



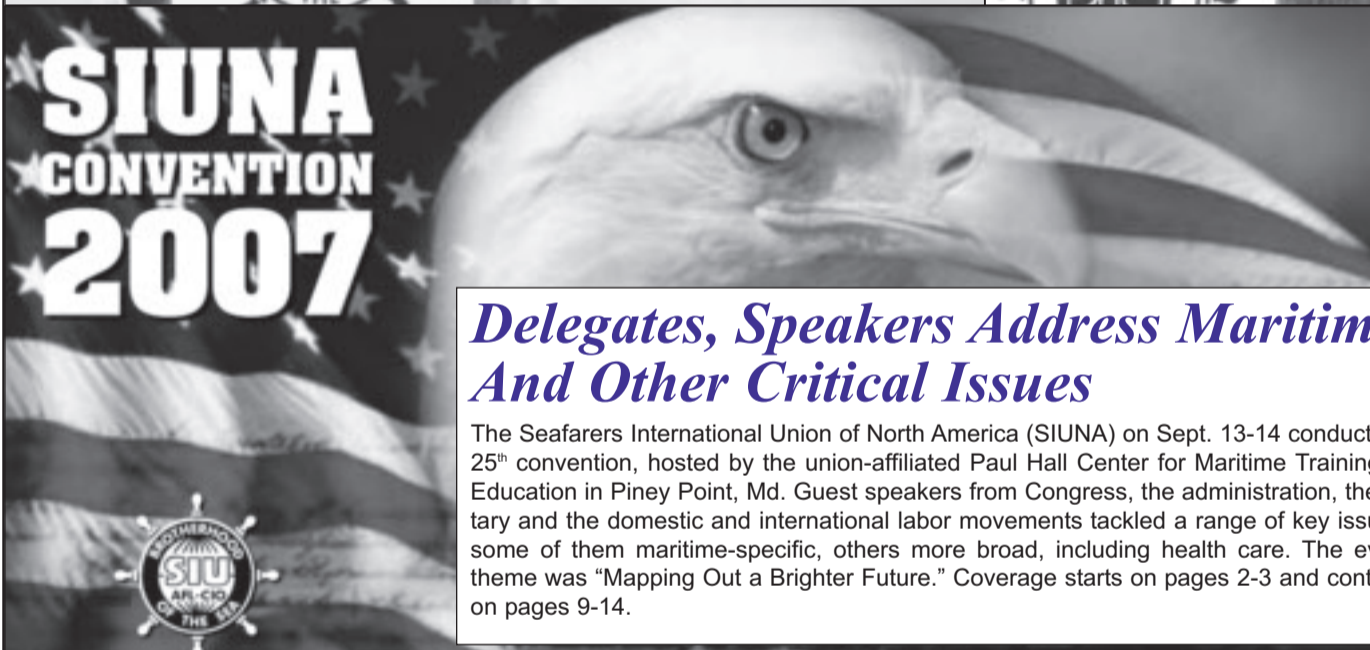
The Seafarers Log

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

'Mapping Out a Brighter Future'



At left: AFL-CIO President John Sweeney addresses the convention as SIUNA President Michael Sacco (center) and Secretary-Treasurer David Heindel listen. At right, U.S. Rep. Elijah Cummings (D-Md.) discusses challenges facing the maritime industry.

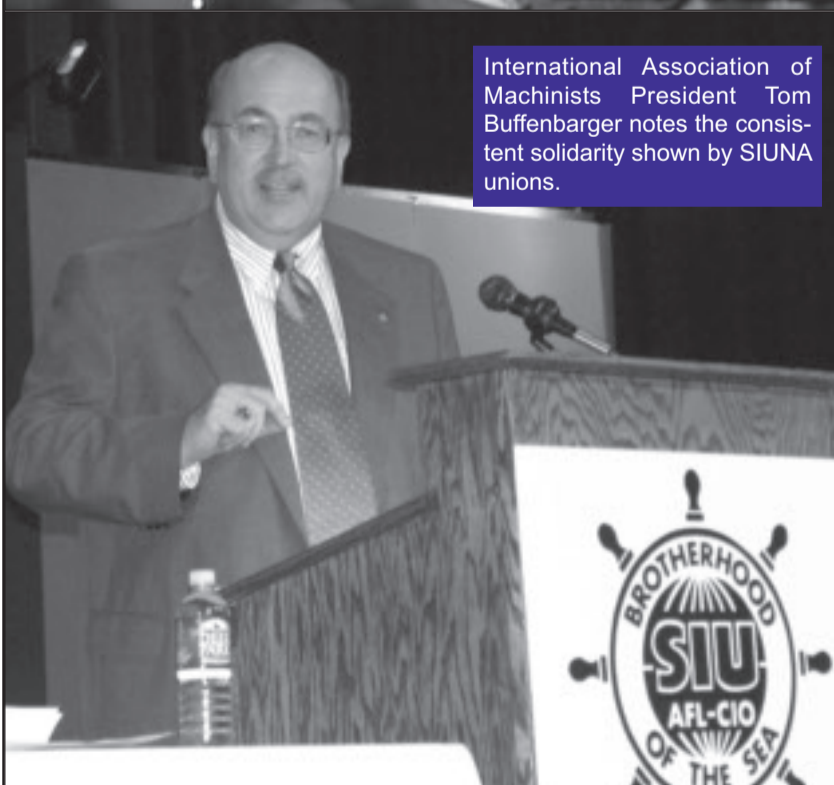


Delegates, Speakers Address Maritime And Other Critical Issues

The Seafarers International Union of North America (SIUNA) on Sept. 13-14 conducted its 25th convention, hosted by the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Guest speakers from Congress, the administration, the military and the domestic and international labor movements tackled a range of key issues—some of them maritime-specific, others more broad, including health care. The event's theme was "Mapping Out a Brighter Future." Coverage starts on pages 2-3 and continues on pages 9-14.



U.S. Maritime Administrator Sean Connaughton talks about opportunities for U.S. mariners on LNG ships.



International Association of Machinists President Tom Buffenbarger notes the consistent solidarity shown by SIUNA unions.

Tanker Construction Updates

Aker Philadelphia Shipyard and General Dynamics NASSCO, respectively, recently provided updates on the tanker construction projects happening at those yards. In Philadelphia, the third product tanker in a series of ships being built for SIU-contracted OSG was floated from its berth in the yard's building dock (right) in late August. Also, steel cutting has begun for the sixth vessel. In San Diego, construction started Aug. 30 on the lead tanker in a series being built for SIU-contracted U.S. Shipping Partners. Page 3.



President's Report

Convention a Roaring Success

I can honestly say that the convention held last month by the Seafarers International Union of North America ranks as one of the best we've ever had.



Michael Sacco

Many of the guest speakers offered uplifting expressions of solidarity.

They also provided valuable insights into the workings of our government and military.

Convention delegates and guest speakers alike took candid looks at key challenges facing the maritime industry and facing all working families. Consistent with the event's

theme—"Mapping Out a Brighter Future"—we formed strategies moving forward that I believe will prove to be appropriate and effective.

Parts of the 25th SIUNA convention had a decidedly international flavor, and not just because of the strong attendance by our brothers and sisters from the SIU of Canada. Our lineup of guest speakers included leaders from the International Transport Workers' Federation, the Maritime Union of Australia and the Norwegian Seafarers Union. Their remarks really held everyone's attention, and I think the audience could tell they were heartfelt.

Something that stood out among those speeches was the consistent recognition of how politics affects all of our industries. As Paddy Crumlin, national secretary of the Maritime Union of Australia put it, "The reason the SIU is in Washington is that's where the decisions get made. That's where the Jones Act lives and dies. The heart and the mind of the union is in Washington because if you're unable to persuade the politicians, then we're in the hands of big business and global business—and they don't care about our interests."

When union officials from other countries see things as we do on such an important subject, it reinforces our own beliefs and strengthens our resolve.

I should also mention that Paddy paid tribute to the late John Fay, whom he described as "a giant in more ways than one." As many, if not most, of our members know, John was a top official in the SIUNA and did groundbreaking international work not only on behalf of our union but truly for all mariners. He passed away in November 2005.

"He was a larger-than-life character that really represented the interests of seafarers and the SIU all over the world," Paddy said. "He was greatly respected right to his last breath. Hopefully that message will get back to John's family."

In ways that John undoubtedly would approve, his union family throughout the convention focused on the tasks at hand. They include organizing new members, boosting the U.S. Merchant Marine, fighting for good health-care coverage and much more.

As always, it starts with hard work. And as always, sooner or later it will involve politics.

We're ready.

We're committed.

We will get the job done.

Pension Notice

This edition of the *LOG* contains a Seafarers Pension Plan notice with a long section on rules governing insolvent plans. I want to make it clear that there is a legal requirement to publish this notice along with the footnotes, but the Seafarers Pension Plan is fully funded. (All pension plans such as the Seafarers Pension Plan, regardless of their condition, are required to send out a notice.) The Plan is not in trouble at all. A quick read of the notice may cause undue concern. The bottom line is that the Seafarers Pension Plan is in good shape.

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SIU of Canada Demands Answers After Dangerous Greenpeace Stunt

The SIU of Canada last month called for charges of terrorism or piracy to be levied against Greenpeace activists who illegally boarded a union-crewed ship on Lake Erie.

Protestors from the Greenpeace vessel *Arctic Sunrise* during the morning hours of Aug. 30 unlawfully went aboard the union-crewed *Algomarine* on Lake Erie as it was delivering a shipment of coal to a power plant at Nanticoke, Canada.

"This isn't a small incident," said James Given, vice president of the Seafarers International Union of Canada. "They put the lives of 16 guys in danger. They (crew members) didn't know why the protestors were there."

According to several reports, five activists boarded the ship in a bid to delay its delivery of 30,000 tons of coal to the power plant. In the process, they hoped to draw attention to the issue of global warming.

After writing the words "No coal, no nuclear—Clean energy" on the ship's hull, two of the protestors boarded the *Algomarine* and chained themselves to its discharge boom, which is used to unload coal. Sources say a third demonstrator suspended herself from the vessel's stern where she dangled dangerously close to the rudder, making movement of the ship impossible.

Following the boarding, the *Algomarine's* captain radioed the Coast Guard to have the activists removed. He then veered away from the port to await the arrival of authorities.

The trio—Dominique Du Sablon, 20, of Toronto; Charlie Latimer, 25, of Vancouver; and Emily-Elizabeth Storey, 22, of Toronto—eventually was cut down and taken away by Ontario Provincial Police to a detachment in Cayuga, Ontario. They were charged with two counts of mischief apiece, but Given contends the protestors should have been charged with terrorism or piracy.

"It is piracy. You're still a pirate. You're still boarding a ship illegally," he said during a phone interview from the union's Thorold, Ontario office.

Given said the 16 crew members aboard the *Algomarine*—some from Niagara, Nova Scotia and Newfoundland—had already been dealing with stressful circumstances before the protest. A crew member from Nova Scotia died during an accident aboard the ship two weeks earlier when it was at a port in Quebec, according to Given. The Greenpeace protest unnecessarily targeted the *Algomarine* crew, he said.

Given has since written a letter to Canadian Prime Minister Stephen Harper on behalf of the union demanding to know why the protestors are not facing more serious charges. The union also wants the federal government to call a public inquiry into why no preventative measures were taken by authorities to stop the protestors from boarding the ship.

Besides targeting the *Algomarine* crew, the actions of the protestors also put themselves in jeopardy, said Allister Paterson. He works for Seaway Marine Transport, the company that manages the *Algomarine* for Algoma Central Corp. "You'd have to have a death wish, I think, to do something like that," he said of the stunt.

Paterson added he could not

understand how the protestors even managed to board the *Algomarine*. "The ship is 700-plus feet long and they're very high. It's an athletic feat to climb. There's no set of stairs. It's exceptionally dangerous, because if you fall and you go under, you're dead."

The activists' boarding of the coal carrier came one day after the Ontario Power Authority released plans for a new power plan that calls for more than \$25 billion to be spent on nuclear power plants to ensure the province's electricity supply until 2025.

ILO Report: American Workers Are World's Most Productive

American workers constitute the world's most prolific labor force.

They stay longer in the office, at the factory or on the farm than their counterparts in Europe and most other rich nations, and they produce more per person over the year. American workers also get more done per hour than everyone but the Norwegians, according to a report released Aug. 27 by the United Nations International Labor Organization (ILO). Concisely put, the United States "leads the world in labor productivity," said the report, which was scrutinized by the Associated Press.

The study, "Key Indicators of the Labor Market 2001-2002," was based on a research effort led by labor market economist Lawrence Jeff Johnson, who serves as chief of the ILO Employment Trends Team. Findings were based on 2006 figures for many countries, or on the most recent available.

The average U.S. worker produces \$63,885 of wealth per year, more than their counterparts in all other countries, the ILO said in the report. Ireland comes in second at \$55,986, followed by Luxembourg at \$55,641, Belgium at \$55,235 and France at \$54,609.

Only part of the U.S. productivity growth, which has outpaced that of many other developed economies, can be explained by the longer hours Americans are putting in, the ILO said. The U.S., according to the report, also beats all 27 nations in the European Union (EU), Japan and Switzerland in the amount of wealth created per hour of work—a second key measure of productivity.

Norway, which is not an EU member, generates the most output per working hour, \$37.99, a figure inflated by the country's billions of dollars in oil exports and high prices for goods at home, according to the report. The U.S. is second at \$35.63—about a half dollar ahead of third-place France.

The U.S. employee put in an average 1,804 hours of work in

2006, the report said. That compared with 1,407 hours for the Norwegian worker and 1,564 for the French.

It pales, however, in comparison with the annual hours worked per person in Asia, where seven economies—South Korea, Bangladesh, Sri Lanka, Hong Kong, China, Malaysia and Thailand—surpassed 2,200 average hours per worker. But those countries had lower productivity rates.

America's increased productivity "has to do with the ICT (information and communication technologies) revolution, with the way the U.S. organizes companies, with the high level of competition in the country, with the extension of trade and investment abroad," said Jose Manuel Salazar, the ILO's head of employment.

The ILO report warned that the widening of the gap between leaders such as the U.S. and poorer nations has been even more dramatic. Laborers from regions such as Southeast Asia, Latin America and the Middle East have the potential to create more wealth but are being held back by a lack of investment in training, equipment and technology, the agency said. In sub-Saharan Africa, workers are only about one-twelfth as productive as those in developed countries, the report said.

"The huge gap in productivity and wealth is cause for great concern," ILO Director-General Juan Somavia said, adding that it was important to raise productivity levels of the lowest-paid workers in the world's poorest countries.

China and other East Asian countries are catching up quickest with Western countries. Productivity in the region has doubled in the past decade and is accelerating faster than anywhere else, the report said.

But they still have a long way to go: Workers in East Asia are still only about one-fifth as productive as laborers in industrialized countries.

Green Bay Reflags U.S.

Last month, the brand new RO/RO *Green Bay* (below) hoisted the Stars and Stripes and replaced the *Atlantic Forest* in the U.S. Maritime Security Program Fleet. Crewed by SIU members, the *Green Bay* is operated by Central Gulf Lines. The vessel is 656 feet long and has a beam of 105.8 feet. Its gross tonnage is listed at 59,217; the ship has a CEU (car equivalent unit) capacity of about 6,400.



Convention Focuses on Maritime, Health Care, Right to Organize

Meeting in convention Sept. 13-14 in Piney Point, Md., delegates representing the dozen affiliated organizations of the Seafarers International Union of North

America (SIUNA) reviewed accomplishments and lessons learned from the past five years and crafted strategies to keep fighting for working families.

Featuring the theme "Mapping Out a Brighter Future," the SIUNA's 25th convention took place at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education, which is in its 40th year of operation. During the quinquennial gathering, delegates called for actions to protect workers' rights to join unions; strengthen the U.S.- and Canadian-flag maritime fleets; back the work of the International Transport Workers' Federation along with that of other individual ITF affiliates; provide good, affordable health care for all Americans; and support America's troops wherever they serve. They also passed resolutions urging labor federation solidarity; continued utilization of Union Plus programs; grassroots political action; and specifically the enactment of the Belated Thank You to the Merchant Mariners of World War II Act.



During the SIUNA convention, the St. Mary's County (Md.) Board of Commissioners presented Seafarers President Michael Sacco with a proclamation celebrating the 40th anniversary of the union-affiliated Paul Hall Center for Maritime Training and Education. Pictured from left are Commissioner Thomas Mattingly, formerly a member of the Communications Workers of America; AFL-CIO President John Sweeney, one of the convention's featured speakers; Francis Jack Russell, president of the board of county commissioners; SIU President Sacco; and Commissioner Kenneth Dement, who represents the district including the Paul Hall Center.

