in Crockett, Calif. Pictured from left to right in the group photo aboard the Overseas Shipholding Group vessel are SA Frances Bautista, GUDE Fausto Aranda, AB Irving Rochez, STOS Connie Adejado, GUDE Carlos Castillo, Steward/Baker Dana Paradise, Bosun Felsher Beasley, AB Edward Gavagan, STOS Orvin Mejia and QEP Cary Pratts. Pratts also is pictured at the far left while Adejado is shown at immediate left.



also like satellite phone in the crew lounge. Next port: Newark, N.J.

**OVERSEAS LUXMAR** (OSG Ship Management), April 29 – Chairman **Albert E. Mensah**, Secretary **Nancy S. Heyden**, Educational Director **Carlos L. Sanchez**, Steward Delegate **George Quinn**. Bosun thanked crew for their hard work and advised them to read the constitution and contract of the ship before taking a job. He asked that everyone take care on decks as they are freshly waxed. Secretary requested mariners remove empty boxes when last item is taken in the common cleaning gear locker. No beefs or disputed OT reported. The procedure for handling a beef aboard the vessel was discussed. Dishwasher and hot water pot in crew mess need to be fixed or replaced. Next ports: Houston and Corpus Christi, Texas.

**PRESTIGE NEW YORK** (Liberty Maritime), April 15 – Chairman **Elkanah B. Ladia**, Secretary **Lionell P. Packnett**, Educational Director **Timothy J. Brock**, Deck Delegate **Val Curtis**. Chairman talked about transportation issue with apprentice. He asked crew to be courteous when washing clothes and put other member's clothes in dryer. Secretary reminded mariners to renew necessary seafaring documents

early. No beefs; disputed OT reported in deck department. It was reported the washer and dryer were not working. Crew expressed the need for commercial dryers. They would also like refrigerators in member's rooms. Steward thanked crew for helping keep duty mess clean. Next ports: Kingston, Jamaica; Galveston, Texas; Beaumont, Texas; and Jacksonville, Fla.

**SULPHUR ENTERPRISE** (Waterman Steamship Corporation), April 29 – Chairman **Jessie L. Mixon**, Secretary **Abraham M. Martinez**, Educational Director **Glenn G. Barnes**, Deck Delegate **Earnest Dillard**, Engine Delegate **Luis Fernandez**. Bosun announced payoff in Tampa, Fla. He thanked everyone aboard for a smooth voyage. Educational director urged mariners to upgrade often at the Piney Point school. He also talked about the importance of keeping documents current. No beefs or disputed OT reported. Chairman encouraged members to read about their pension, vacation and prescription benefits. Crew asked about status of new standard contracts.

**LIBERTY PRIDE** (Liberty Maritime), May 6 – Chairman **Lionel Rivas**, Secretary **Sajid D. Foster**, Educational Director **Keith L. Carswell**,

Deck Delegate **Lloyd Lindsey**, Steward Delegate **Lissette Bonilla**. Chairman talked about ship's itinerary. Educational director advised all mariners to enhance skills at the maritime training center in Piney Point, Md. and contribute to SPAD. He recommended they stay informed of issues affecting the union. Treasurer noted \$500 in ship's fund. No beefs or disputed OT reported. Mariners would like refrigerators in rooms. Discussion was held concerning stores and quality of provisions. Steward and bosun thanked crew and UA for their assistance with this issue.

**LIGHTNING** (Maersk Line, Limited), May 6 – Chairman **Shawn T. Evans**, Secretary **Ernest Polk**, Educational Director **Fidel C. Blanco**, Deck Delegate **James D. Morgan**, Engine Delegate **Marion M. Cruzat**, Steward Delegate **Wiley Owens**. Bosun reported good trip and asked those departing to sign out with mate and leave keys to get discharge. Secretary thanked fellow seafarers for maintaining clean decks. Educational director suggested mariners take advantage of courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also urged them to renew documents in a timely manner. No beefs or disputed OT reported. Request

was made to have direct deposit of vacation checks. Steward department was thanked for excellent meals. Next port: Los Angeles.

