

The Seafarers Log

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

SIU-Crewed 'Duck Boats' Coming to New York City



Duck boats have been around since World War II, but they're new to New York City and the SIU. Seafarers at New York Splash Tours will operate the company's new "AquaBus" fleet, consisting of amphibious vehicles offering land and water trips in the city and on the Hudson. The newly contracted company's first boat is pictured at left. Page 3.

Mariners Eventually Will Need TWIC, MMC

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Paul Hall Center's Deck Simulation Programs Upgraded

Mike Smith, an instructor at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., puts the institution's new Electronic Navigation Lab Simulator through some of its paces. To find out more about the simulator and its capabilities, turn to page 6.



SIU Snapshots from the Lakes

Seafarers helped wrap up the 2006-2007 Great Lakes sailing season in mid-January. Pictured at left is AB Hasson Oudeif aboard the *American Spirit*. More photos and details about the season may be found on page 24.

SIU Welcomes U.S. Troops Aboard Alliance New York

SIU members and officers from the car carrier *Alliance New York* recently welcomed U.S. troops on board for a holiday feast while the vessel was docked in Kuwait. A few of the 50 or so military personnel are pictured at right. Page 2.



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President's Report

Shipboard Fatigue Must Be Addressed



Michael Sacco

Seafarers understand that there's an inevitable amount of risk that comes with working in our industry, whether it's on the rivers, the Great Lakes, the coasts or the open seas. On multiple fronts, our union consistently strives to minimize or eliminate those dangers—through safety training and education, cooperatively working with our contracted operators, and partnering with others in the maritime industry, including the Coast Guard.

Some risks, perhaps most notably the weather, are obvious and uncontrollable.

A recent study commissioned by the International Transport Workers' Federation (ITF) examines a far more subtle but also key hazard. In January, the ITF released the results of a six-year analysis into the role that fatigue plays on the people who crew the world's merchant vessels.

To better appreciate the study's findings, I think it's appropriate to briefly step back and touch on some of our industry's history.

It wasn't until the earliest years of the 20th century that the American public started becoming aware of the perils facing American citizens who chose a career at sea. In those days, mariners basically signed their lives away to have a shipboard job. They were worked hard for little pay. They faced dangers from abusive shipowners and officers, from disease and from the sea itself.

For the most part they had no voice on the job and no chance to improve their situation. These were among the many reasons that mariners organized and formed unions, including the forerunner of today's maritime unions—the International Seamen's Union.

Led by Andrew Furuseh, the ISU worked with legislators in Washington to craft the Seamen's Act of 1915, which outlawed many of the tactics used to imprison American mariners aboard ships.

Full steam ahead to the 21st century. This time, the abuses are being laid upon desperate mariners from poor nations around the world. Like their American predecessors, these crew members from faraway lands face abuse and exploitation daily—usually far from the eyes and ears of anyone who might try to help.

Thankfully, the ITF (to which the SIU is affiliated) continues its commendable, necessary role of shining a light on the daily troubles of these workers.

Last month, in announcing the report on shipboard fatigue, the ITF noted that airline crews covered by the International Civil Aviation Organization average between 70 and 100 hours a month of flight time. Yet, the research pointed out that maritime regulation allows crew members to work up to 98 hours a week.

Titled *Adequate Crewing and Seafarers' Fatigue: The International Perspective*, the 74-page report shows how long stretches at sea can affect a mariner's mental and physical health, which can lead to accidents and other safety concerns. Among its findings, the study revealed that one in four seafarers responding said they had fallen asleep on watch. Nearly half the respondents reported working at least 85 hours a week, and half also said their working hours had increased during the past 10 years despite new guidelines and regulations intended to combat fatigue. More than a third said their working hours sometimes posed a danger to their vessel's safe operations.

The report concludes that the maritime industry and its regulators must acknowledge that serious risks and consequences are undeniable when vessels are crewed by fatigued mariners. Among these dangers are potential for economic and environmental disasters, economic losses due to fines and increased insurance premiums, and serious health implications for the mariners themselves.

The SIU joins with the ITF in calling for immediate action to end the plight faced daily by men and women who simply are trying to make a living for themselves and their families. All work is important and all people should be treated with dignity. That treatment must include proper rest—and fair oversight to ensure it.

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The SIU on line: www.seafarers.org

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Alliance New York Hosts Troops For Informal Holiday Gathering

Seafarers and officers from the car carrier *Alliance New York* on Dec. 28 welcomed U.S. military personnel on board for an informal holiday feast while the vessel was docked in Ash Shuaybah, Kuwait.