Tanker Construction Starts in San Diego

Philly Shipyard Reports Milestones

Tanker construction projects in Philadelphia and San Diego, respectively, are moving ahead, with shipyards reporting milestones in late August.

At General Dynamics NASSCO on the West Coast, construction started Aug. 30 on the first product carrier in a nine-vessel series for Seafarers-contracted U.S. Shipping Partners. The keel is scheduled to be laid in December, with vessel delivery slated for early 2009.

The first ship will be named *Golden State*, in honor of California. The other vessels of the class will bear the nicknames of American seaboard states, according to the shipyard.

Each of the double-hulled tankers will be just over 600 feet long, displace 49,000 deadweight tons and will have a cargo capacity of about 331,000 barrels. They are designed to carry petroleum and

chemical products in the Jones Act trade.

Across the country, with two double-hulled tankers already delivered on charter and in service to SIU-contracted Overseas Shipholding Group (OSG), Aker Philadelphia Shipyard on Aug. 27 announced "major milestones" on two subsequent vessels in their program. The third tanker, Hull 007 (eventually to be named *Overseas Los Angeles*) was floated from its berth in the yard's building dock on Aug. 25. Two days later, steel cutting began for Hull 010, the sixth vessel in the series (marking the start of production on that ship). For the latter ship, the first steel plates were cut on one of the yard's two state-of-the-art plasma-cutting machines, and will be used in the construction of engine room sections.

With two other tankers also in production, the yard now once again has four of the 600-foot long MT 46 Veteran Class tanker vessels under construction simultaneously.



Production starts on Hull 010 at Aker Philadelphia Shipyard in late August.

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Monday, Nov. 12 for the observance of Veterans Day, and Thursday, Nov. 22 for the observance of Thanksgiving Day (unless an emergency arises). Normal business hours will resume the following workday.

More convention coverage appears on pages 9-14.

and delegates elected by acclamation President Michael Sacco and Secretary-Treasurer David Heindel. Twenty vice presidents also were chosen at the convention. They are Tom Bethel, Nick Celona, Dean Corgey, Jorge Cruz, Ed Cummings, Michel Desjardins, Orlando Diaz, Roman Gralewicz, Theresa Hoinsky, René Lioeanjie, Gunnar Lundberg, Kermet Mangram, Nick Marrone, Tom Orzechowski, Herb Perez, Anthony Poplawski, Joseph Soresi, John Spadaro, Augie Tellez and Donna Walsh.

Topics on the agenda included the Employee Free Choice Act, port and shipboard security, the war against terrorism, health care, cabotage laws and the U.S. Maritime Security Program.

President Sacco during his opening remarks listed some of the challenges faced by maritime labor and unions as a whole, but also cited a few of the key accomplishments spurred at least in part by SIUNA affiliates since the prior convention in 2002.

"SIUNA unions helped secure the renewal and expansion of the U.S. Maritime Security Program, which provides thousands of jobs for our members," he pointed out. "Our unions also helped support efforts that have resulted in construction of new American-flag commercial ships in Philadelphia and San Diego—tankers for OSG and U.S. Shipping, and container-ships for Matson. We've picked up new ships with Horizon Lines,



SIUNA President Michael Sacco

PASHA and TOTE, and we've gained new ATBs with Crowley.

"We've continued to get support for the Jones Act from Congress and the administration," he continued, "which as you know is also vital to many of our unions."

Several guest speakers lauded the school on its anniversary, and following the convention's first session, county officials presented a proclamation honoring the Paul Hall Center and the union.

Sacco pointed out, "One of the keys to the school's success is that it has always changed with the times. It has always changed to meet the needs of our members and our companies. I believe every one of the unions in the SIUNA has to be guided by that same philosophy... We can be proud of our history. We can celebrate traditions. But we have to remain on the cutting edge in order to survive."

The SIUNA was chartered in 1938. It consists of 12 autonomous affiliate unions, including the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/NMU.



Delegates and guests pack the auditorium.



The convention took place Sept. 13-14 at the Seafarers-affiliated Paul Hall Center.

Allied Boatmen Approve Contract

SIU boatman employed aboard inland vessels operated by Norfolk, Va.-based Allied Transportation Co. on Aug. 31 ratified a new three-year agreement which went into effect the following day.

Among other gains, the new contract provides for annual wage increases and the continuation of Core-Plus benefits levels throughout the life of the accord. Some 120 union members who work aboard eight Allied-operated vessels (*Heron*, *Sea Robin*, *Sea Raven*, *Sea Hawk*, *Falcon*, *Sea Eagle*, *Petral* and *Socrates*) are affected by the new agreement.

Seafarers from a ninth vessel (*Osprey*) also will fall under the fresh pact when it rejoins the Allied fleet later this year.

"This new labor agreement is fair to all parties concerned," said SIU Norfolk Port Agent Georg Kenny, who served as principal negotiator for the union. "The actual negotiations went very smooth and the company's representatives were very open and willing to address our major concerns. They recognized the importance of labor and management working together to get things done."

Kenny had high praise for the rank-and-file members who assisted him on the union negotiation committee: 1st Mate **Mike Woolard**, Engineer **Dan Haag** and AB/Cook **George Erwin**. "Each of the negotiation committee members did a wonderful job lobbying in the interests of their fellow shipmates," Kenny said. "Their brothers and sisters should be proud."

SIU Vice President Contracts George Tricker credited the union's bargaining committee for outstanding work and also noted that Allied was extremely forthcoming in hammering out the new agreement. Company bargaining officials realized that it benefits all concerned to have safe, reliable, enthusiastic crew members who feel like they're partners in the operations rather than just numbers, he said.



From left, 1st Mate Mike Woolard, Engineer Dan Haag and AB/Cook George Erwin served on the union's committee during recent contract negotiations with Allied Transportation Co. in Norfolk, Va. In addition to these members, Norfolk Port Agent Georg Kenny (not pictured) was a member of the SIU negotiating team.



SIU boatmen aboard the *Heron* are pleased with the new contract. The crew (from left) consists of Chief Engineer William Racette, Capt. Cliff Noe, AB Ronnie Powell, AB/Tankerman William Matthews, Mate Edward Rittenhouse and OS/Cook Charles Hill.



Members of the *Sea Robin* crew are happy with the efforts of their shipmates who helped hammer out the new labor agreement. Pictured (from left) are AB Brad Hall, AB Jose LeBron and Mate Lance Riggs.

G&H Adds New Tugboat



SIU-contracted G&H Towing recently christened the z-drive harbor tug *Thor*. Seafarers and SIU officials participated in the ceremony at Barbour's Cut in La Porte, Texas. The 6,500 hp tugboat features high-tech navigational and propulsion systems. It also is equipped with a firefighting system that includes a vapor-mist feature designed to extinguish fires on LNG vessels or at LNG terminals. Pictured in the group photo are (from left) SIU Asst. VP Gulf Coast Jim McGee, Mate Travis Parker, DEU Buddy Wheeler, Capt. Doug Caradec, AB Jay Fabian, Relief Capt. Nicoli Payne, Chief Engineer Chris Wootton and SIU VP Gulf Coast Dean Corgey.



The z-drive harbor tug *Thor*



Pictured on the *Sea Raven* are crew members (from left) OS/Cook Elwin LeBouef, Mate Gerald Gamage, Chief Engineer Stuart Diggs, Capt. Steve Lewis and Engineer Gil Diggs. Also on the crew but not pictured are AB/Tankerman Andy Page and Cargo Mate Ryan Emmons.

T-AKE Ship Order Expands

The SIU's Government Services Division on Aug. 23 continued its run of good news in the new tonnage arena.

On that date, San Diego-based General Dynamics NASSCO announced it had reached an agreement with the U.S. Navy for options to build up to five additional T-AKE dry cargo ammunition ships. Each of the new builds will be part of the Lewis and Clark class of vessels owned and operated by the Navy's Military Sealift Command (MSC) and crewed by the union's CIVMARS.

Shipyard sources say contracts for the ships, valued at approximately \$2.5 billion if all options are exercised, are expected to be awarded over the next four years. Including the nine ships previously under contract, this pact means the San Diego shipyard would build a total of 14 T-AKE ships for the Navy.

Since October 2001, NASSCO has received contracts to build nine T-AKE ships and delivered the first three ships of the class (*USNS Lewis and Clark*, *USNS Sacagawea* and *USNS Alan Shepard*). The fourth T-AKE ship (*USNS Richard Byrd*) is scheduled to be delivered next month. Under the new agreement, NASSCO would deliver the fourteenth ship in the fourth quarter of 2014.

Each of the new platforms will be 689 feet in length, boast an overall beam of 106 feet, navigational draft of 30 feet and the ability to displace about 42,000 tons with a full load. Powered by a single-shaft diesel-electric propulsion system, each of the ships can reach a speed of 20 knots.

As part of the Military Sealift Command's Naval Fleet Auxiliary Force, the ships will be crewed by 124 civil service mariners. Each vessel also will have military detachments of 11 sailors to provide operational support and supply coordination. When needed, the ships each will carry helicopter detachments of 39 military personnel.

NASSCO has incorporated international marine technologies and commercial ship-design features into the T-AKE class, including an integrated electric-drive propulsion system. The ships can deliver more than 10,000 tons of food, ammunition, fuel and other provisions to combat ships at sea.

T-AKE ships are replacing single-mission ships that are reaching the end of their service lives.

Labor Day Events Focus on Health Care

Union workers across the country, including SIU members in Mobile, Ala. and Wilmington, Calif., celebrated Labor Day 2007 with an assortment of picnics, parades and politics.

Working families, counting SIU port officials, rank-and-file members and their families honored the working men and women who built and maintain America. Moreover, they celebrated a year that saw workers play a major role in: electing a new Congress, the passage of the first increase in the minimum wage in a decade and majority congressional support of the Employee Free Choice Act.

Perhaps the most significant Labor Day episode, however, actually took place Aug. 29 in Washington, D.C. when the AFL-CIO launched its massive national drive to fix America's broken health care system. New figures from the federal government show there are a record 47 million Americans with no coverage.

Speaking at a press conference conducted shortly after the drive's launch, AFL-CIO President John Sweeney said the grassroots campaign will summon the full force of millions of union members and scores of union retirees behind winning high-quality, secure health care for every person in America within the next two years.

Five days later, Sweeney, while making a Labor Day appearance in Philadelphia, vowed to make health care a national priority in the presidential race. Speaking at the annual Labor Day festivities along the Delaware River, Sweeney repeated his earlier pledge to recruit millions of union workers to speak out on health-care reform.

"Nobody should have to fear the consequences of getting sick," he said, adding that no company should have to go out of business because health-care costs have gotten out of control.

"This year, we're not only putting together the biggest grassroots political campaign in our history, we're putting the full force of 10 million union members and 3 million retirees behind a new campaign to win high-quality health care for every person in America by 2009," he said.

"We're stepping out front because we believe that in America nobody should have to fear the consequences of getting sick or having an accident," he continued. "Our message to America this Labor Day is a promise: We brought you public schools. We brought you the weekend and, by God, we're going to bring you health care."

In Tampa, Fla., AFL-CIO Secretary-Treasurer Richard Trumka told a rally that workers can restore the grand principle that ours is a nation for all the people, all of the time.

"We can have it all if we refuse to take a rest and begin now this Labor Day to finish what we started last year," Trumka said. "We can take back control of our government and take back control of our country and take back control of our lives if we pledge to work

harder than ever to elect men and women at every level of government who will champion our working family's agenda."

AFL-CIO Executive Vice President Linda Chavez-Thompson, who threw out the first pitch during a Toledo (Ohio) Mud Hens AAA Minor League baseball game earlier in the day, told a rally that workers are "sick and tired of living on a treadmill—running as fast as we can and still falling behind. We see what's going on and we're not going to keep quiet. We're going to join together and stand up for what we know is fair and right."

The enthusiasm and determination of workers to win universal health care could be seen around the country during the Labor Day weekend, according to federation reports. Labor Day is the traditional launch of the political campaign season and with the all-important 2008 elections approaching, workers used the Labor Day weekend to send a message to candidates that they want health care and other working families issues addressed in this campaign. The United Steelworkers and the Mine Workers used the weekend to endorse former Sen. John Edwards (D-N.C.) for president.

But it was health care that was on most workers' minds. Many of the picnics and parades used stickers and placards with "In America, No One Should Go Without Health Care" and "Employee Free Choice Act Now."

New Jersey State AFL-CIO President Charles Wowkanec and Secretary-Treasurer Laurel Brennan said America's failure to adopt a national and health care plan for all dramatically undermines our nation's ability to maintain a healthy economy. Instead of rewarding union contractors and responsible employers for contributing to their workers' health care, the labor officials said our system places them at a disadvantage as they are faced with the reality of paying premiums inflated by the cost of providing care for the uninsured.

In Phoenix, Ariz., AFL-CIO Executive Director Rebekah Friend said health care is the main issue on working people's minds. "It's become more and more of an issue for us when we're going to the bargaining table for our contracts. Health care is the number one issue and the rising costs associated with it," Friend said.

More than 4,000 union members attended a statewide rally in Birmingham, Ala. Rep. Artur Davis (D-Ala.) attended the event and pledged to support a comprehensive health care plan. Alabama AFL-CIO President D. Stewart Burkhalter told the crowd, "There's something wrong when we're the wealthiest country in the (world) and so many of our people don't have health insurance."

Senate Majority Leader Harry Reid (D-Nev.), in his Labor Day statement, pledged that the new Congress will continue to put working families first when it returns to Capitol Hill after the Labor Day recess. "We cannot



Seafarers in Wilmington, Calif. march in the annual Labor Day parade.

forget that so many workers in the world's wealthiest nation continue to struggle," he said. "New census data show that while wages have declined, the number of Americans without health insurance has increased."

Elsewhere on Labor Day, according to the AFL-CIO:

- Workers from as far away as the U.S. territory of Guam celebrated. GFT, Guam's local union, made free soda

floats for everyone at the Labor Day picnic on the beach.

- In the Boston area, members of Electrical Workers Local 2222 who work for Verizon displayed banners on two busy highway overpasses, saying "Enjoy your holiday weekend—made possible by organized labor!"

- In Pasadena, Texas, the Harris County Central Labor

Council and the Gulf Coast Building and Construction Trades Council joined with the Texas Gulf Coast BBQ Cookers Association for a cook-off competition and Labor Day celebration. The two-day event included food for purchase, entertainment, exhibits, crafts and children's activities.

- In Pittsburgh, a plaque was unveiled renaming the 10th Street Bridge in honor of Philip Murray, founding president of the United Steelworkers.

- Workers in New York City—in place of the city's traditional Labor Day parade—rallied Sept. 8 to demand long-term health care for ill Sept. 11 workers. Rallygoers urged Congress to pass comprehensive health care legislation, including ongoing treatment and medical monitoring for all workers made ill by their exposure to the toxic air at Ground Zero in the aftermath of Sept. 11, 2001.

New Terminal Opens in Va.

"Impressive—quite impressive!"

That was the reaction and assessment of SIU Vice President Government Services Division Kermett Mangram Sept. 7 after attending ceremonies which marked the official opening of APM Terminals' new \$450 million port complex in Portsmouth, Va.

The new terminal took about seven years to develop, according to the *Virginian-Pilot*. It sits on 230 acres of real estate, replaces a 71-acre facility and is one of the most technologically advanced facilities of its kind in the world. Its 30 semi-automated cranes, which will be operated via a combination of computer and human guidance, are expected to significantly increase the number of cargo containers which the Hampton Roads port annually handles.

Mangram and Norfolk Port Agent Georg Kenny represented the SIU during the terminal's official opening which attracted some 700-plus people. Included were representatives from the national and international maritime transportation industry, maritime labor, and Virginia state and local governments.

Additionally, Maersk McKinney Moller, the 94-year-old former chairman of A.P. Moller-Maersk, flew in from Denmark to participate in the event. In his remarks to guests, he said that Maersk ships have been calling in Hampton Roads regularly since 1928. "We've always been treated well in Virginia, in a friendly, Southern, high-quality way," he said.

Virginia Governor Timothy M. Kaine (D) called the project a huge win "for Virginia because it increases the state's global connections." Such links are essential for success in the modern economy, he noted.

Reports say the complex initially will employ about 130, including the longshoremen who handle cargo. The employee count is expected to reach about 210 as the terminal increases to full capacity



SIU VP Government Services Division Kermett Mangram (left) met and conversed with Maersk McKinney Moller, former chairman of A.P. Moller-Maersk (center), during the ceremony. Joining the two for this photo is Norfolk Port Agent Georg Kenny.

—one million 20-foot-long containers per year.