**OVERSEAS HOUSTON** (OSG Ship Management), May 8 – Chairman **Calvin M. Miles**, Secretary **Justo R. Lacayo**, Educational Director **Lamar A. Parker**. Chairman asked crew members leaving vessel to clean rooms for next mariner. Educational director urged mariners to upgrade often at the Piney Point school. No beefs; disputed OT reported in the deck department. Vote of thanks to the steward department for good food. Next port: New Orleans.

**OVERSEAS TAMPA** (OSG Ship Management), May 6 – Chairman **Joseph J. Caruso**, Secretary **George Monseur**, Educational Director **Scott S. Fuller**, Deck Delegate **Antonio Miana**, Engine Delegate **George Galanis**. Chairman congratulated crew for doing a great job and notified them of upcoming Coast Guard inspection. Educational director reminded crew to get their time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Crew expressed gratitude to the steward department for excellent meals. Next ports: Los Angeles, Richmond, Calif. and Honolulu.

## Aboard the Union-Crewed Maersk Missouri in Bahrain

Chief Mate Mohyeldeen El-Abbasi submitted this photo of "my deck crew aboard the *Maersk Missouri* at ASRY Shipyard in Bahrain." Pictured from left are AB Abdalla Gaafar, Deck Cadet Alex Cline, Unlicensed Apprentice Jose Del Valle, Bosun Oliver Balico, AB Goucel Pascua and AB Fermin Baltazar.



## SIU CIVMARS Support 'Pacific Partnership'

The hospital ship *USNS Mercy*, shown June 6 off the coast of Manado, Indonesia, recently mobilized for Pacific Partnership 2012, a yearly humanitarian and civic assistance mission. Unlicensed mariners aboard the Military Sealift Command vessel are members of the SIU Government Services Division. This year's Pacific Partnership is scheduled to last longer than four months and will take the vessel to Indonesia, the Philippines, Vietnam and Cambodia. In the other photo, a group of Indonesian and multinational Pacific Partnership surgeons operates on an Indonesian patient aboard the ship early last month. (Both photos courtesy U.S. Navy)

## Know Your Rights

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

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

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

proper address for this is:

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

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

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

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

to carry out this responsibility.

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

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

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

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

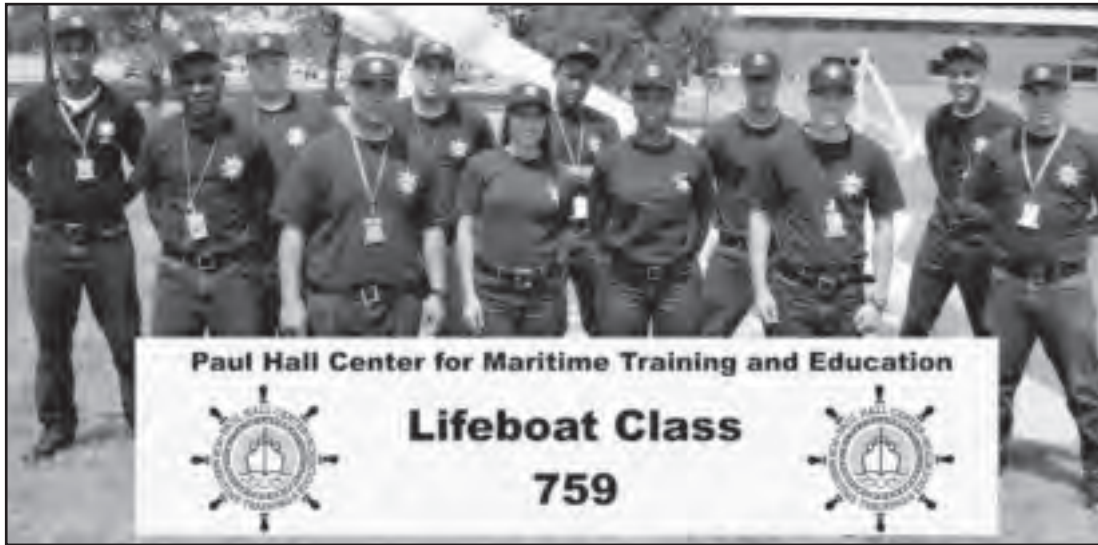
**SEAFARERS POLITICAL ACTIVITY DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant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

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

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



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 759** – The following individuals (above, in alphabetical order) completed this course May 11: Cris Arsenio, Jeffrey Beasley, Julian Beasley, Ahmed Mohamed Eissa, Clifford Evans, Fadhel Hussein, Andrew Johnson, Jamie Mendoza, Ingrid Ortiz, Yolanda St. Clair, Brett Tiedeman, Samuel Tilles and Aurora Williams. (Note: Not all are pictured.)