Approximately 50 U.S. troops dined aboard the roll-on/roll-off ship, which is enrolled in the U.S. Maritime Security Program (MSP).

"The crew went above and beyond making the troops feel at home and providing them a release for the holidays," said Bob Wellner, executive vice president and chief operating officer of Liberty Global Logistics, the vessel operator.

The following SIU members were sailing aboard the *Alliance New York* when the event took place: Bosun **Thomas Flanagan**, ABs **Jerry Foke**, **James Wilby**, **Jack Jackson** and **Christopher Brady**, GUEs **Zamalo Only** and **Antony Arzu**, OMU **Clay McIver**, Chief Steward **Peter Williams**, Chief Cooks **Bruce Johnson** and **Henry Greene**, GSTU **Jose Santos**, and UAs **Corey Overbeck**, **Ravon Moore**



The *Alliance New York* is part of the U.S. Maritime Security Program.

and **Arthur Jones**.

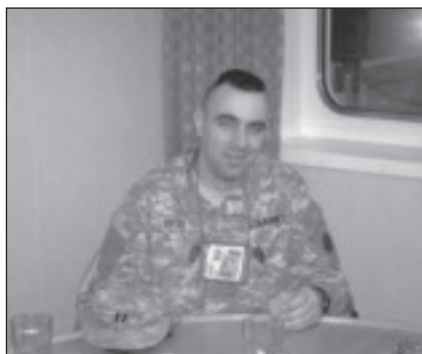
The ship's master, Costas Balomenos, said the steward department "went all out and did a spectacular job."

In a message to the company, Balomenos noted, "We went through four prime roasts and 25 pounds of ribs, plus a lot of homemade pastries and baked goods. A big hit was some of the soldiers taking frozen U.S. milk from our storing home with them.... We had the cadets and unlicensed apprentices giving tours of the ship. The steward

wrapped up 'doggie bags' of food and dessert favorites for many. The troops made our port stay, and I think we made their day."

The captain added that they presented the troops with holiday gift bags, including extras to be taken to other soldiers who didn't attend the meal.

Built in 2005, the *Alliance New York* is 665 feet long and has a beam of 105.8 feet. The diesel-powered vessel (19,217 hp) has a speed of 20.5 knots and a total deck area of nearly 585,000 square feet.



These four photos show some of the U.S. troops who enjoyed a meal on the SIU-crewed *Alliance New York*. The gathering took place Dec. 28 in Kuwait.



Senator Akaka Visits SIU Hall



U.S. Senator Daniel Akaka (D-Hawaii) stopped by the SIU hall in Honolulu on Dec. 13 to thank Seafarers for strongly supporting his successful re-election campaign. He told SIU members and port officials that the tough primary campaign re-energized him for the upcoming Congressional session and he looked forward to returning to the Senate as part of the majority party. SIU Port Agent Neil Dietz reports that the senator "took time to speak with each of the members in the hall and to especially thank Seafarer Robert Borro, who was very active in the senator's campaign." Pictured above right at the hall (from left) are Cheryl Hawkins, Hiruy Amanuel, Erni Lizada, Ely Hermano, Jose Dizon, Robert Borro, James Shepard, Senator Akaka, Dale Graham and Emilio Ababa. Shown in photo at left are Seafarer Borro and Senator Akaka.



SIU's Newest Boat Is Just Ducky

'AquaBus' Travels by Land and Water in New York

While there's nothing unusual about the SIU aggressively pursuing new shipboard job opportunities, the union's latest gain definitely includes some uncommon features.

Seafarers at New York Splash Tours will operate the new "AquaBus" fleet, which the company describes as "unique half-boat, half-bus amphibious vehicles offering New York City's first ever land and water visitor experience, starting in April."

Employees at New York Splash Tours late last year voted for SIU representation. As this issue of the *LOG* went to press, they were very close to finalizing their first contract.

The company already possesses one AquaBus and is building several more.

"This is a great opportunity for our union to expand into a new segment of the industry," said SIU Vice President Contracts George Tricker. "The boats certainly are eye-catching."

SIU Vice President Atlantic Coast Joseph Soresi noted that while the AquaBus' unusual features and informal name (duck boats) inevitably have led to a good-natured joke or two, Seafarers are quite serious about safely operating them, whether on

the water or the street.

The U.S.-built AquaBus fleet, constructed to meet rigid safety and environmental standards, "has been designed to evoke the memory of Henry Hudson's famous ship, *The Half Moon*," the company noted.