Edward L. Brown Sr., general vice president of the International Longshoremen's Association, AFL-CIO, also attended the event. After commenting on the impact which the new facility may have on longshoremen and their employment opportunities—sources say the terminal's automation presents a challenge to longshoremen by reducing the need for manual work—he urged APM not to employ non-ILA workers to do traditional longshoremen's work.

APM Terminals spent about seven years developing the cargo container terminal. It opened July 30 for testing and ramp-up operations, including working some smaller ships. Larger vessels already have been arriving at the terminal, but sources say the facility won't be fully operational until year's end.

APM Terminals, part of the Danish conglomerate A.P. Moller-Maersk Group, built the new facility to handle international cargo shipments which are

expected to increase rapidly in coming decades. In particular, it will serve the Seafarers-contracted Maersk Line Limited, its sister company and the world's largest container shipping line.

Several of the new facility's 30 rail-mounted, semi-automatic cranes provided an excellent backdrop for parts of the grand opening ceremonies. Officials say the new equipment will have the capability to stack cargo containers faster and more efficiently than other systems.



SEATU Convention Tackles Issues of Growth and Organizing

As the fourth triennial convention of the Seafarers Entertainment & Allied Trades Union (SEATU) got under way Sept. 10, 2007 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., delegates, officials and guests heard from a number of speakers about the necessity of keeping the labor movement strong through organizing efforts.

SEATU, an affiliate of the SIU, was chartered in 1995 with 169 members in Alton, Ill. Twelve years later, with more than 4,600 members, this two-day meeting and election of officers focused on the need to continue to grow.

SIU President Michael Sacco, who also is president of SEATU, opened the convention by talking about the challenges currently faced by SEATU/SIU-contracted NCL America and how the company's three U.S.-flagged cruise ships, the *Pride of Aloha*, *Pride of America* and *Pride of Hawaii*, have brought thousands of jobs to the rank-and-file membership.

He also talked about the necessity to raise money through PACs (political action committees). The SIU has an old saying, "Politics Is Porkchops," meaning that politics plays a role in helping put food on the table. PACs use money to selectively support those candidates at the federal, state and local levels who support their members' issues.

One of the union's greatest friends in the U.S. Congress is Rep. Neil Abercrombie (D-Hawaii), who, as a champion of working people, energized the group as he spoke about the labor movement. A successful movement, he noted, is based on faith and trust—"faith in yourselves

and trust in your mission."

He likened the hard work in building up the Paul Hall Center from a barren area to a top-tier training school for merchant mariners to that of the hard work being done in Congress.

He also stressed the importance of remembering that every single vote counts. "You need to figure out what's in your interest and who's on your side.... You've got to vote for people that are on your side and that can organize themselves."

"Votes for labor just don't appear in the Congress of the United States," he said. "It takes hard work, concentrated work to make sure we get the 218 votes that we need in order to get a majority." It also takes money, and "a PAC is the first line of financial defense in helping elect those officials who will work for you."

Abercrombie mentioned the foreign cruise ships that currently are sailing in the Hawaiian Islands—cruise ships that don't pay taxes in the United States and don't have to obey the health, environmental and safety laws. He said that SEATU members on the NCL ships are pioneers in the struggle to keep a cruise ship operation that is American flagged and crewed under American laws and noted that there wouldn't be a U.S. cruise industry today without them.

Some people accept their fate, the representative said. They have no faith that they can change their own condition. But by organizing—and voting—changes can be made.

He concluded by thanking those who continue to have faith and trust in him and promised that while he remains in Congress,



U.S. Rep. Neil Abercrombie (D-Hawaii) energized the attendees at the SEATU convention as he spoke about the labor movement and the importance of keeping a strong American-flag cruise ship operation.

labor has a friend 100 percent of the time.

On the second day of the convention, Bob McGlotten, a partner in the legislative affairs consulting firm of McGlotten & Jarvis (and previously the legislative director of the AFL-CIO), continued talking about unionism and the need for political action.

"Workers in this country are under attack," he stated. Changes in laws are being made to help individuals' interests, not to help the workers' interests. He acknowledged that votes and money—in that order—are the two things that politicians understand. While individuals may not have the money themselves, they can join forces with others to raise it and become politically effective by outvoting those politicians who are not for working people.

He urged union members to become more political on a daily basis to protect their jobs and their industry—to be players. "Politics," he said, "plays a major role from birth to death and everything in between. Politics is playing a role in your life every single day... Step up to the plate by registering to vote and help your union survive."

Gene Clark, senior vice president, human resources at Penn National Gaming, Inc., toured the Paul Hall Center, which is celebrating its 40th anniversary this year, and came away impressed by the people, the facility and the work being done there.

He noted that the relationship



John Mason, CEO of American Service Technology, Inc., talked about skills involved in the maritime, service, gaming and hospitality industries.



Valerie Lilja, AFL-CIO Union Plus Rep., provided information about the cost savings programs available to union members including the popular credit card program.

between SEATU and Penn National (which acquired Argosy in 1995) is unique and unlike any other union association.

The company started out in 1972 as the owner of a racetrack in Pennsylvania. It went public in 1994 and since then the rate of growth has been astonishing. It is the only company in history to make Fortune magazine's "100 Fastest-Growing Companies" six times in a row. The experienced gaming operation has small and large facilities in a geographically diversified area and employs 2,000 SEATU members, including in Lawrenceburg, Ind.; Sioux City, Iowa; Riverside, Mo.; Baton Rouge, La.; Joliet and Alton, Ill. And that growth and continued growth, Clark affirmed, is attributable to SEATU. He encouraged the union to continue to assist the company with providing the technical training and marine expertise as well as with legislative issues needed to help it provide continued job security for its employees.

"SEATU is successful if Penn National is successful," Clark stated, and he hoped the two forces will continue to grow together.

Part of the convention proceedings included regional reports from the various union halls, a reading of the Executive Board minutes, and reports from the Auditing Committee, Credentials Committee and Convention Arrangements Committee. Carolyn Gentile, general counsel of the Seafarers Investment Funds

spoke about legislative regulations on pensions and health care.

John Mason, CEO of American Service Technology, Inc., the company that provides curriculums and educational guidance to the Paul Hall Center, talked about the skills involved in the maritime, service, gaming and hospitality industries that are taken for granted by the public, and he showed a promotional film about the hospitality programs available to employees of NCL and Penn National, noting that the school has issued 9,952 certificates to SEATU gaming facility members since 1996.

Valerie Lilja, the AFL-CIO Union Plus representative for SEATU and the SIU provided information to the group about the cost savings available to union members through their benefit programs, including a new plan for roadside assistance and auto buying. She also conducted a workshop in the afternoon during which she summarized each of the benefits available, including credit counseling, health savings, insurance programs, education services and the popular credit card program, among others.

Before adjourning the triennial convention, delegates voted to approve 12 resolutions and to return the current officers to lead the union through the next three years. Re-elected were President Michael Sacco, Executive Vice President/Secretary-Treasurer David Heindel, Vice President Augie Tellez and Vice President Tom Orzechowski.



Gene Clark, senior vice president at Penn National Gaming, Inc., expressed his hopes that SEATU and Penn National will continue to grow together.



Legislative Affairs Consultant Bob McGlotten emphasized the need for political action and the importance of registering to vote—and then actually getting to the polls.



The re-elected officers take the oath of office given by General Counsel Leslie Tarantola. From the left are Vice President Tom Orzechowski, Vice President Augie Tellez, Executive Vice President/Secretary-Treasurer David Heindel and President Michael Sacco.

Catching Up With Seafarers On Shore



Recertified Bosun Dan Marcus of Baltimore, Md. challenged himself Aug. 4 when he ran a 10K in Washington, D.C. as part of The North Face 2007 Endurance Challenge. Of 118 finishers in the race, Marcus came in 51st place overall—and first in his age group (50-59), with a time of 55:55.75 (or a 9:01 pace per mile). With him at the finish is the race director.



Boston Port Agent Gerard Dhooge (left in both pictures) stands behind the counter in the new hall on Drydock Ave. as members come in to take care of business. Oiler Antonio Dos Santos is at left and QMED Hank Spanhoff is at right.



Capt. David C. Stalfort, commanding officer, National Maritime Center, U.S. Coast Guard, had an opportunity to tour the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in late August. He is pictured here with instructor Mitch Oakley, who showed him the state-of-the-art computer bridge simulator. Captain Stalfort was impressed by what he saw and returned to the school last month as a speaker at the SIUNA convention.



Manuel Figueroa (right) receives his first SIU inland pension check from Port Agent Amancio Crespo at the hall in Santurce, P.R. Figueroa worked as an engineer at Crowley.



SIU Port Agent Georg Kenny (right) greets U.S. Senator Jim Webb during the Virginia AFL-CIO convention in Tyson's Corner, Va. in mid-August. Kenny congratulated the senator on his election last year, and the two briefly discussed the importance of the U.S. Merchant Marine.



Above: Upgrading member Richard Wright (third from right) receives his full book at the August membership meeting in Piney Point, Md. From the left are Asst. VP Ambrose Cucinotta, Port Agent Edd Morris, VP Kermett Mangram, Exec. VP Augie Tellez, Wright, VP George Tricker and Secretary-Treasurer David Heindel. At right: QMED Jimmy McCall receives his full book at the September meeting. From the left are VP Joseph Soresi, Tellez, Morris, McCall, Tricker and Heindel.



At a June 20 luncheon held by the United Seamen's Service in New York City, SIU Rep Kate Hunt (left) met with Rear Adm. Robert Reilly, commander, MSC. Also in the picture is Randi Ciszewski, MEBA/MMP Government Fleet representative.

Recollections of the Merchant Marine in World War II

Editor's note: The first five installments of retired Seafarer Albert Stimac's experiences in the merchant marine appeared in the April, May, June, July and September Seafarers LOGs, respectively. He wrote about his training, his first ship, joining the SIU, the responsibilities of a member of the black gang, traveling in a convoy during World War II, boiler problems on a C-3 bound for England, attending a Coast Guard hearing and a convoy trip to Europe with a load of high explosives on board. This is the last article in the series.

These are the best recollections of Brother Stimac's training and sea time from the end of 1943 to late 1946, so any inaccuracies in the details need not be brought to his attention.

It was a long four hours before we docked, and the pilot was no prize. He would ring down every other minute from full ahead to full reverse and everything in between. The fireman/watertender had to have a full head of steam at all times in order to maneuver quickly and yet not blow the safety valves and blow steam all over. We counted later in the log that he called for changes of speed 30 to 40 a minute until we finally made it through all the mess. Sometimes the pilot would ring down different changes so fast that we would stand there and do nothing. But eventually, we made it to the dock and tied up.

Almost immediately, everyone who wasn't on watch took off. Even the gun crew members took off. Merchant seamen did not have to get permission to go ashore once a ship had docked. The only ones needed were the black gang people. The only steam needed when docked was enough to run the generators for electricity and pumps for water and fuel.

I had stayed on board as I could see no sense in running ashore when the whole area was bombed out. I figured I'd go the next day with a couple of the black gang crew to take a look around and that it would be a few days before they got the ship unloaded.

In late afternoon, I heard a big boom and then saw a large column of smoke head skyward. It was almost white in color and then, like a mushroom, it blossomed out in a black cloud. The column must have been a mile or two high. I judged it was about 10 miles away and figured the Germans had blown up a supply dump of ammunition while retreating.

Shortly thereafter, an air raid siren on land went off, which meant for the Navy armed guard to get to the 20mm guns. I looked around and didn't see any armed guard (Navy personnel) going to the guns, so I figured I'd go and see if anybody needed help. Nobody was on the gun station that I checked. About five minutes later, the gunnery officer showed up and gave a quick look around. He could see there was nobody on the gun except me and asked me what I was doing there. I just looked at him and shrugged. He stared back, turned around and left. So I stayed there and got into the gun harness and tried to remember how to fire the thing. I figured that this would be an



Albert Stimac stays busy with gardening and yard work and also is quite at home in the kitchen. His pride is a deep-oil fryer that holds five pounds of French fries.

exciting thing to do.

In training, we fired at planes coming in from different angles that were shown on a giant movie screen. This stuff now was for real. Before I got around to even get started trying to fire the gun, I heard an engine noise that sounded like a plane was in big trouble. It was burping and sputtering like it was going to crash at any time. Then I looked astern and saw it wobbling along about 500 feet above the water headed directly toward us.

I figured I was a dead duck if he opened fire, but he just came over the top of us and kept on going. It wasn't hard to see the German markings on the plane. Shortly after, I heard another plane whose engine was running fine. He came over us at a good speed but did not fire at us. That was all the activity we had that evening.

I found out later that this was a favorite



As his ship was heading into LeHavre, France during the war, Brother Stimac and his fellow crew members caught sight of a half-sunken Liberty ship.

tactic of German fighters and bombers. The first plane coming in was a decoy acting like it had engine problems. If the gun crews opened fire at it, then they knew it was an operating supply ship. The second plane could aim for the ship guided by the gun fire at the decoy. Then it would dive down and drop a bomb or bombs on the ship. As I look back on this, I wonder sometimes at how things happen. If the gun crew had not gone ashore and were there to fire at the decoy, I doubt I would be writing this.

The next day, I went ashore with a couple of my pals, an oiler and a watertender. The port was a mess. No building was complete. They were either bombed out or just skeletons. No people were around. We just walked around a little and went back to the ship.

The next day we got orders to start building up steam in the boilers because we were going to leave port. I couldn't figure out why we didn't unload our ammo. We did not look forward to sailing around with our cargo, and there was no scuttlebutt about our next destination.

We ended up going back to England and anchored about two or three miles offshore. The current from the tide was very strong and ran about 6-8 knots. We had to let out all of our anchor chain to hold us pretty much in the same place. With the current this fast, we didn't have to worry about getting torpedoed.

We didn't stay long in this location as we were in the process of making up a convoy back to the States. We took the northern route and things went along pretty well as far as the ships keeping in a group. This lasted until we hit dense fog around the Greenland area. The convoys usually zigged and zagged once or twice a day. We had zigged in the morning and then came upon a thick fog bank.

Before orders could go out to all ships in the convoy to zag at 3 o'clock instead of 5 o'clock, it was too late. We just kept going straight ahead as some ships did while others took a turn to port and steamed on. It really became a nightmare to try and guess who was where. We had just broken out of a fog for a patch of sunlight when we ran in between three

icebergs. The captain called for full reverse of the engines, and we stopped and had just enough propeller revolutions to have control of the ship's drifting.

These icebergs were really something to see. I would guess they were 150 feet to 200 feet high and 300 or 400 feet across. This was just on top of the water. They say 90 percent of an iceberg is beneath the water.

As we sat there just slowly drifting, a ship suddenly appeared out of the fog coming about 10 knots straight at us. We were broadside to it on our port side. It was about 600 yards out and all the horns started blowing. It was like a movie in slow motion. The oncoming ship was desperately trying to avoid us by turning to its left while we tried turning to our right. It slid into us about about 45 degrees. The ships came together as I stood on our

main deck watching the action taking place. The other ship did not reduce its speed and so it kept going and scraping along our port side.

As I stood there, I saw a huge long bolt of blue go across our deck caused by the scraping of the two steel hulls of the ships. This ship was empty with only water for ballast in its fuel tanks. So it stood high in the water while we were loaded and were low. When in full contact alongside of us, the other ship took off our life rafts and boats and caved in the 20mm gun turrets.

I saw some guys running to the back of our ship and saw our 3rd engineer going that way, too. He was carrying a Colt 45 in his hand. Some of the men were starting to go over the side. Two men were already over the rails ready to jump, and I saw the 3rd engineer point the pistol at them. He ordered the men back aboard and said if they jumped, they would be dead before they hit the water. They all climbed back over the rails. I thought to myself, "It's Sunday afternoon and 5 o'clock. What a hell of a way to die."

The odd part was that I had no fear of death. It was so unreal, and a person had no control over the events that were happening. As we slowly drifted apart, the crew from the other ship showed up on their rail. They were about 10 feet above us since they were empty, and they disappeared in a hurry when they found out we were carrying ammo. Luckily, we didn't rupture any of the seams but we dented the port side pretty badly. The rest of the trip was uneventful, and I understand they scrapped our ship after we got off.

I decided to go home for a couple weeks and then ship out on the West Coast as the war was pretty much over in Germany. As usual, my mother asked me how things were and if I had run into any trouble. I said no, just average. She didn't say anything but took out a piece of newspaper from her apron pocket. She had found a short article in the *Duluth News Tribune* on a back page that stated that a convoy in the North Atlantic had run into icebergs and some ships had been damaged. It named the ships, and mine was among them, saying it was one of the most damaged. It's amazing sometimes

how life goes on.