**Welding** – Five upgraders finished their requirements in this course May 18. Graduating (above, in alphabetical order) were: Donnell Criswell, Brian Jackson, James Orlanda, Jonathan Pampilon and Daniel Saunders. Their instructor, Buzzy Andrews, is standing at the far left in the back row.



**Medical Care Provider** – The following upgraders (above, in alphabetical order) graduated from this course May 18: Ahmed Abolela, Norman Arquillano, James Atwell, Sidnei Aparecido Barboza, Timothy Culwell, Kenric Henry, Leonard Johnson Jr., Karen Laycock, Frederick Kwaku Kotoku-Sackson and Jo-Vanio Sprauve. Mark Cates, their instructor, is standing at the far right.



**Fast Rescue Boat** – Three individuals finished their requirements in this course May 11. Graduating (above, in alphabetical order) were: John Edwards, Angel Perez and Cesar Runatay. Class Instructor Tom Truitt is at the far right.



**Basic and Advanced Fire Fighting** – The following individuals (above, in alphabetical order) graduated from this course May 11: Ahmed Abolela, Nabil Ahmed, Aaron Anderson, James Atwell, Norman Arquillano, Sidnei Barboza, Timothy Culwell, Charles Jackson, Leonard Johnson Jr., Gerald McIntyre, John Richardson, Jo-Vanio Sprauve and Joseph Waller Jr. Class Instructor Mark Cates is standing at the far right. (Note: Not all are pictured.)



**Small Arms** – Eight upgraders completed their requirements in this course May 25. Graduating (above, in alphabetical order) were: Alan Barnett, William Dowzicky, Rick James, Thomas Moore, Robert Opper, David Sexton, Gregory White and Mariette Wright. Class Instructors Robbie Springer and Stan Beck are standing at the far left and far right, respectively.



**BST** – The following individuals (above, in alphabetical order) completed this course May 18: Jason Allen, Wadea Alnasafi, Jose Clotter, Joseph Dasteel, Eugene Evans Jr., Charles Ferguson, Edward Galbis, Jamie Guerrero, David Heindel, Sean Hernandez, Christopher Hughes, Army Leake, Demetrio Marchione, Kelly Mayo, Timothy McKibbin, Mark Rivers, Cesar Runatay, Tim Russell, Ramon Sanchez, Roy Saranthus, Kenneth Shaw, Christopher Sullivan, Richard Williams, Steven Woods and Julio Zapata. Class instructor Joe Zienda is standing at the far right in the back row. (Note: Not all are pictured.)



**Tankship Familiarization DL** – The following students finished this course May 18. Graduating (above, in alphabetical order) were: Ahmed Yahya Ali, Brian Beasley, Justin Biggerstaff, Justin Bly, Darvin Brown, Christian Bryant, Jared Cabasug, Earl Dimmick, Scott Doxey, Cody Fox, Eric Garcia, Julius Gimutao, Rachel Janssen, Eser Kaptan, Jason Meyers, Nathan Nicholson, Stephen Nowell, Lucas Osborn, Leonard Patterson Jr., Nikita Ryshkov, Ervin Sadler II, Joshua Schwarz and Frederick Wright.



**Radar Observer** – Seven upgraders completed this course June 1. Graduating (above, in alphabetical order) were: Ahmed Abolela, Cleveland Foy, Eric Kjellberg, Ryan Legario, James Orlanda, Michael Presser and Mark Rivers.