The "Splash Tour" route itself starts in Times Square, on the east side of Broadway between 47th and 48th Streets and navigates the streets of Manhattan to the waters of the Hudson River. At the edge of the Hudson, the boat will enter a theater for a multi-media experience simulating Henry Hudson's journey, complete with the sights and sounds—and rushing wind—of an Atlantic sea voyage. Then the boat splashes into the Hudson River for a view of the New York skyline. After returning to land, the AquaBus travels back to Times Square.

The total trip time is approximately one hour. Each AquaBus can accommodate 47 passengers plus two crew members. The tours will operate from April through December.

More information is available on line at www.newyorksplash-tours.com.

While the duck boats are new to New York, many other cities already have them, including

Boston, Philadelphia, Seattle and Atlanta. The design was covertly crafted during World War II, when such vehicles were used for transporting goods and troops across land and water as well as traversing beaches in amphibious attacks. It is estimated that General Motors built more than 21,000 of the crossover vehicles by late 1945.

After the war, according to an article in *Smithsonian* magazine, many of the duck boats "would end their days rusting away on Pacific battlefields or in forgotten storage depots in Europe. Those that made it back to the United States joined the gargantuan post-war garage sale. Some DUKWs served as rescue vehicles for fire departments in flood-prone towns. Hundreds were converted to odd-looking dump trucks or wreckers, and some went to sea. In California in the late 1940s, hunters of basking sharks harpooned their enormous prey from DUKWs."

Although some of the history is sketchy because of its stealthy start, it is commonly believed that each letter in DUKW reflects a specific component. The letter D represents the year 1942; U stands for utility (amphibian); K means front-wheel drive; and W indicates two powered rear axles.



Seafarers show off the new AquaBus in front of the SIU hall in Brooklyn, N.Y. Pictured from left to right are Michael Noodt, Daniel Cumberland, Bonnie Young, Melissa Stephenson, SIU Patrolman Joe Baselice, John Murray and Albert James.



The new SIU-crewed "duck boats" will offer tours of New York City on land and water.

TWIC and MMC: What Seafarers Should Know (for Now)

As this edition of the *LOG* went to press in late January, the U.S. Department of Homeland Security was expected to issue a final rulemaking for the Transportation Worker Identification Credential (TWIC) program along with a supplemental notice of proposed rulemaking covering the merchant mariner qualification credential (MMC).

Eventually, U.S. mariners will be required to carry both a TWIC and an MMC, while the current z-card/MMD and STCW certificate will be phased out along with licenses.

Earlier last month, the DHS issued an advance copy of the final rule for the TWIC program, which is supposed to improve port security by checking the backgrounds of workers before they are granted unescorted access to secure areas of vessels and maritime facilities. The TWIC itself will be an ID card that includes a biometric identifier, in this case a fingerprint. The MMC is envisioned as a paper document containing information about an individual mariner's work qualifications.

The advance copy of the final rule spanned 469 pages but didn't include regulations on the card readers themselves, nor specific instructions on how or where to apply for the card.

Nevertheless, between that copy and various communications from the U.S. Coast Guard, this much has been stated by the government:

- From the date the final rule is published in the *Federal Register* (expected to have taken place by the end of January), mariners have 20 months to secure a TWIC. Meanwhile, a valid z-card/MMD will be considered as meeting the requirements of the TWIC program, provided it is supplemented by a second form of government-issued ID such as a driver's license.

- Detailed information on how and where to apply for a TWIC is supposed to be included in subsequent notices from the government. However, the enrollment process will start no sooner than March 2007 in a small number of ports, with gradual expansion nationwide. The roll-out schedule will be posted to the TWIC web site: www.tsa.gov/twic

- The final rulemaking on the MMC isn't expected to be published until at least summer 2008, and initial issuance of that credential will continue over a five-year period. This means that until the proposed MMC regulation is final, Seafarers should continue to apply for z-cards/MMDs, licenses, CORs and STCW endorsements under the current regulations in 46 CFR parts 10 and 12. It also indicates that the MMC will be phased in over five years.

- Because mariners undergo a security-related background check as part of their Coast Guard application process, they are eligible to obtain a reduced-fee TWIC. If a mariner exercises this option, the Department of Homeland Security's Transportation Security Administration (TSA, which oversees the TWIC program) will use the Coast Guard's security assessment, which is valid for five years. The mariner's TWIC, therefore, will expire on the same date as their z-card. (Essentially, the TWIC assessment would be time-limited so that the TWIC expires when the mariner's z-card expires.) Obtaining a TWIC with a full five-year validity period will require paying the full fee and undergoing a new TSA security assessment.