There was a widowed woman in Nashwauk who ran a café that was a popular hangout on Main Street. Just before I left, I was having coffee and visiting. The woman came over and asked if she could talk to me. So we went to an empty table and she started talking about her son, a young man of 18 or so. I knew who he was, but was not a friend, so to speak. Evidently, the son had been involved with some of the younger "war widows" as local gossip said. The term "war widow" meant any woman, young or old, whose husband or boyfriend was in the service. To make a long story short, I agreed to take him with me when I left.

He didn't show too much emotion about staying or leaving town. We went to Seattle and I hunted up the union shipping hall. I didn't have any trouble getting a good ship after the union steward saw my stamped union book. He saw that I had just gotten off a ship as a junior engineer and fixed me up on a motor vessel at the same rating, even though I didn't have papers. I talked to him about my problems with the hometown boy. I had promised his mother that I would help him get some sailing papers, and he set him up as a mess boy on the same ship I was sailing on. All the ships I had sailed on before were steam driven. This one was a diesel engine. It had two monster diesels for its power.

I remember our trip from LeHavre, France. We were hauling some troops back to the States in our cargo holds. I knew the purser and persuaded him to look on the Army roster for anybody from Minnesota. He found a guy from Keewatin, Minn. I fixed it up to get him out of the cargo hold and up for a shower and a cooked meal from our galley. He sure was hungry.

We sailed to Guam with cargo and after we unloaded, we headed back to the States. We also hauled troops back from Guam. I found one from the Iron Range and did what I could for him to take showers and eat a couple of good meals. We only broke down once and had to replace a piston and rings on one cylinder. We heard then that the United States had dropped an atom bomb on Japan. There were all kinds of wild rumors as to its size.

I never did see the local boy after we docked and were paid off. I said I was going home for good since the war was all but finished.

One of the things I liked best about shipping in the Atlantic was the respect and treatment we got from the people, especially in the British Isles. They thought as much of us as they did their own Air Force fighter pilots who fought off the Luftwaffe. We weren't exactly too high on the good-guy list in the States. Many members of the military figured we were in it for the money since we supposedly got about three times their pay rate. What they didn't figure on was that we received no pay when we were off a ship and waiting for another one. We had to pay all of our own expenses: food, travel, clothing, lodging, etc. We never got any more pay if we carried ammo or were on a tanker carrying vehicle gas, fuel oil or airplane gas. We never got any benefits such as schooling, medical, unemployment or cheap rates for housing.

About 40 years after the fact, Congress recognized us as veterans and gave us the right to be buried in a military cemetery. The state of Minnesota gave me a \$187 bonus for services rendered.

All I can say is that I did what I thought was the most I could do for the war effort. The Merchant Marine had a higher casualty rate than any military service except for the Marine Corps and that doesn't include the thousands who were wounded or injured from ship sinkings.

Maritime Speakers Describe Industry's Value, Challenges

Representatives from Congress, the administration, the U.S. Military Sealift Command, the U.S. Coast Guard and maritime labor had plenty to say about the U.S. Merchant Marine's tremendous importance as they spoke during the SIUNA convention Sept. 13-14 in Piney Point, Md. They also didn't shy away from addressing some of the key challenges facing the industry during this time of unprecedented and evolving regulation.

Among those focusing the bulk of their respective comments on the U.S.-flag industry were U.S. Rep. Elijah Cummings (D-Md.); Rear Adm. Robert Reilly Jr., commander, MSC; U.S. Maritime Administrator Sean Connaughton; Capt. David Stalfort, commanding officer of the Coast Guard's National Maritime Center; Dick Myers, representing the office of U.S. Senator Barbara Mikulski (D-Md.); Capt. Glen Banks, international secretary-treasurer of the International Association of Masters, Mates & Pilots; and Bill Van Loo, secretary-treasurer of the Marine Engineers' Beneficial Association.

Cummings chairs the House Transportation Committee's Subcommittee on Coast Guard and

Maritime Transportation. He also serves on the House Armed Services Committee. He reviewed some of the subcommittee's key accomplishments during the past nine months, including passage of the Integrated Deepwater Program Reform Act and the Maritime Pollution Prevention Act.

Concerning the Transportation Worker Identification Credential (TWIC) program—a complex, controversial subject—Cummings stated, "Like all of the new security measures instituted after 9/11, the introduction of TWIC requires the govern-



ment to strike a delicate balance. We must ensure that we put all needed security measures in place throughout our maritime installations, but that these measures do not place an undue burden on the maritime industry or lead to the unfair treatment of workers. Right now, too many questions about TWIC remain unan-

swered. For that reason, I will be convening the subcommittee again in the fall to receive an update from the Coast Guard and the Transportation Security Administration regarding the steps that will be taken to ensure the effective and predictable roll-out of the TWIC."

He said that when it comes to off-shore LNG projects in and near the U.S., "I will continue to take every available opportunity to promote the placement of LNG operations off-shore—and the use of vessels that fly the U.S. flag and employ U.S. crew members to serve those terminals."

Cummings stated that when he became subcommittee chairman, "I dedicated myself to two objectives. The first objective is to promote the growth and success of the U.S. Merchant Marine. The second objective is to oversee the effective operation of the Coast Guard. Importantly, these two goals are also complementary."

"The posture of the Coast Guard toward the maritime industry is a concern that has been repeatedly raised to me by mariners, port officials, shipowners, and indeed all members of the maritime community since I assumed the chairmanship of



Rear Adm. Robert Reilly Jr., SIUNA President Michael Sacco

the subcommittee. I want you to know I have heard these concerns and I am working diligently to address them."

Cummings concluded by thanking mariners for their vital contributions to U.S. security, and in particular noted the U.S. Merchant Marine's role in evacuating citizens on September 11, 2001; providing aid and emergency assistance along the Gulf Coast to victims of Hurricanes Katrina and Rita; and providing the sealift capacity that keeps our armed forces equipped to fight the global war on terrorism. "I know that without these highly trained men and women, we would simply be unable to equip our armed forces with the

supplies they need to defend our nation," he said.

Mikulski could not attend the convention but sent a letter stating, "You know that I am on your side. Working men and women are the backbone of our great nation. Unions play a vital role in ensuring safe and fair working conditions. I'm proud to stand with the labor movement."

Reilly recalled the heroic efforts of the U.S. Merchant Marine during World War II—in particular the Murmansk Run—and stated, "If you think about our U.S. Merchant Mariners and you recognize the fact that they have always been there to support us, you will recognize the fact that they still have the courage and the conviction to support this nation in time of defense, no matter what the threat is."

He said that relying on civilian mariners is a good value for the government "because we can take advantage of the efficiencies that have been learned in the civilian sector to not have a lot of overhead."

Reilly said America is "still a maritime nation and we always will be. It ultimately ties us to the American fleet."

The MSC commander mentioned that several of his family members have belonged to unions, so he understands and appreciates the value of such organizations.

He concluded, "I appreciate your support. I appreciate the ongoing relationship we have with you. Keep fueling that maritime engine that supports that bell of freedom."

Connaughton thanked the union for its support since he took office a year ago. He noted that during that time, MarAd reorganized. He said there are current and future opportunities for the marine highway system and shipbuilding.

Concerning LNG, Connaughton said, "I think we've been very successful taking a step-by-step approach, first to get some agreements to put American mariners on board." He noted the recent commitment by Woodside Natural Gas to the U.S.-flag and U.S. crews on the West Coast and added, "I am very happy to say we're very, very close to another commitment from another company to operate U.S.-flag LNGs here on the East Coast."

Continued on page 10

Organizing, Health Care Top U.S. Labor Agenda

Addressing the SIUNA convention Sept. 13-14 in Piney Point, Md., guest speakers from U.S. organized labor cited health care and organizing as the movement's top priorities.

They also credited the Seafarers with unflinching solidarity and declared unions must play a vital role in promoting and revitalizing the nation's middle class.

Speakers included AFL-CIO President John Sweeney; International Association of Machinists President Tom Buffenbarger; Maryland and D.C. AFL-CIO President Fred Mason; and Metropolitan Baltimore AFL-CIO President Ernie Grecco.

Sweeney opened his remarks by thanking SIUNA President Michael Sacco "for the support you've given me and for your outstanding service as a vice president of the AFL-CIO and a member of our executive council. Nobody works harder for the unions affiliated with the Seafarers or gives more support to the 54 other affiliates of the AFL-CIO—nobody."

He added, "I want to thank you, Mike, and every leader and activist in the Seafarers for the work you do every day to keep our union movement strong. You're not only there in numbers for every rally we have on Capitol Hill, but at every convention and in every campaign we sponsor—even though many of the things we're fighting for are like the health care and pensions and health and safety protections you already have."

He pointed to U.S. cabotage laws as a model for other domestic sectors. "I've often said I wish we had a Jones Act for every one of our basic industries," Sweeney stated. "It's the standard for trade unionists of every stripe, and every one of you deserves a medal for defending it and extending it so well for the last 87 years."

He noted the labor movement's grassroots capabilities, reflected in the strong union turnout during last year's elections. Sweeney also said that those capabilities must be used to organize new members. "There are 60 million Americans out there who say they want to join our unions, and we're determined to bring them that opportunity."

Turning to health care, Sweeney said it will be a critical issue in next year's elections. "Nobody in this richest country in the world should go without health care—not a single child, not a single retiree, not a single family," he asserted. "Along with good jobs and the freedom of every worker to form and join unions, health care will be a signature issue for us from now through the elections of 2008. We will elect members of Congress and a president who will support real national health care reform—health



Metropolitan Baltimore AFL-CIO President Ernie Grecco

care as good as our members of Congress get. Health care worthy of our great country. Health care that works for Main Street instead of health care that works for Wall Street."

Buffenbarger noted that American workers simply seek basic things including a fair wage, safe neighborhoods and maintaining traditional expectations "that they can do better than their parents as they emerge into the workforce ... and at the end of a lifelong career, they can retire with dignity and respect and with pensions that are safe and secure."

He mentioned an IAM-sponsored rally in D.C. earlier this year and thanked the SIUNA for its strong turnout. "This great union stands up with its friends," Buffenbarger said.

Further expressing that appreciation, he presented Sacco with a bronze eagle bearing an

inscription from the IAM to the SIUNA that reads in part, "With deepest respect, admiration and appreciation for the work your members do. Solidarity forever."

Mason shared a story from his childhood that involved a Seafarer whom he knew as "Uncle Addison," though they weren't related. Mason told the audience that he grew up "dirt poor" in segregated Virginia during the 1950s. His interactions with Uncle Addison helped him appreciate many aspects of unions.

Mason said that whenever Addison returned home from a voyage, "No matter what time of year it was, it was Christmas. He always had money, always had one of the best cars. He'd bring back photos of black and white people in fraternal relationships, actually smiling, and would tell stories about going to different countries. I didn't know at the time what an impact those stories were having on me, nor at the time about the role that the union was actually playing in helping to change America."

"A piece of that is the notion of a middle-class way of life," he continued. "The union made it possible back then. Today, unions still have a role to play in making our democracy better, in recapturing and surpassing the middle-class way of life that Americans deserve. We have to put forth greater effort to elect politicians that honor work and respect workers and who will pass the Employee Free Choice Act. We have to support and elect politicians who believe all workers—all people—are entitled to decent, affordable health care."

Mason also thanked the SIUNA for its support, noting that "any time the federation has needed assistance, it was literally a phone call away. Call on the SIUNA, and we'll have people there to do it."

Grecco fired up the crowd by urging union members and officials alike to work harder and work smarter to accomplish the movement's goals. He also emphasized union members' buying power and reminded delegates that buying union-made, American-made products is beneficial in many ways. He pointed out the loss of industrial jobs in Baltimore over the years as well as elsewhere across the country—a condition brought on mostly by corporate greed but exacerbated by citizens buying so many foreign-made goods.

"I remember the days when you couldn't attend one of these kinds of meetings without checking to see if you had a union label on your coat," he said. "Those days are gone. We need to get back to those days, and we need to talk—not only to each other, but to our members. We need

Continued on page 10



U.S. Rep. Elijah Cummings (D-Md.)

International Solidarity Still Key for Mariners and Their Unions

In this age of economic globalization, maritime unions must follow suit by working together at every opportunity to promote and protect good jobs for their respective memberships.

That message was driven home last month by three prominent labor officials at the SIUNA convention in Piney Point, Md. on Sept. 13-14. Delivering the sentiments were Paddy Crumlin, national secretary of the Maritime Union of Australia (a position equivalent to that of a president in the U.S.); Stephen Cotton, secretary of the International Transport Workers' Federation's Special Seafarers' Department and also the ITF maritime coordinator; and Norwegian Seafarers' Union President Jacqueline Smith.

Cotton provided an overview of the ITF, pointing out that the organization consists of 680 transport unions representing more than 4.5 million workers from 148 countries. He noted that the federation was formed more than a century ago "from solidarity action and industrial action. Those principles of standing up for your rights and defending workers are just as true today as they were over 100 years ago. We have to fight for each other."

He updated the convention on the ITF's battle against so-called flag-of-convenience shipping, also called runaway-flag shipping. Cotton reported that the federation now has more than 8,000 ships under contract and noted that during the past three years, ITF inspectors have collected \$60 million in back pay for crew members. "Our objective is to see all of the world's seafarers in strong unions fighting for their future," he said.

Cotton credited the SIUNA with providing a good example for other ITF affiliates, describing it as "a democratic, strong, powerful union that knows how to fight and knows how to deliver. Good trade unions don't moan about changing times. They find ways to take on the chal-



Paddy Crumlin (left), national secretary of the Maritime Union of Australia, brought a present from his union to the SIUNA and President Michael Sacco.

lenges. Here again, the SIU has led the way."

Cotton brought two letters conveying fraternal greetings from, respectively, the Seafarers Union of Russia and the Philippine Seafarers Union—and pointed out that both of those organizations use the SIUNA as a model.

Additionally, he voiced the ITF's commitment "that if there is anything we can do to support the employment of American seafarers on LNG vessels, we will do that, whatever it takes."

Finally, Cotton pointed to the need to develop new methods of organizing and building alliances with government, employers "and whoever else we need to help achieve our objectives. We have to look at our history and understand that everything you have today comes from the leadership and the membership fighting for what they've achieved. Our future—the future of your families and workers tomorrow—depends on our ability to mobilize our power. We must be effective, and solidarity is the key."

Smith mentioned that the conven-

tion marked her first visit to the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. She described the school as "truly an inspiration to seafarers globally."

She noted the long tradition of SIUNA and NSU solidarity. "It's through international liaison that SIU and NSU along with other ITF affiliates are able to secure higher living and working conditions for seafarers on a global basis," Smith stated.

On a somber note, she explained how runaway flags—particularly flagging out from traditional maritime nations—harms mariners and "has had an extremely harsh effect on our members. Just in the last 20 years, over 100,000 jobs have been lost in the European shipping industry. Around 30,000 Norwegian seafarers lost their jobs practically overnight when they introduced a second registry in the [Norwegian International Ship Register]."

She concluded by noting that Norwegian trade unions are "still battling to establish something similar to the Jones Act" to help reverse the "nightmarish" loss of jobs. "U.S. seafarers must never let the government

weaken the Jones Act. Never. This won't happen as long as you have strong leadership."

Crumlin emphasized political action as an indispensable means of advancing mariners' interests. He called SIUNA President Michael Sacco and the entire union "an inspiration for seafarers around the world, showing that we don't have to just stand back and let other people take our jobs. If we stand up for our jobs there's a future for us and our families and the generations to come."

He noted that the SIUNA has a long history of working with pro-maritime candidates regardless of political party. Such activity "reflects union leadership. It's a great tribute to the SIU and it's a great tribute to Mike's leadership and other leaders that you've been able to maintain because it is a vision for all of us that we can secure our future."

"If we're prepared to work together; if we're prepared to make hard decisions; if we're prepared to protect our own interests, we can make things happen."

Crumlin recalled that during an earlier visit to the U.S., he observed how the union lobbied Congress and appreciated the fact that union headquarters is based just outside of D.C. "The reason the SIU is in Washington is that's where the decisions get made. That's where the Jones Act lives and dies. The heart and the mind of the union is in Washington because if you're unable to persuade the politicians, then we're in the hands of big business and global business—and they don't care about our interests."

Wrapping up, Crumlin described merchant mariners as "blue-collar workers seeking to get a fair day's pay for a fair day's work, and to have



ITF Maritime Coordinator Stephen Cotton



Norwegian Seafarers Union President Jacqueline Smith

decency at work ... to have a pension and medical benefits. Those things aren't just American values. They're Australian values, Canadian values, UK values. We've got to maintain strong leadership and belief in each other—and understand the fact that we're part of an international family. If we don't stick together, someone will come up the gangway and take our jobs."