# Paul Hall Center Classes



**FOWT** – Twenty three Seafarers (above) finished this course May 25: Nabil Ahmed, John Albritton, Kenneth Atkinson, Sean Branch, Ryan Brown, Corey Chandler, Michael Deren, Brandon Grace, Michael Gray, Ross Halsted, Victorino Labrilla, Antonio McAdams, Robert Noble, Roosevelt Osbourne, Michael Page, Zaza Tchitanava, Alexander Zharkoff, Major Brooks, Dhahabi Quraish, Romeo Cruda, Lucion Liles, Samuel Shuebrooks and Michael Souza. Class Instructor Tim Achorn is standing at the far left.



**Water Survival** – The following individuals (above, in alphabetical order) completed this course May 11: Ahmed Ahmed, Marcelo Alicea, Jason Allen, Joseph Dasteel, Rufino Gonzales Jr., Jamie Guerrero, David Heindel, Sean Hernandez, Christopher Hughes, Melchor Lapac Jr., Abdul Mohsen, Rodney Passapera Barbosa, Jethro Powers, Roy Saranthus, Steve Woods and Julio Zapata. (Note: Not all are pictured.)



**Designated Duty Engineer**- Six upgraders finished their requirements in this class May 4. Those graduating (above, in alphabetical order) were: Sidnei Barbosa, Grant Gutter, Hurston Harcum, Clint Haylock, John Richardson Jr. and Larry Saunders. Their instructor, Jay Henderson, is at the far left.



**Galley Operations** – Five Seafarers recently fulfilled their requirements in this course. Those graduating (above, in alphabetical order) were: Efren Aguirre, Saeed Azahmadi, Robyn Majette, Ali Munsar and Tashara Newton.



**Chief Steward** – Six steward department members recently completed the enhancement of their skills in this course. Graduating (above, in alphabetical order) were: Bebiana Eason, John Favreaux, Lisa Favreaux, Ismael Garayua, Elizabeth Ibanez and Norma West.



**Advanced Galley Operations** – Four stewards recently graduated from this course. Completing their requirements (above, in alphabetical order) were: Wilmer Alvarez, Charles Davis, Kim Kalua and Robert Wright Jr.



**Certified Chief Cook** – Two Seafarers recently finished this course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Completing their requirements (above from left) were Ismael Gonzalez and Lamond Fulton.



**Galley Operations** – Four upgraders recently graduated from this course. Completing their requirements (above, in alphabetical order) were: Marcelo Alicea, Sorrac Dognia, Abel Hernandez and Quentin Hood.



**Chief Cook** – Three steward department members recently finished this course. Graduating (above, in alphabetical order) were: Eugenio Cabral Jr., Michael Ray and JonDa Tanner.



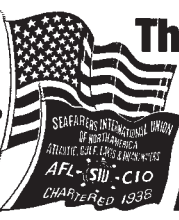
**BST HAWAII** – The following individuals (above, in alphabetical order) graduated from this course May 26 at the Barbers Point, Hawaii-based Seafarers training center: Cori Bryan, Joel De Ocampo, Stephanie Johnson, Dennie Ladd, Jevon Lowery, Chelsie McRae, Kenneth Norberg, Henry Otazo, Crystal Ramsey, Benjamin Rodriguez, Jeremy Ruby, Sean Santiago, Marcelo Shah, Richard Stadlander, Ida Suardana, Kathryn Sunderhauf, Michelle Swain, Candace Tran and Andy Versoza.



**BST Hawaii** – Twelve individuals completed this course June 2 at the Seafarers Training Facility in Hawaii. Graduating (above, in alphabetical order) were: Travis Bosshardt, Robert Chambers, Geoffrey Devine, Jeremiah Floyd, Heriberto Jimenez, Brandon Larkin, David Reimer, Joseph Roma, Sandybell Salazar, Richard Teytom Sambola, Daniel Zubovic and Richard Blough.

## Important Notice

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



SIU Wilmington Port Agent Jeff Turkus stands with U.S. Rep. Janice Hahn after the annual ceremony in San Pedro, Calif.



Honoring mariners at a ceremony in Washington, D.C., are (from left) Deputy Transportation Secretary John Porcari, Associate Maritime Administrator Kevin Tokarski and MarAd Director of Ship Operations Bill Cahill.



Los Angeles Councilman Joseph Buscaino was one of the featured speakers at the AMMV ceremony in San Pedro.