Officials Credit SIUNA For Consistent Support

Continued from page 9

to talk about the importance of buying American-made, union-made products and the importance of getting involved in the political process."

He added that the SIU is appreciated by fellow unions in Baltimore, specifically mentioning the work of SIU Port Agent Dennis Metz. "Every local union in the city knows that if there's any situation whatsoever, the Seafarers International Union is there to help."



Maryland and D.C. AFL-CIO President Fred Mason



AFL-CIO President John Sweeney (right) confers with SIUNA President Michael Sacco. SIUNA Secretary-Treasurer David Heindel is shown in background.

Maritime Speakers Describe Challenges

Continued from page 9

He asserted that MarAd must protect the Jones Act and be "very vigilant with our other government agencies with respect to government-impelled cargoes" to ensure the appropriate use of U.S.-flag vessels and U.S. crews. Connaughton also vowed to continue pushing to "lift some of the burden that will help mariners and ship operators alike to grow the U.S.-flag fleet. I look forward to working with you.... We have a great partnership, great collaboration because there's one key element. It's all about making sure we support American jobs and support American businesses."

Stalfort offered detailed descriptions of changes happening at the National Maritime Center (NMC) and improvements to the mariner licensing and documentation program.

"The Coast Guard is committed to drastically improving all aspects of the credentialing process and we take this job seriously," he said. "We certainly understand past and current frustration and we accept that our past performance does not warrant giving us the benefit of the doubt just yet. However, we continue to focus on the future and strive for issuing credentials to competent mariners in the most efficient, customer-centric manner possible. We thank you for challenging us to improve; we ask for your patience and support as we do."

Both Banks and Van Loo stressed the ongoing need for American maritime labor to work together, especially in the political arena.

"If we have learned anything over the years it is that our likelihood of success in Congress is directly related to our ability and willingness to work together," Banks said. "All of our officers are totally committed to this proposition and we're extremely pleased and proud that our D.C. operation and yours are able to closely work together on the Hill. There should be little doubt that if the unions had not decided to work in sync with one another we very likely would not have been able to enact the Maritime Security Program or have it re-authorized two years ago for another



U.S. Maritime Administrator Sean Connaughton



U.S. Coast Guard Capt. David Stalfort, SIUNA President Sacco, SIUNA Secretary-Treasurer David Heindel

10-year period. I can honestly say I don't think this would have happened at all if it hadn't been for the leadership of Mike Sacco."

Van Loo said, "In maritime labor, solidarity is more than just a buzzword. It's a practice. One needs only to look at the history of cooperation between the MEBA and the SIU to see examples. Our members serve together on nearly every vessel we crew."

He added, "This industry, despite our best efforts, has been slowly shrinking over the past 50 years. Larger ships, newer technology and tougher competition have reduced the number of jobs available but we have proven we can overcome these obstacles when we cooperate. When we work together there is no limit to what we can achieve."

IAM President Tom Buffenbarger (left) presents a gift to SIUNA President Michael Sacco on behalf of Machinists officials and members. The eagle is directed toward all officials and members of SIUNA unions.



MAPPING OUT



2007 SIUNA Convention HIGHLIGHTS



In photos directly above and below, delegates and guests sign in for the convention.



Union Plus Representative Valerie Lilja explains some of the benefit programs.



SIUNA President Michael Sacco tells convention delegates that while much has been accomplished since the previous convention, there's no shortage of challenges ahead.



Unlicensed apprentices post the colors at the convention's start.



The St. Mary's County (Md.) Board of Commissioners presented Seafarers President Michael Sacco with a proclamation celebrating the 40th anniversary of the union-affiliated Paul Hall Center for Maritime Training and Education. The school is located in Piney Point, Md. and was the host site for the convention, which took place Sept. 13-14. Pictured from left to right are Francis Jack Russell, president of the board of county commissioners; Commissioner Kenneth Dement, who represents the district including the Paul Hall Center; SIU President Sacco; and Commissioner Thomas Mattingly.

This was the 25th SIUNA convention. The organization was chartered in 1938.

SIUNA CONVENTION 2007



Michael Sacco
SIUNA President



John Sweeney
AFL-CIO President



Sean Connaughton
U.S. Maritime Administrator



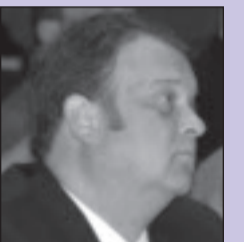
U.S. Rep. Elijah Cummings
(D-Md.)



Ernie Grecco
Metropolitan Baltimore
AFL-CIO President



Archie Ware
SIUNA Asst. VP



Michael Given
SIUNA of Canada
Organizing Director



Ambrose Cucinotta
SIUNA Asst. VP



Georg Kenny
SIUNA Port Agent



Chris Westbrook
SIUNA Port Agent



Tom Soresi
SIUNA Bosun



Herb Perez
UIW VP

SPEAKERS



Capt. David Stalfort
NMC Commanding Officer



Stephen Cotton
ITF Maritime Coordinator



Tom Buffenbarger
IAM President



Fred Mason
Maryland and D.C.
AFL-CIO President



Bill Van Loo
MEBA Secretary-
Treasurer



Jacqueline Smith
Norwegian Seafarers Union
President



Paddy Crumlin
Maritime Union of
Australia National
Secretary



Dick Myers
Representing office of
U.S. Sen. Barbara
Mikulski



Capt. Glen Banks
MM&P Secretary-
Treasurer



Valerie Lilja
Union Plus
Representative



Rear Adm. Robert Reilly Jr.
MSC Commander

LEGATES GUESTS



Augie Tellez
SIUNA VP



Roman Gralewicz
SIU of Canada
President



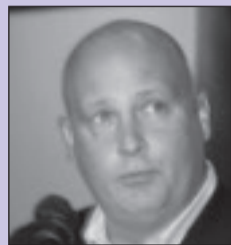
Tom Bethel
AMO President



David Heindel
SIUNA Sec.-Treasurer



Dean Corgy
SIUNA VP



Tom Orzechowski
SIUNA VP



Joseph Soresi
SIUNA VP



George Tricker
SIU VP



Kermet Mangram
SIUNA VP



René Lioeanjie
SIUNA VP



Charlie Stewart
SIU VP



Nick Marrone
SIUNA VP



Becky Sleeper
SIU Port Agent



Catina Sicoli
SIU of Canada
Comptroller



Dan Smith
AMO Exec. VP



Eugene Irish
UIW VP



Dennis Metz
SIU Port Agent



Elizabeth Brown
SEATU Asst. VP



Nick Celona
SIUNA VP



Dave Connolly
SUP VP



Don Cree
AMO VP



Frank Pecquex
MTD Sec.-Treasurer



Jeff Turkus
SIU Port Agent



Anthony Poplawski
MFOW President



Chad Partridge
SIU Port Agent



Orlando Diaz
UIW VP



Desiree Gralewicz
SIU of Canada Sec.-
Treasurer



Jim Given
SIU of Canada VP



Bob Love
UIW Representative



Chester Wheeler
SIU Asst. VP



Edd Morris
SIU Port Agent



Jim McGee
SIU Asst. VP



Todd Brdak
SIU Port Agent



Bill Ellis
UIW VP



Amancio Crespo
SIU Port Agent



Gerard Dhooge
SIU Port Agent



Joe Mieluchowski
SIU Port Agent



Joe Vincenzo
SIU Port Agent



Karen Horton-Gennette
SEATU Business Rep.



Mike DiPrisco
Paul Hall Center Trustee



Michel Desjardins
SIU of Canada
Exec. VP



Donna Walsh
SIUNA VP



John Cox
SIU Port Agent



Tony Naccarato
Paul Hall Center
Trustee



Tracey Mayhew
UIW Rep.



Tom Walsh
IPTW Organizer



John Larew Jr.
IPTW Sec.-Treasurer



Kenny Moore
SIU Port Agent



John Spadaro
UIW National Director



Maggie Bowen
SIU Plans
Administrator



Bill Cole
ATC Labor Relations
Director



Theresa Hoinsky
Fishermen's Union
President



Brian Krus
AMO Asst. VP



Neil Dietz
SIU Port Agent



COMMITTEES

Committees consisting of representatives from the SIUNA affiliates met during the convention and carried out their assignments. Each committee reported on its work to the full convention. Whether providing credentials to the delegates, reviewing resolutions submitted by the member unions, or developing recommendations for rules by which to conduct the convention, the committees work to see that the event functions democratically and efficiently.



AUDITING COMMITTEE – (Seated, from left) Elizabeth Brown, David Heindel, Roman Gralewicz (chairman), Joseph Soresi, (standing) John Zimmerman, George Tricker, Nancy Beltran, Thomas Bethel, Tom Orzechowski. (Zimmerman is a CPA with the Buchbinder Tunick accounting firm, Beltran the SIU controller. They were on hand to assist the committee if the group had any questions about the financial reports.)



LEGISLATIVE AND GOVERNMENT AGENCIES COMMITTEE—Theresa Hoinsky (chairwoman), Kermett Mangram, Tracey Mayhew, John Spadaro, Michel Galarneau, (standing) Charlie Stewart, Gerard Dhooge, Michael Given.



CREDENTIALS COMMITTEE—(Seated, from left) Don Cree, Augie Tellez (chairman), Joseph Soresi, Becky Sleeper, (standing) Herb Perez, John Cox, Jim Given, René Lioeanjie, Todd Brdak.



OFFICERS AND AFFILIATES REPORTS COMMITTEE—(Seated, from left) William Berger, Nick Marrone, Desiree Gralewicz, (standing) Thomas Walsh, Brian Krus, Hugo Boisjoly.



INTERNATIONAL AFFAIRS COMMITTEE—(Seated, from left) Catina Sicoli, Anthony Poplawski (chairman), Karen Horton-Gennette, (standing) Dan Smith, John Larew Jr., Bill Ellis, Augie Tellez, Joe Mieluchowski.



RESOLUTIONS COMMITTEE—(Seated, from left) Georg Kenny, Dean Corgey (chairman), Dave Connolly, (standing) Eugene Irish, Amancio Crespo, Augie Tellez, Chester Wheeler.



CONVENTION ARRANGEMENTS & PUBLIC RELATIONS COMMITTEE—(Seated, from left) Donna Walsh (chairwoman), Michel Desjardins, Orlando Diaz, William O'Brien, (standing) Nick Celona, Ambrose Cucinotta, Jim McGee.

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2007

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	3	2	0	2	0	0	4	5	3
Anchorage	1	6	1	1	2	0	3	0	7	2
Baltimore	2	6	0	4	7	1	5	9	6	0
Fort Lauderdale	13	12	4	11	18	2	8	19	14	7
Guam	0	6	1	0	6	1	0	1	7	2
Honolulu	11	10	2	10	3	1	3	12	16	3
Houston	46	25	7	33	23	4	25	61	42	5
Jacksonville	39	22	5	23	13	3	11	64	30	6
Joliet	2	7	1	3	2	0	0	1	11	2
Mobile	14	10	0	12	11	0	2	22	13	2
New Orleans	16	15	2	11	7	3	10	27	15	3
New York	32	26	2	26	24	2	17	81	44	6
Norfolk	12	11	5	14	20	3	8	15	14	7
Oakland	21	11	1	17	12	4	11	40	16	5
Philadelphia	3	5	3	3	4	1	2	5	9	4
Piney Point	1	11	0	0	6	0	1	1	14	0
Puerto Rico	5	13	0	1	7	0	1	14	15	1
St. Louis	2	9	0	4	2	0	2	3	12	1
Tacoma	29	27	5	34	24	5	24	51	51	7
Wilmington	32	17	2	29	16	4	13	50	31	7
Totals	283	252	43	236	209	34	146	480	372	73
ENGINE DEPARTMENT										
Algonac	1	2	0	0	0	0	0	1	2	0
Anchorage	0	1	1	0	1	1	0	0	2	1
Baltimore	4	7	1	5	3	1	4	3	7	0
Fort Lauderdale	6	3	2	6	3	1	1	13	10	3
Guam	1	3	2	1	2	1	0	1	2	2
Honolulu	9	2	1	5	3	0	3	12	8	2
Houston	12	12	2	11	11	1	9	25	17	6
Jacksonville	19	27	1	18	10	0	9	30	28	3
Joliet	0	1	0	0	0	0	0	2	3	1
Mobile	9	2	1	10	3	2	3	12	7	0
New Orleans	6	3	0	4	2	0	0	8	5	1
New York	15	8	1	17	8	1	15	32	11	3
Norfolk	8	11	10	7	9	3	3	10	21	10
Oakland	18	10	4	8	5	2	3	22	11	3
Philadelphia	0	5	0	0	5	0	1	3	3	1
Piney Point	2	5	0	1	3	0	0	2	3	0
Puerto Rico	6	0	1	4	2	1	1	6	3	1
St. Louis	2	1	1	0	3	0	3	3	2	3
Tacoma	17	12	1	12	8	1	12	30	28	4
Wilmington	10	12	4	12	9	1	4	17	15	9
Totals	145	127	33	121	90	16	71	232	188	53
STEWARD DEPARTMENT										
Algonac	2	1	0	0	0	0	0	3	1	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	2	0	0	1	0	0	2	1	0
Fort Lauderdale	6	7	2	4	4	0	4	10	12	2
Guam	1	1	0	1	2	0	0	2	1	0
Honolulu	6	3	0	4	2	0	1	14	10	0
Houston	19	6	2	25	8	0	9	31	10	3
Jacksonville	16	10	0	11	10	0	5	32	15	0
Joliet	0	0	0	0	0	0	0	1	1	0
Mobile	3	3	1	3	1	1	0	8	8	3
New Orleans	6	5	0	5	1	2	2	7	6	0
New York	19	10	3	17	2	0	13	29	16	7
Norfolk	10	11	4	9	4	3	6	13	21	1
Oakland	28	2	0	16	0	0	4	45	5	0
Philadelphia	3	1	1	2	0	1	0	3	1	1
Piney Point	3	0	0	2	0	0	0	3	1	0
Puerto Rico	2	1	0	0	1	0	0	3	2	0
St. Louis	1	1	0	0	1	0	0	2	1	3
Tacoma	13	11	2	14	1	1	7	34	16	2
Wilmington	20	6	1	16	6	0	5	42	10	3
Totals	160	81	16	129	44	8	56	284	139	25
ENTRY DEPARTMENT										
Algonac	0	0	2	0	0	0	0	1	0	7
Anchorage	0	1	0	0	0	0	0	0	2	1
Baltimore	0	4	1	0	4	2	0	0	3	1
Fort Lauderdale	0	3	8	0	3	1	0	1	8	11
Guam	0	2	0	0	2	0	0	0	1	0
Honolulu	1	9	8	0	7	4	0	2	6	14
Houston	2	28	4	4	21	1	0	6	31	9
Jacksonville	3	21	10	2	20	4	0	4	27	19
Joliet	0	0	2	0	0	0	0	0	1	2
Mobile	2	3	2	2	5	0	0	1	8	4
New Orleans	1	5	2	1	4	1	0	2	7	6
New York	10	28	8	3	20	3	0	14	58	19
Norfolk	0	12	14	1	11	6	0	0	20	30
Oakland	3	19	13	1	10	4	0	8	23	14
Philadelphia	0	0	0	0	1	0	0	0	0	3
Piney Point	1	8	20	0	9	20	0	1	12	10
Puerto Rico	1	2	2	0	0	0	0	2	5	2
St. Louis	0	0	2	0	0	2	0	0	0	1
Tacoma	3	14	15	4	5	1	0	8	32	22
Wilmington	2	13	4	2	7	1	0	2	25	9
Totals	29	172	117	20	129	50	0	52	269	184
Totals All Departments	617	632	209	506	472	108	273	1,048	968	335

*"Total Registered" means the number of Seafarers who actually registered for shipping at the port.

**"Registered on Beach" means the total number of Seafarers registered at the port.

November & December 2007 Membership Meetings

Piney Point	Monday: November 5, December 3
Algonac	Friday: November 9, December 7
Baltimore	Thursday: November 8, December 6
Boston	Friday: November 9, December 7
Guam	Friday: November 23*
	Thursday: December 20
	(*change created by Thanksgiving Day holiday)
Honolulu	Friday: November 16, December 14
Houston	Tuesday: November 13*
	Monday: December 10
	(*change created by Veterans Day holiday)
Jacksonville	Thursday: November 8, December 6
Joliet	Thursday: November 15, Dec. 13
Mobile	Wednesday: November 14, Dec. 12
New Orleans	Tuesday: November 13, Dec. 11
New York	Tuesday: November 6, December 4
Norfolk	Thursday: November 8, December 6
Oakland	Thursday: November 15, Dec. 13
Philadelphia	Wednesday: November 7, Dec. 5
Port Everglades	Thursday: November 15, Dec. 13
San Juan	Thursday: November 8, December 6
St. Louis	Friday: November 16, December 14
Tacoma	Friday: November 23, December 21
Wilmington	Monday: November 19, December 17

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

NOTICE

Federal Court Bars Calif. CPA From Claiming So-Called Mariner's Tax Deduction

The U.S. Department of Justice on Aug. 22 issued the following news release:

WASHINGTON, D.C.—A federal judge in Los Angeles has barred Martin A. Kapp, a certified public accountant from El Segundo, Calif., from preparing federal income tax returns claiming a so-called mariner's tax deduction, the Justice Department announced today. The permanent injunction was entered by U.S. District Judge George Schiavelli of the Central District of California.

The court found that Kapp prepared returns for mariners nationwide, improperly claiming deductions for the costs of meals when their employers had given them free meals. The court said Kapp "knew or should have known" the deductions were illegal.

The court ordered Kapp to give the Justice Department a list of names, addresses, e-mail addresses, and Social Security numbers of customers for whom he claimed the deductions. The judge also ordered Kapp to post a copy of the permanent injunction on his Web sites for one year. More information about this case is available at <http://www.usdoj.gov/tax/txdv06213.htm>.

Since 2001, the Justice Department has sought and obtained injunctions against more than 245 tax return preparers and tax fraud promoters. More information about these cases is available on the Justice Department Web site at <http://www.usdoj.gov/tax/taxpress2007.htm>. More information about the Justice Department's Tax Division can be found at <http://www.usdoj.gov/tax>.

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*

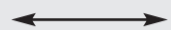
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjite, *Vice President at Large*

Charles Stewart, *Vice President at Large*



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

BOSTON

Marine Industrial Park/EDIC
5 Drydock Ave., Boston, MA 02210
(617) 261-0790

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
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

3315 Liberty St., Jacksonville, FL 32206
(904) 353-0987

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

CIVMAR News

Hotel Award Calculated, CIVMARS to Receive \$482,200

Previous *LOG* articles notified CIVMARS that the SIU was successful in the "failure to provide adequate hotel quarters" arbitration earlier this year. The SIU convinced the arbitrator that the U.S. Military Sealift Command (MSC)-selected hotel, the Days Inn Military Circle, was unsafe, unhealthy and unsuitable. (The full decision is available on line, in PDF format, at <http://www.seafarers.org/log/2007/082007/decision.pdf>)

The arbitrator held that while the hotel was clearly substandard from the start of the time CIVMARS were assigned, because MSC had signed a contract with the hotel, the arbitrator did not have the authority to determine if MSC could have cancelled the contract. As a result of this finding the arbitrator determined that the monetary awards for CIVMARS would start once the contract had been extended, from Oct. 1, 2006 and ending when CIVMARS were transferred to the Doubletree, Virginia Beach Jan. 18, 2007.

CIVMARS staying at the Days Inn Military Circle between those dates will be receiving monetary compensation of \$40 for each night of their stay. The union reviewed each sign-in sheet and listed each CIVMAR and the nights stayed to calculate the amount of the award. The total award amounted to \$482,200. This report was sent to MSC for implementation. The union will work with MSC to ensure appropriate payment and notification of CIVMARS who will receive this money.

Union Proceeding with TARS-Class Habitability Grievances

The union's efforts to have CIVMARS paid habitability pay aboard the TARS salvage vessels *USNS Grasp*, *USNS Grapple* and *USNS Salvor* are proceeding. The SIU and MSC are selecting arbitration dates for the East Coast salvage ships. The *Salvor* grievance has been sent

for a third-step review by Rear Adm. Robert Reilly, commander, MSC, in accordance with the collective bargaining agreement between the SIU and MSC for the West Coast CIVMAR unit. The union is asking for compensation for all CIVMARS assigned to these vessels at \$40 per night. The SIU will keep CIVMARS posted.

Penalty Meal Hour Payments

The union has been advised by East Coast CIVMARS that they may not be getting an appropriate reimbursement for working through a meal hour. The collective bargaining agreement and the CMPI provide for penalty pay if CIVMARS are required to work through the meal hour as a result of underway replenishment duties or duties related to the navigation of the vessel. These rules do not apply to people on watch duty.

If you have been required to work during a meal hour, even if you have received 15 or 20 minutes to eat your meal, you may be entitled to this payment in addition to the overtime rate of pay.

CIVMARS must request payment for this type of penalty pay. If you do not know how to file for this pay, contact civmarsupport@seafarers.org or contact your SIU Government Services Division representative. You can call Maurice Cokes at (757) 622-1892; Kate Hunt at (718) 499-6600, extension 223, or Chet Wheeler at (510) 444-2360, extension 17.

Benefits Enrollment Period

The Office of Personnel Management (OPM) recently announced that the federal benefits enrollment period will take place from Nov. 12 through Dec. 10. Also, the agency has given the enrollment period itself a new name: Federal Benefits Open Season. Previously, it had been called the Federal Employees Health Benefits Program Open Season.

However, the new procedure involves more than signing up for basic health benefits. Federal workers also may enroll for vision and dental coverage. They may

arrange "flexible spending accounts" for out-of-pocket expenses for health care and dependent care.

Updated information (including 2008 premiums) should be available by early November at the following web address: www.opm.gov/insure.

Two Ports Remain on USNS Comfort Mission

By late September, only two ports remained on the hospital ship *USNS Comfort's* humanitarian assistance mission, MSC reported.

The vessel is crewed by members of the SIU Government Services Division. It is on a four-month deployment to Latin America and the Caribbean providing medical assistance to patients in a dozen countries. The deployment is in support of the U.S. Southern Command's Partnership for the Americas initiative, strengthening the ties between the United States and partner nations.

According to MSC, the *Comfort* has helped more than 84,000 patients to date.

Additionally, the ship departed Port of Spain, Trinidad and Tobago Sept. 22, having been the longest vessel to pull pier-side there. Typically, the port has a limitation for the length of ships allowed to dock, due to a small turning basin where the vessels enter and exit. The *Comfort* (at 894 feet) exceeds the length set in the limitations, so special accommodations were arranged. In particular, the *Comfort* only took on 60 percent of its fuel capacity before arriving in Trinidad and Tobago, and the ballast tanks were emptied so the ship wouldn't run aground.

If the *Comfort* hadn't been pulled pier-side, everyone arriving on and departing the ship would have had to be flown, which would have depleted the ship's helicopter fuel supply.

Nearly 100 surgeries were performed on the ship in cooperation from Trinidad and Tobago medical professionals. Two Trinidad and Tobago doctors assisted and observed during a range of surgeries, including hernia repairs, cataract surgeries, hysterectomies and a variety of others.

PIC-FROM-THE-PAST

The first SIUNA convention was held March 23-28, 1942 in the port of San Francisco. This photo of the delegates (taken from the *LOG* archives) was snapped at that meeting.

Sixty-five years later, the Paul Hall Center for Maritime Training and Education in Piney Point, Md. was the venue for the 2007 Quinquennial Convention of the SIUNA. See coverage of the September 13-14, 2007 convention on pages 3, 9-14.

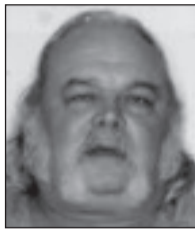


If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, please send it to the Seafarers *LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Photographs will be returned, if so requested.



DEEP SEA



ROBERT BELL JR., 58, joined the union in 1965. Brother Bell first sailed aboard the *Southwestern Victory* as a

member of the engine department. He attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. on numerous occasions. Brother Bell, who was born in Alabama, most recently worked aboard the *Maj. Stephen W. Pless*. He makes his home in Cantonment, Fla.

FRANK CASBY JR., 69, became an SIU member in 1979 in the port of New Orleans.



Brother Casby's first ship was the *Cove Engineer*. He was born in Louisiana and worked in the engine department. In 2000, Brother Casby upgraded his seafaring skills at the union-affiliated school in Piney Point. His most recent voyage was on the *USNS Bellatrix*. Brother Casby lives in Franklin, La.



MICHAEL DUNN, 54, began his seafaring career in 1973 in Piney Point, Md. Brother Dunn's first trip was

aboard the *Overseas Aleutian*. He upgraded his skills often at the Piney Point school. Brother Dunn, who was born in California, sailed in the deck department. His most recent voyage was on the *Liberty Spirit*. Brother Dunn calls Richmond, Calif. home.

JACOB DUSICH III, 55, was born in Washington. Brother Dusich joined the Marine Cooks & Stewards (MC&S) in 1977 in the port of San Francisco. In 1997 and 2000, he attended the Maritime Training Center in Piney Point, Md. Brother Dusich's most recent voyage was on the *Manukai*. The steward department member lives in Apple Valley, Calif.

DOMINGO GORDIAN, 65, joined the SIU in 1990.



Brother Gordian's first voyage was on the *Cpl. Louis J. Hauge*. The Puerto Rico-born mariner shipped in the deck department. Brother Gordian upgraded his skills in 2000 at the Paul Hall Center. Prior to retiring, he sailed aboard the *Horizon Trader*. Brother Gordian is a resident of Tucson, Ariz.



ALAN HANSEN, 62, began his seafaring career in 1970 on the *Walter Rice*. Brother Hansen, who was born in

Seattle, worked in the engine department. He was a frequent upgrader at the Piney Point school. Brother Hansen's most recent voyage was aboard the *Cape Island*. He resides in Port Angeles, Wash.

FRANCISCO INSUA, 65, joined the SIU in 1979.



Brother Insua first shipped aboard the *Cove Engineer* as a member of the deck department. He upgraded his skills on three occasions at the union-affiliated school in Piney Point, Md. Brother Insua, who was born in Spain, most recently sailed on the *Columbia*. He resides in Spain.



JOSE JORGE, 65, joined the SIU in 1977. Brother Jorge first worked aboard a Cove Shipping

Company vessel. In 2000 and 2002, he took advantage of the educational opportunities available at the Seafarers-affiliated school. Brother Jorge most recently sailed on the *Commitment*. Born in Puerto Rico, he makes his home in New York.

MARY-LOU LOPEZ, 65, hails from Hanford, Calif. Sister Lopez embarked on her seafaring career in 1978,



initially sailed aboard the *Mariposa*. Sister Lopez, who shipped in the steward department, upgraded three times at the Paul Hall Center. She most recently worked on Matson Navigation's *Mahi-Mahi*. Sister Lopez calls San Pedro, Calif. home.

DAVID MILLIGAN, 60, became an SIU member in 1975. Brother Milligan's first ship was the *Transcolorado*. He was born in New York and sailed in the deck department. Brother Milligan upgraded his skills at the Piney Point school. His most recent voyage was on the *Horizon Pacific*. Brother Milligan makes his home in Reno, Nev.



HASAN RAHMAN, 66, began his seafaring career in 1979 in the port of New York. He first worked aboard the

Merrimac as a member of the steward department. Brother Rahman, who was born in Egypt, attended classes often at the SIU-affiliated school in Piney Point, Md. He most recently sailed aboard the *Horizon Crusader*. Brother Rahman is a resident of Jacksonville, Fla.

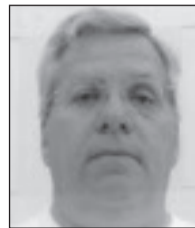
DAVID VALLE, 65, began sailing in 1974 aboard the *Overseas Alaska*. Brother Valle, who was born in Puerto Rico, worked in the steward department. He upgraded his seafaring skills on numerous occasions at the Maritime Training Center in Piney Point, Md. Brother Valle most recently shipped on the *Horizon Discovery*. He resides in Worcester, Mass.

VERNON WALLEN, 66, joined the union in 1976 in Detroit, Mich. Brother Wallen's first voyage was aboard the *William Roesch*. He was a member of the steward department. Brother Wallen attended the Paul Hall Center on numerous occasions to upgrade his skills. He is a native of Tennessee. Prior to retiring, Brother Wallen worked on the *ITB New York*. He lives in Orem, Utah.



INLAND

KENNETH AMEY, 62, began



his SIU career in 1968. Boatman Amey's first voyage was aboard a Meyle Towing vessel. He was born in New Jersey and sailed in the deck department. Boatman Amey most recently worked aboard a Moran Towing of Philadelphia vessel. He makes Thorofare, N.J. his home.

JOHN IVANKOVICH, 68, was born in Croatia.



Boatman Ivankovich started shipping with the SIU in 1989 in the port of Wilmington, Calif. He worked primarily aboard vessels operated by Crowley Towing & Transportation of Wilmington. Boatman Ivankovich upgraded his skills often at the Piney Point school. He lives in San Pedro, Calif.



WILLIAM McANDREWS, 63, began his SIU career in 1962. Boatman McAndrews worked pri-

marily on Great Lakes Towing Company vessels. Born in Buffalo, N.Y., he calls Hamburg, N.Y. home.

EARL SHEPARD JR., 54, joined the union in 1970. Boatman Shepard initially sailed in the deep sea division



aboard the *Charleston* before switching to the inland division. He was born in Baltimore, Md. and attended the Piney Point school on three occasions to upgrade his skills. Boatman Shepard's most recent trip to sea was on a Maritrans Operating Company vessel. He settled in Hanover, Pa.

GREAT LAKES



CLARENCE DOAN, 65, joined the union in 1968 in Detroit, Mich. Brother Doan's first ship was the *American Sea*

Ocean; his last was the *American Republic*. He was born in Michigan and worked in the deck department. Brother Doan resides in Hollister, Fla.

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.

Reprinted from past issues of the Seafarers LOG.

1954

BALTIMORE – Seafarers from the crew of the *SS Bull Run* (Petrol Tankers) have been manning a 24-hour seagoing picket line around the ship here since Sunday, as the company continues its refusal to renew its full work agreement with the SIU. The vessel, which arrived late Saturday under tow from Norfolk, had been covered by an SIU contract for several years. Members of the crew originally left the ship in the Virginia port after the union acted on prior strike authority voted by the membership and called the crew out on strike.

1964

The battle of the SIU and other segments of maritime to extend the Food for Peace program under Public Law 480 without any crippling amendments added on came to a successful conclusion last week when President Johnson signed the bill extending the law for two more years. As a result of the victory a substantial number of American seamen's jobs have been saved. The fight to extend the law had been marked by attempts to whittle down the role of U.S. ships in carrying P.L. 480 cargoes. These provisions were beaten down through the efforts of the SIU and other maritime groups. The union intends to keep a watchful eye on the administration of the bill in order to make certain that American-flag ships get their fair share of P.L. 480 cargoes.

1974

Seafarer Leo Moval, 57, recently became the first SIU pensioner to receive his high school

diploma through the GED program offered at the Lundeberg School in Piney Point, Md. Born in Aland Island, a possession of Finland, Brother Moval went to sea for the first time at the age of 13. The story of his career is typical of the great heroism shown by the brothers of the SIU during the Second World War.

He was one of four survivors from a tanker that hit a mine in the Bordeaux Harbor in 1940. He was later captured by the German army and placed in a prison camp in France. His third escape attempt was successful....

After joining the SIU in 1942, Brother Moval's first ship took him to the invasion of Casablanca. He returned to the U.S. and immediately shipped out again, this time as a chief steward. He served in the D-Day invasion of Anzio Beach and the invasion of Okinawa.... "The GED program is great, and the teachers are outstanding," he said.

1984

Another newly converted RO/RO ship has been added to the SIU-contracted fleet. Bringing in more jobs for SIU members is the *Cpl. Louis J. Hauge, Jr.* which is being operated by a privately owned company for the Military Sealift Command. This 755-foot long vessel is part of the U.S. military's Maritime Prepositioning Ship (MPS) program. During her conversion, the ship was lengthened by a 157-foot mid-body section and was fitted with a semi-slewing stern ramp, side port doors and ramps, and three twin-tandem heavy-lift cranes. A helicopter pad and quarters for military personnel were also added.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

HERBERT ATKINSON



Pensioner Herbert Atkinson, 74, passed away Jan. 25. Brother Atkinson became an SIU member in 1961. The Florida-born mariner shipped in the engine department. Brother Atkinson initially worked aboard the *Steel Rover*. Before his retirement in 2003, he sailed on the *USNS Capella*. Brother Atkinson was a resident of Jacksonville.

CLAUDE BANKSTON JR.



Pensioner Claude Bankston Jr., 79, died Jan. 5. Brother Bankston started his seafaring career in 1951. He first set sail on a Waterman Steamship vessel. Brother Bankston was a native of Bogalusa, La. He worked as a member of the deck department, most recently aboard the *Leader*. He made his home in Baton Rouge and went on pension in 1992.