SIU Guam Port Agent John Hoskins (left) and CDR Brian Peterson, commanding officer of MSC Ship Support Unit Guam, are pictured at the union hall on Maritime Day.

# Mariners Honored Across Nation

## Seafarers Recognized at Memorial Day, Maritime Day Events

Beginning on May 22 – National Maritime Day – and continuing a week later on Memorial Day, U.S. Merchant Mariners were honored during ceremonies across the country as well as in written statements from the administration, Congress and fellow trade unionists.

SIU members and officials participated in various observances in California, Texas, Guam, the nation's capital and elsewhere. (The Washington, D.C. events of May 22 were covered in detail in the May issue of the LOG.)

On Memorial Day, U.S. Secretary of Transportation Ray LaHood used his "FastLane" blog to remind readers of the historic sacrifices of America's mariners. He wrote about a ceremony one day earlier commemorating the 50th anniversary of the Vietnam War, and pointed out, "Even when they are not called to active duty, many of America's merchant mariners serve their nation through sealift operations that support our military overseas. During the Vietnam War, 172 ships were activated from the National Defense Reserve Fleet and assigned to commercial shippers to support American military forces."

He then described the dangers faced by civilian mariners supporting our troops in Vietnam. Finally, LaHood wrote that the mariners who died during the war "served on ships that brought mail, helicopters, ammunition, food, medical supplies, and more. They carried troops and brought home many of those whose names are found on the Vietnam Memorial.

"U.S. Merchant Mariners have paid the ultimate sacrifice in conflicts across our nation's history. For their service, we say thank you."

For Maritime Day, in addition to the traditional White House proclamation saluting the service and value of seafarers, communications were issued by Senator Mark Warner (D-Va.), U.S. Rep. Mazie Hirono (D-Hawaii), and the AFL-CIO's Transportation Trades Department (TTD).

Warner credited merchant mariners "for their dedication to promoting commerce and protecting our freedom. The United States Merchant Marine... has served our country honorably. It has met our country's economic and security needs whether in wartime or in peace." Hirono directed her message specifically to Aloha State maritime workers.

"More than 10,000 hardworking maritime and longshore workers literally help to keep our state going by bringing in the goods we rely upon," she stated. "Without their commitment to transporting cargo and people, our islands would come to a standstill.... We also pay tribute to the U.S. Merchant Mariners who work to transport cargo to ports around the world. Their service and sacrifice have helped to defend our nation by connecting service members to the supplies they need, often in treacherous and unstable situations. In addition, the efforts of our merchant mariners enable American exports to enter the global marketplace, maintaining essential domestic and international trade net-

works that strengthen our national economy."

She concluded, "The maritime community reminds us of the importance of the Jones Act to ensure efficient, reliable shipping to Hawaii. Warmest mahalo to all who work on our waterways and around the world on this National Maritime Day."

The TTD, in addition to thanking maritime workers, said the industry must be maintained and strengthened.

"A strong maritime industry is critical to our multi-modal transportation system and economy, and it plays a critical role in protecting national security," the department's statement pointed out. "But because our ships and navigation channels are not as visible as congested highways, aging bridges and deteriorating transit systems, funding for our ports and waterways is far too often pushed down the priority list. This neglect must end.

"We also renew our vigorous support for a strong, privately owned U.S.-flag fleet through policies such as U.S. cargo preference laws and the Jones Act. These laws are essential if the U.S. is to keep an adequate pool of trained mariners capable of meeting sealift objectives....

"The skilled employees in the maritime industry work tirelessly to keep our country and our economy moving, often in dangerous and trying circumstances. It is especially appropriate to pause today and thank these workers who risk their lives to preserve our freedom and our economic strength around the world."



The union donated this wreath for the commemoration in San Pedro, Calif.



Attending the observance at the American Merchant Marine Veterans Memorial in San Pedro, Calif., are (from left) GUDE Mohammad Siddiq, ACU Larry Ballard, Bosun Gerry Gianan, QMED/Electrician Anwar Muthala, Port Agent Jeff Turkus, DEU Jason Stutes, Bosun Richard Barnhart and AB George Siegel.



Coast Guard Captain James Jenkins addresses the crowd in San Pedro.