HARRY CAMPBELL

Pensioner Harry Campbell, 81, passed away Jan. 9. Brother Campbell joined the Marine Cooks & Stewards (MC&S) in 1934 in the port of San Francisco. The steward department member was born in the Philippine Islands. Brother Campbell's most recent voyage was aboard Matson Navigation's *Lurline*. He resided in Shingletown, Calif. and became a pensioner in 1974.

WILLIAM FOLSE



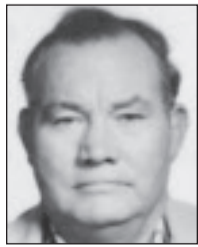
Pensioner William Folse, 82, died March 7. Brother Folse embarked on his seafaring career in 1951, initially sailing aboard an Alcoa Steamship Co. vessel. He was born in Raceland, La. Brother Folse's most recent voyage was on a Michigan Tankers vessel. He called Slidell, La. home. Brother Folse became a pensioner in 1973.

PABLO GONZALEZ



Pensioner Pablo Gonzalez, 80, passed away Jan. 5. Brother Gonzalez began sailing with the Seafarers in 1951. His first ship was the *Jefferson Davis*, on which he sailed in the steward department. Brother Gonzalez, who was born in Ponce, P.R., last worked aboard the *Cove Trader*. He continued to live in Puerto Rico and started receiving his pension in 1988.

LEE HARVEY



Pensioner Lee Harvey, 81, died Jan. 12. Brother Harvey, who was born in Arkansas, joined the SIU in 1951. His first ship was

the *Del Valle*. Brother Harvey worked in the deck department, last sailing aboard the *Robert E. Lee*. Brother Harvey began collecting his retirement stipends in 1984. He made his home in Picayune, Miss.

MAGON HERNANDEZ

Pensioner Magon Hernandez, 81, passed away Jan. 29. Brother Hernandez joined the MC&S in the port of San Francisco. He was born in Puerto Rico and sailed as a member of the steward department. Brother Hernandez retired in 1978 and called Torrance, Calif. home.

HOEI HIGA



Pensioner Hoei Higa, 81, died Jan. 30. Brother Higa became a member of the MC&S in 1948 in the port of San Francisco. He was born in Ewa, Hawaii and shipped in the steward department. Brother Higa's most recent voyage was on Matson Navigation's *Kauai*. He went on pension in 1985. Brother Higa was a resident of Waipahu, Hawaii.

JOSEPH MARTELLO



Pensioner Joseph Martello, 91, passed way Jan. 5. Brother Martello joined the union in 1939. He worked primarily aboard Delta Steamship Lines vessels as a member of the engine department. Brother Martello's first ship was the *Del Sud*; his last was the *Delta Manpower*. Born in Italy, he settled in Louisiana. Brother Martello started receiving his retirement compensation in 1980.

HARLAN PETERS



Pensioner Harlan Peters, 95, died Jan. 23. Brother Peters joined the union in 1939 in the port of Baltimore. His first voyage was aboard the *Morning Light*. A native of Alabama, Brother Peters shipped in the steward department. Before retiring in 1976, he worked aboard the *Del Sol*. Brother Peters lived in Tampa, Fla.

GREGORY TERADO



Brother Gregory Terado, 56, passed away Jan. 30. He joined the SIU in 2005. Brother Terado was born in the Philippines. He worked primarily aboard the *Seabulk Power*. Brother Terado made his home in Virginia Beach, Va.

RAFAEL VERGARA



Pensioner Rafael Vergara, 73, died Jan. 27. Brother Vergara began his seafaring career in 1968 in Puerto Rico. He became a

pensioner in 1995. Brother Vergara continued to live in his native Puerto Rico.

INLAND

PETER FUNK



Boatman Peter Funk, 52, passed away Dec. 29. He joined the SIU in 1976 in the port of New York. Boatman Funk began his seafaring career by working in the deck department aboard an American Barge Lines vessel. He sailed in both the inland and deep sea divisions. His most recent voyage was on the *Sound Reliance*. Boatman Funk, who was born in Chicago, Ill., called Fort Lauderdale, Fla. home.

EDWARD FURMAN



Pensioner Edward Furman, 85, died March 22. Boatman Furman, who was born in Maryland, joined the SIU in 1962 in the port of Baltimore. During his seafaring career, Boatman Furman shipped primarily aboard vessels operated by Moran Towing of Maryland as a member of the deck department. In 1983, Boatman Furman retired. He made his home in Baltimore.

ERNEST GIBBS

Pensioner Ernest Gibbs, 80, passed away Jan. 20. Boatman Gibbs began sailing with the union in 1977, initially aboard a Tug Management Corporation vessel. The steward department member was born in Pleasant Grove, Ala. Boatman Gibbs most recently shipped with Sheridan Transportation. He was a resident of Tampa, Fla. Boatman Gibbs went on pension in 1995.

ROBERT GILES

Pensioner Robert Giles, 83, died Dec. 13. Boatman Giles became an SIU member in 1955 in the port of Jacksonville. He first worked aboard a Gulf Atlantic Transport Corporation vessel. Boatman Giles was born in Kansas City, Mo. Prior to his retirement in 1989, he sailed with Mariner Towing Company. Boatman Giles resided in Sanford, Fla.

JILES HAMM



Pensioner Jiles Hamm, 80, passed away Dec. 26. Boatman Hamm joined the union in 1952 in the port of New York. He first sailed aboard a vessel operated by Alcoa Steamship Co. Boatman Hamm was born in Black Creek, N.C. and shipped in the steward department. His most recent voyage was on a Piney Point Transportation vessel. Boatman Hamm started collecting his pension in 1991. He called Hertford, N.C. home.

THOMAS KEILL

Pensioner Thomas Keill, 73, died Dec. 23. Boatman Keill, who was born in Corpus Christi, Texas, began his Seafaring career in 1975 in the port of Houston. Boatman Keill's first voyage was on a National Marine Service vessel. He last sailed with Higman Barge Lines. Boatman

Keill settled in Rockport, Texas. He became a pensioner in 1995.

ANTHONY KUMBAT



Pensioner Anthony Kumbat, 91, passed away May 12. Boatman Kumbat became an SIU member in 1961 in the port of Philadelphia. His first expedition was aboard a Sheridan Transportation Co. vessel. Boatman Kumbat was born in Pennsylvania. He most recently sailed aboard a Meyle Towing Co. vessel. Boatman Kumbat made his home in Philadelphia. He began receiving his retirement pay in 1978.

GREAT LAKES

WILLIS KINGSTON



Pensioner Willis Kingston, 77, died Jan. 15. Brother Kingston started his seafaring career in 1961. The New York native worked in the deck

department. Brother Kingston shipped mainly on the *Lemmerhirt*. He started collecting his retirement compensation in 1991. Brother Kingston resided in New York.

ROBERT McCARL

Pensioner Robert McCarl, 75, passed away Dec. 16. Brother McCarl launched his SIU career in 1961. He was born in Ashland, Wis. Brother McCarl worked primarily aboard Great Lakes Dredge & Dock Co. vessels. A resident of Michigan, he went on pension in 1993.

FLOYD OLSON

Pensioner Floyd Olson, 86, died Jan. 17. Brother Olson joined the union in 1961 in the port of Duluth, Minn. He worked primarily aboard Great Lakes Towing Co. vessels. Brother Olson sailed in both the engine and deck departments. He retired in 1982 and called Duluth home.

ANDREW ROSE

Brother Andrew Rose, 47, passed away Jan. 30. Born in London, Brother Rose joined the SIU in 2002 in Detroit, Mich. His first vessel was the *Sam Laud*; his last was the *Indiana Harbor*. Brother Rose worked in the deck department. He made his home in Michigan.

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

NAME	AGE	DOD	NAME	AGE	DOD
Alvarez, Ramon	87	Jan. 17	Karschau, Horst	84	Jan. 10
Archev, George	82	Jan. 18	Kroon, Efrain	83	Jan. 29
Burgdorf, Richard	82	Jan. 10	Labus, Joseph	91	Dec. 29
Burgos, Jose	81	Jan. 17	Lake, Richard	84	Dec. 12
Carbo, Jose	98	Jan. 12	McKnight, Raymond	83	Jan. 13
Chavez, Carlos	83	Jan. 17	Medina, Marcial	87	Jan. 23
Cruz, Frank	85	Jan. 26	Moore, Nathaniel	66	Jan. 3
Darcey, Charles	75	Jan. 26	Paul, Eugene	84	Dec. 28
DeJohn, Benjamin	80	Dec. 9	Pendino, Salvatore	88	Dec. 14
Delannoy, Alejandro	85	Dec. 4	Pinero, Arturo	81	Dec. 15
Donohue, William	80	Jan. 8	Price, Edward	94	Dec. 23
English, Edward	79	Dec. 25	Quervalu, Francisco	91	Dec. 6
Flores, Leonelo	59	Dec. 19	Rivers, Charles, Sr.	79	Dec. 17
Formosa, Anthony	80	Jan. 8	Rolain, Raymond	80	Dec. 25
Freeman, Oras	74	Dec. 26	Savory, Arthur	80	Dec. 25
Goicuria, Fernando	80	Dec. 16	Scheuerman, Robert	78	Dec. 22
Gomez, Guillermo	88	Dec. 4	Silva, Cyprian	77	Jan. 20
Grady, John	82	Jan. 9	Simpson, Robert	78	Dec. 3
Greer, George	75	Dec. 27	Smith, Robert	80	Dec. 30
Hebrank, Edward	79	Jan. 31	Strawder, Carlo	68	Jan. 17
Hickson, Walter	92	Dec. 29	Stryker, Ralph	81	Jan. 10
Higgins, Carroll	85	Dec. 22	Tennyson, Charles	68	Jan. 23
Hill, Elton	82	Jan. 8	Torres, Pedro	81	Dec. 26
Ishiki, Charles	86	Dec. 23	Trensch, Frederick	89	Jan. 3
Istre, Clebby	83	Dec. 4	Vargas, Efrain	88	Jan. 21
Jaiman, Adolfo	96	Jan. 23	Yunque, Wilfredo	81	Jan. 20
Jimenez, William	77	Jan. 2	Zavala, Oscar	90	Dec. 6

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.

CAPE JACOB (Matson Navigation), Aug. 4—Secretary **Gary S. Dottino**, Steward Delegate **Erik J. Lore**. Secretary reported annual pay raise took effect July 28. Steward delegate thanked engineers (MEBA and MFOW) for quick response to galley repairs. Clarification requested from company on family emergencies and current e-mail restrictions. Crew members requested to have direct deposit option for paychecks. Ship is currently in Okinawa, Japan with generator problem. Next port: Sasebo, Japan.

COMMITMENT (Maersk Line Limited), Aug. 25—Chairman **James K. Walker**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Edwin Ortega**, Engine Delegate **Stephan J. Riccobene**, Steward Delegate **Jorge Mora**. Bosun reported good, safe voyage and great crew. He announced Sept. 2 payoff in Newark, N.J. and noted other bosun would be returning at that time. Those crew members requesting cash at payoff will have to wait until cash arrives aboard ship. Sanitary inspection to take place this week. Secretary thanked wiper for great job and also thanked trainees for good seamanship while aboard vessel. Educational director stated that new Cigna health cards were sent out in June and reminded crew members about 24-hour hot-line to speak with a nurse. He urged mariners to watch for safety hazards while on deck, especially watertight doors, which are very heavy and have no latch. Treasurer stated \$1,332 in ship's fund. No beefs or disputed OT

reported. Suggestion made regarding time needed to collect pension benefits. Next ports: Newark; Charleston, S.C.; Houston.

CP NAVIGATOR (Crowley Marine), Aug. 8—Chairman **Stig Sasse Jr.**, Secretary **Hernegildo Batiz**, Educational Director **Barry C. Knowles**. Chairman announced Aug. 9 payoff in Houston. Educational director advised mariners to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. and read *Seafarers LOG* to stay abreast of issues that affect maritime industry. No beefs or disputed OT reported. Recommendation made to increase dental benefits and lower seatime requirements. Seafarers recommended that book numbers be used on all paperwork rather than Social Security numbers to avoid identity theft. Crew thanked steward department for keeping ship clean and great food. Next port: Houston.

HONOR (Interocean American Shipping), Aug. 12—Chairman **Billy G. Hill Sr.**, Secretary **Patricia A. Sullivan**, Engine Delegate **Derek C. King**, Steward Delegate **Eddy Usmany**. Chairman announced payoff on Aug. 18 en route to Beaumont, Texas. He reported Middle East trip was extremely hot, but crew did good job of staying hydrated. Members were reminded to keep documents current and dues paid up and to support SPAD. Secretary reminded crew to turn in linen before arrival in U.S. port. Clean linen will be issued to next mariners when they arrive on board vessel. No beefs or disputed OT

reported. New freezer and dishwasher have been installed and are operational. Seafarers requested fresh water drinking fountain be installed on deck 7. Chairman thanked Chief Steward Sullivan for healthy meals and great cook-outs. He also expressed his gratitude to entire crew for an outstanding sanitary inspection. Suggestion made regarding contracts for car-carrying vessels. Next ports: Beaumont; Houston; Jacksonville, Fla.

HORIZON DISCOVERY (Horizon Lines), Aug. 5—Chairman **Patrick C. Ray Jr.**, Secretary **Gerald B. Kirstey**, Educational Director **Herman Castro**, Deck Delegate **Efrain Alvarez**, Engine Delegate **William B. McCants**, Steward Delegate **Tracy L. Newsome**. Chairman encouraged mariners to apply for renewal of passports and z-cards early (six to 11 months before they expire) and announced upcoming payoff in Jacksonville, Fla. Educational director advised members to get information regarding retirement and vacation from the union. No beefs or disputed OT reported. Suggestion made to lower seatime requirements for medical benefits and raise pension amounts. Seafarers requested comparable gym as officers. They also asked for new chairs in crew mess hall and lounge. Vote of thanks given to steward department for job well done.

HORIZON PRODUCER, (Horizon Lines), Aug. 15—Chairman **Joseph R. Colangelo**, Secretary **William J. Bunch**, Educational Director **Gary M. Dahl**, Deck Delegate **Cleofe B. Castro**, Engine Delegate **Alex Oliva**, Steward Delegate **Juan J. Vallejo**. Chairman reported Aug. 17 payoff in Jacksonville, Fla. Educational director urged crew to upgrade skills at Piney Point school. Treasurer stated \$4,299 in ship's fund; suggestion made to buy a Bowflex machine with the money. No beefs or disputed OT reported. Seafarers requested status of the motion sent to Board of Trustees regarding evaluation of current pension benefits.

HORIZON RELIANCE, (Horizon Lines), Aug. 11—Chairman **Kissinfor N. Taylor**, Secretary **Michael L. Baker**, Educational Director **Randy D. Clark**, Deck Delegate **Erowin C. Udan**, Engine Delegate **Gualberto M. Salaria**, Steward Delegate **Cesar L. Santos**. Chairman announced upcoming payoff at sea prior to arrival in Los Angeles. He noted that reply from headquarters pertaining to new medical coverage was received and posted in crew lounge. Secretary advised all members to upgrade skills when-

New Orleans. He encouraged members to become familiar with their contracts, work rules and duties. Secretary asked mariners to leave rooms clean for next crew members. Educational director warned seamen to keep all necessary sailing documents current and take advantage of upgrading opportunities at SIU-affiliated school in Piney Point. No beefs or disputed OT reported. Requests made for purchase of fans for crew rooms and DVD player for crew lounge. Vote of thanks given to the steward department.

Awards Given on the Green Point



Capt. J.E. Belcourt (at left in both photos) was proud to present a couple of awards during voyage 69 aboard the *Green Point*. The "Best Shipmate" award was given to AB Gregorio Saguran (top photo), and the Safety Award was handed out to Bosun Melvin Nichols. "Both crewmen performed their duties in the best traditions of the U.S. Merchant Marine," stated Belcourt. The ship was sailing from the Mediterranean to Panama during that voyage.



ever possible and take advantage of all Piney Point has to offer. Educational director discussed importance of contributing to SPAD and how it helps our industry. Treasurer stated \$788 in ship's fund. Beef and disputed OT reported in deck department. Crew members were informed that outside locks will be re-keyed to work with room keys. Next ports: Los Angeles; Honolulu.

LIBERTY GLORY (Liberty Maritime), Aug. 12—Chairman **John T. Roe**, Secretary **Michael J. Gramer**, Educational Director **Stephen R. Treece**, Deck Delegate **Franklin B. Akins**, Steward Delegate **Hamin Sialana**. Chairman announced Aug. 20 payoff in Houston. He reported that everyone on board has gone above and beyond their duties in terms of helping out on deck, in the galley and in the engine room. "Great crew," he said. Secretary reminded mariners to leave rooms clean and supplied with fresh linen for next person. Educational director encouraged crew to stay abreast of TWIC requirements. No beefs or disputed OT reported. Members requested new ice machine, box spring mattresses, bigger and more efficient dryers and good dishwasher. Recommendation made to look into larger yearly wage increases. Steward department was thanked for fantastic job during voyage. Next ports: Houston; Durbin, South Africa.

LIBERTY SUN (Liberty Maritime), Aug. 26—Chairman **David N. Martz**, Secretary **Ronald J. David**. Chairman announced Aug. 30 payoff in

MAERSK MISSOURI (Maersk Line Limited), Aug. 26—Chairman **Thomas Flanagan**, Secretary **Billy Gigante**, Educational Director **Hiawatha J. Williams**, Deck Delegate **James V. Triassi Jr.**, Engine Delegate **Anatoli Vetsinov**, Steward Delegate **Medardo Thomas**. Chairman reported smooth, safe voyage and announced Aug. 27 payoff in Elizabeth, N.J. He urged Seafarers to check document expiration dates, support union through SPAD donations, and start looking into TWIC requirements. Educational director advised mariners to continue education process at the maritime training center in Piney Point. No beefs or disputed OT reported. Suggestion made to hire standbys so crew can have day off following a voyage. Request made for a new carpet-cleaning machine.

QUALITY (Maersk Line Limited), Aug. 4—Chairman **Eddy E. Stwaerd**, Secretary **Franklyn J. Cordero**, Engine Delegate **Owen L. Richards**, Steward Delegate **Ricardo C. Ellis**. Chairman discussed benefits of new medical plan. Everyone aboard expressed pleasure in the changes which will help in lowering deductibles. Secretary thanked members for helping keep ship clean and asked departing crew to clean room and leave fresh linen for reliefs. Educational director encouraged mariners to stay updated on TWIC information and reminded them they will need the cards to ship. No beefs or disputed OT reported. Crew thanked steward department for great meals.

Sailing with the SIU



The above photo was taken of SIU members aboard the InterOcean American Shipping vessel *Freedom* when it arrived in New York on July 30, 2007.

At right is Michael Carello, chief steward on the *Vermont*, an E-ships Inc. vessel. He is checking out the latest union news in the May 2007 *Seafarers LOG*.



ANNUAL FUNDING NOTICE FOR SEAFARERS PENSION PLAN

Introduction

This notice, which federal law requires all multi-employer plans to send annually, includes important information about the funding level of Seafarers Pension Plan, Plan Number 001, Employer Identification Number 13-6100329 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency.¹ This notice is for the plan year beginning Jan. 1, 2006 and ending Dec. 31, 2006 (plan year).

Plan's Funding level

The plan's "funded current liability percentage" for the plan year was 98.01 percent. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefits payments from the fund increase or decline.

Plan's Financial Information

The market value of the plan's assets as of Dec. 31, 2006 was \$676,381,358. The total amount of benefit payments for the plan year was \$31,160,116. The ratio of assets to benefit payments is 21.7:1. This ratio suggests that the plan's assets could provide for approximately 21.7 years of benefit payments in annual amounts equal to what was paid out in the plan year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

Where to Get More Information

For more information about this notice, you may contact Margaret R. Bowen, Plan Administrator, at (301) 899-0675, 5201 Auth Way, Camp Springs, MD 20746. For more information about the PBGC and multi-employer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

¹ **Rules Governing Insolvent Plans:** Federal law has a number of special rules that apply to financially troubled multi-employer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide noti-

fication that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC: The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency. Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay or severance pay.

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.

2008 VEHICLES BUILT BY UNION MEMBERS IN THE UNITED STATES & CANADA



UAW CARS

Buick Lucerne	Ford Taurus
Cadillac CTS	Lincoln MKS
Cadillac DTS	Mazda 6
Cadillac STS	Mercury Sable
Cadillac XLR	Mitsubishi Eclipse
Chevrolet Cobalt	Mitsubishi Galant
Chevrolet Corvette	Pontiac G5
Chevrolet Malibu	Pontiac G6
Chrysler Sebring	Pontiac Solstice
Dodge Avenger	Pontiac Vibe
Dodge Caliber	Saturn Aura
Dodge Viper	Saturn Sky
Ford Focus	Toyota Corolla*
Ford Mustang	

UAW SUVs/CUVs

Buick Enclave	GMC Yukon Denali
Cadillac Escalade	Hummer H1
Cadillac Escalade ESV	Hummer H2
Cadillac SRX	Hummer H3
Chevrolet Suburban*	Jeep Commander
Chevrolet Tahoe/	Jeep Compass
Tahoe Hybrid	Jeep Grand Cherokee
Chrysler Aspen	Jeep Liberty
Dodge Durango	Jeep Patriot
Dodge Nitro	Jeep Wrangler
Ford Escape	Lincoln Navigator
Ford Expedition	Mazda Tribute
Ford Explorer	Mercury Mariner
Ford Taurus X	Mercury Mountaineer
GMC Acadia	Mitsubishi Endeavor
GMC Yukon/Yukon Hybrid	Saturn Outlook

UAW VANS

Ford E-series	Chevrolet Uplander
Chevrolet Express	GMC Savana

CAW CARS

Buick Lacrosse	Ford Crown Victoria
Chevrolet Impala	Lincoln Town Car
Chrysler 300	Mercury Grand Marquis
Dodge Challenger	Pontiac Grand Prix
Dodge Charger	

UAW PICKUPS

Chevrolet Colorado	GMC Canyon
Dodge Dakota	Isuzu I-Series
Dodge Ram Pickup*	Lincoln Mark LT
Ford Explorer Sport Trac	Mazda B-series
Ford F-Series*	Mitsubishi Raider
Ford Ranger	Toyota Tacoma*

IUE SUVs/CUVs

Chevrolet TrailBlazer	Isuzu Ascender
GMC Envoy	Saab 9-7X
GMC Envoy Denali	

CAW SUVs/CUVs

Chevrolet Equinox	Lincoln MKX
Chrysler Pacifica	Pontiac Torrent
Dodge Magnum	Suzuki XL7
Ford Edge	

UAW/CAW PICKUPS

Chevrolet Silverado*	GMC Sierra*
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UAW/CAW VANS

Chrysler Town & Country	Dodge Caravan
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All these vehicles are made in the United States or Canada by members of the United Auto Workers (UAW), Canadian Auto Workers (CAW) or International Union of Electrical Workers-Communications Workers of America (IUE).

Because of the integration of U.S. and Canadian vehicle production, all these vehicles include significant UAW-made content and support the jobs of UAW members. However, those marked with an asterisk (*) are sourced from the United States and another country. When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1", "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. The Toyota Corolla, for example, is made in the United States by UAW members, but the Canadian model is made in a nonunion plant and other models are imported from a third country.

*Vehicles marked with an asterisk are produced in more than one country, but all models made in the United States are assembled by UAW members.

opeu#94

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. through the end of 2007. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 1	October 26
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	October 22	October 26
Lifeboatman/Water Survival	October 29	November 9
Radar	October 8	October 19
Radar Renewal (one day)	October 29	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Oct. 1, 2007.

Recertification

Bosun	October 8	November 5
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Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	October 8	November 2
Refrigeration System Maintenance and Operations	October 1	November 9
Welding	October 1 October 29	October 19 November 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training/STCW	October 29	November 2
	November 12	November 17
	November 19	November 23
	December 10	December 14
Government Vessels	November 5	November 9
Medical Care Provider	October 8	October 12
Tankerman Familiarization/ Assistant Cargo (DL)*	November 26	December 7

(*must have basic fire fighting)

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course. An introduction to computers course will be self-study.

Seafarers: Keep abreast of the latest training programs offered at the Paul Hall Center. Check out the courses offered on this page and apply now. A future edition of the Seafarers LOG will contain a complete guide to all upgrading courses available to students in the year 2008.



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

If the following information is not filled out completely, your application will not be processed.

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No

If yes, class # _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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

10/07

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 691 — Graduating from the water survival course are unlicensed apprentices from class 691. They include (in alphabetical order) Jay Aki, Raymond Banks, LaDarus Clark, Steven Dalton, Caprice Jennings, Sean Jones, Thomas Jones, Thaddeus Kilgore, Riley LeBlanc, Delbra Leslie-Singleton, Wade McClennan, David Newsome, James Paulin, James Petite, DeAndre Whitley, Cortney Williams and Christopher Yokel.



Unlicensed Apprentice Water Survival Class 692 — Unlicensed apprentices from class 692 who completed the water survival course are (in alphabetical order) Edwin Arroyo, Andrew Cooper, Peter Crane, Daniel Giles, Benigno Gonzales Jr., Richard Grushkin, Cheryl Gutkowski, Weston Hines, Yakan Israel, Omar Izquierdo, John Joyce, Sean Keaton, Jon Larrinaga, Alexis Lopez, Blaine Musk, Shawn Pantschyschak, Amer Saleh, Casey Shannon, Patrick Shaw, Leroy Sierra-Ramos, Lamar Walton and Robert Wilson.



Specially Trained Ordinary Seaman (STOS) — On Aug. 10, the following students completed the STOS course under the instruction of Stan Beck (far right). They are (in no specific order) Dennis Barbosa, Vic Moody, Chris Ruggiero, Robert Brown, José Garcia, Joshua McAtee, Pedro Rivera-Riestra, Mark Wand Sr., Emmanuel Garcia, Rhett Morgan, Jesse Baumler, Edmund Livins, Philip Carlton, Farren Blackwell, John Stanton, Ben Vogel, Aubrey Wiggins, Cheryl Lee, Danielle Wright, Anthony Clemons, Ali Ahmed, Derrick Elijah and Ryan Anderson.



Chief Cook — Working their way up the culinary ladder are upgrading students in the chief cook course (from left) Korey Jackson, Domingo Barroga and Thessolonian Smith. Chef/Instructor John Dobson is at far right.



AB — Completing the AB class Aug. 3 are (in alphabetical order) Richard Bodden, Christopher Curran, Darnell Goggins, Gerret Jarman, Sherwin Jones, Christopher Justo, Jorge Lanas, Raymond Maldonado, José Nieves, Ryan Racoma, John Solis, Johnny Starnes, William Thomas and Wilbur Torres. Their instructor, Bernabe Pelingon, is at far right.

Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.



Pumpman — Forrest McGee (seated) had the full attention of his instructor, Jim Shaffer, in the pumpman class that ended Aug. 10.

Computer Lab Classes



A number of students recently completed computer lab classes at the Paul Hall Center in Piney Point, Md.

At left, Jess Cooper (left) and Budiman Chandra hold their certificates of achievement while their instructor, Rick Prucha, looks on.

In the photo at right are (from left) Donald Lasley, Instructor Rick Prucha, Stephen McGruder and Francisco Madsen.



Paul Hall Center Classes



Radar — Five boatmen from G&H Towing and Crescent Towing completed the radar course Aug. 10. They are (in no specific order) Douglas Lewis, John Niday IV, Douglas McGuire, John Harrison and George Bennett. Their instructor, Mike Smith, is at far right.



Medical Care Provider — The nine upgrading Seafarers who took the medical care provider class taught by Instructor Mark Cates (far right) are (in no specific order) Edgar Pacanja, Charles Bennett, Donald Tye, Marco Rodriguez, Michael Stephens, Robert McMurray, Harry McKeever, Kiplig Wise and Kenneth Jackson. The class lasted from July 23-27. (Note: not all are pictured.)

Tankerman (PIC) Barge — Graduating from this course Aug. 17 are Crowley and Allied Transportation boatmen (in no specific order) Matthew Fullilove, Dadrian Hyman, Raymond Snow and Mark Stabler. Their instructor, Mitch Oakley, is at far right.



Water Survival — Upgrading Seafarers who completed the water survival course Aug. 17 are (in alphabetical order) Zirjan Ahmed, Hermogenes Aquino Jr., Brandon Ballard, Robert Boomer, Charles Herrera, Edgar Pacana and Horace Page Jr.



Safety Training at the Barbers Point Facility in Hawaii



STCW — NCL, June 23: Sonja Gubalke, Leisa Radosavljevic, Trudy Miles, Haley Laux, Hancy Hart, Isaac Hayes, Susan Amato, Sheryl Olson and Jamie Boston.



STCW — NCL, July 16: Arnold Bugabua, Joaunito Ig, Oliver Orale, Hermogenes Tipo, Renato del Rio Vasquez, Alvaro Drocket, Rodney Irodistan, Harry Lincuna, Emerson Mendoza, Jenifred Villanueva, Vinayak Nirmale, Ceferino Paguinto, Antonio Chan and Pascual Tinio.



STCW — NCL, July 30: Gerard Oblina, Ferdinand Lipardo, Marlon Manile, Federico Jumarang Jr., Dino Gallardo, Ramona Graur, Lacerda Aslie, Luis Montalbon, Carroll Gardener, Armando Pangilinan, Ismael Orjaio, Ronaldo Gurimbao, Rolly Ofalsa, May Grace Sobida, Mary Rose Macatangay, Johnny Gamoso, Henry Garungcong, Agostinho Cardozo, Edilberto Egonia, Bhaskar Bandyopadhyay, Wayne Charles, Reinaldo Lugo, Richard Rebello, Elmer Fernandez, Joel Martin, Euserio Galvez and Ramilo De Guzman.



STCW — NCL, Aug. 6: Ian Bacheikov, Abraham Caluza, Pelagio Riodique, Christopher Belena, Edwin Delos Reyes, Premel Autor, Madel Bunyi, Joseph Quiday, Charlyn Rosete, Juvenil Cabaes and Mary Grace Meneses.



Attention Seafarers:
It Takes a Four-Letter
Word to Be Heard!
Contribute to SPAD.

Buck Crew Enjoys Antarctic Scenery

The SIU-crewed *USNS Paul Buck*, a tanker operated by Ocean Shipholdings, Inc., arrived Feb. 1 at the National Science Foundation's McMurdo Station in Antarctica for the annual resupply mission known as Operation Deep Freeze. The vessel, which is part of the U.S. Military Sealift Command (MSC) fleet, pumped off 162,000 barrels of fuel for equipment ranging from generators to helicopters.

The *Seafarers LOG* ran an article about this mission, along with photographs sent by Bosun **Phil Corl**, in its May 2007 issue. A number of crew members from the ship also took pictures of the unique and often dramatic scenery from that trip, and some of them are included here.

MSC has participated in Operation Deep Freeze every year since the station was established in 1955.



This photo was taken looking through a porthole as the *USNS Paul Buck* nears McMurdo.



The *USNS Paul Buck* is tied up at the ice pier.



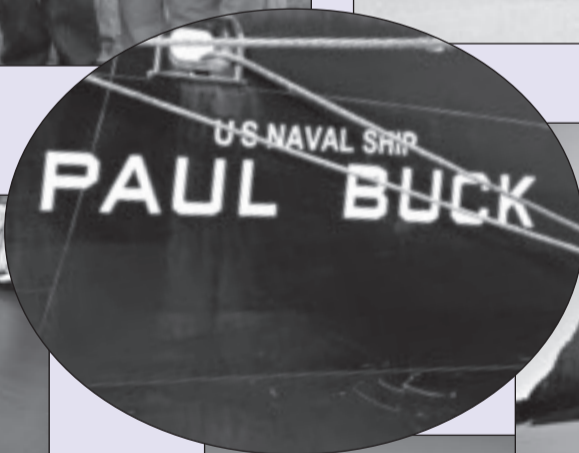
Icebergs and other broken ice are common sights as the vessel approaches McMurdo.



A Coast Guard icebreaker, the *Polar Sea* (above), is one of the ships that helps keep the channel clear of ice. Below, scientists and others who work at McMurdo Station arrive by specially outfitted planes that land on "skiways" made of ice.



Even though it's summer in Antarctica in February, temperatures "skyrocket" to the minus 30s with wind gusts of up to 200 miles per hour. Keeping warm, as these crew members show, is all a matter of dressing in layers.



Penguins, seals, whales, birds and krill are but some of the animal life found in Antarctica. Clockwise from above are: an orca (killer whale); crew members feeding Cheerios to a bird on deck; and penguins frolicking on the ice.



Castle Rock, 3.5 miles from McMurdo Station, is a prominent volcanic outcropping. Below is one of the apple hut shelters on the trail that have emergency supplies such as a stove, food, sleeping bags and a first-aid kit.



One of the *Buck's* crew members (above) climbed the rock spire and was rewarded with a spectacular view.