- This may change in the final rule, but the advance copy reported that the fee for a TWIC card will be between \$139 and \$159 (for cards that are good for five years). The TSA proposes that workers with current, comparable background checks (including one for a z-card) will receive a discounted fee of between \$107 and \$127. The exact amount of the fee will be finalized once a contract is awarded in early 2007. A subsequent *Federal Register* Notice will be issued at that time.

- The cost of the MMC "will be the same as the cost of the current mariner docu-

mentation. The only change will be the removal of additional issuance fees (\$45) as there will no longer be multiple credentials to issue."

- If the MMC proposed regulation is fully implemented, mariners would be able to apply for original, renewal, duplicate and raise-in-grade MMCs entirely by mail, without having to visit a Coast Guard regional examination center. Most or all of the information currently submitted in person at one of the 17 RECs already would have been submitted at one of the 125 or so TWIC enrollment centers when an individual applied for a TWIC, removing the need (though not eliminating the option) to apply for an MMC in person.
- The Coast Guard will provide a 90-day comment period on the supplemental proposed MMC rulemaking project and encourages public comment.

The government estimates that approximately 750,000 workers eventually will need to carry a TWIC, including U.S. mariners. The new credential was mandated in the Maritime Transportation Security Act (MTSA) of 2002. Notices of Proposed Rulemakings were issued last year, and the SIU formally submitted comments in early July 2006. Additionally, the SIU joined with other U.S. maritime unions in crafting related testimony presented July 20 to the U.S.

Mariners May Pay User Fees Online

The U.S. Coast Guard last month issued a news release stating that merchant mariners "are now able to pay user fees for the evaluation of applications, examinations, issuance of licenses and merchant mariner documents online at <http://www.pay.gov/>

"Pay.gov allows secure electronic payments to federal government agencies," the release continues. "Payments can be made directly from an individual's bank account or by credit or debit card, enabling mariners to quickly pay user fees and have proof of payment. This new method of paying user fees is part of the Coast Guard's National Maritime Center (NMC) restructuring and centralization project to improve service to mariners and to increase the efficiency of the application review and approval process.

For More Information

- The union will provide regular updates on both the TWIC and MMC in the *Seafarers LOG*, on our web site (www.seafarers.org, normally in the "Heard at Headquarters" section), and at the monthly membership meetings. Port agents will be informed of any new developments, so Seafarers may check with them from time to time.
- Questions concerning the TWIC may be e-mailed to the Coast Guard at: uscg-twic-helpdesk@uscg.mil
- The phone number for the TSA's TWIC help desk is 877-687-2243
- The TSA's TWIC web site is located at <http://www.tsa.gov/>
- A list of Coast Guard RECs is located at <http://www.uscg.mil/stcw/mmic-regions.htm>

House Subcommittee on Coast Guard and Maritime Transportation. (The subcommittee is part of the House Transportation and Infrastructure Committee.)

Maritime unions including the SIU have emphasized that they fully embrace strong shipboard and port security measures, but that such regulations must not cause undue burden on mariners or other transportation workers, nor should they disrupt commerce.

"Mariners may continue to pay user fees in person at Coast Guard Regional Examination Centers. Regional Examination Centers also offer assistance in using pay.gov."

The web address listed in the press release (www.pay.gov) is for a general page provided by the Treasury Department explaining the "pay.gov" system. It includes an internal link to a list of participating federal agencies, and from there it takes a few more clicks to reach the Coast Guard's "merchant mariner user fee payment" entry page. Once you've opened the page with the list of agencies, start by clicking on "D" for Department of Homeland Security, then click on Coast Guard, then click on the merchant mariner page. To go straight to the merchant mariner page, type in the following URL: <https://www.pay.gov/paygov/forms/formInstance.html?agencyFormId=4795779>

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Feb. 19, 2007 for the observance of Presidents' Day. Normal business hours will resume the following workday.

USNS Cobb Rescues Refugees

The keen eye of an on-watch able bodied seaman aboard the SIU-crewed *USNS Samuel L. Cobb* late last year more than likely saved the lives of eight Cuban refugees.

AB **Paul Moss** on Sept. 27 was pulling his on-watch shift on the bridge of the Ocean Ships, Inc.-operated vessel as it was en route to Guantanamo Bay, Cuba. At about noon, Moss caught glimpse of a small boat in the distance through his binoculars. Although his field of vision was limited, he could distinguish vessel occupants waving their hands in apparent attempts to get help. Third Mate John Arnold notified Captain Carmen Ciccone of the situation. Within minutes, the captain altered course and headed the *Cobb* straight toward the refugees' location.

Once in position, *Cobb* crew members initiated rescue operations. Everything was over about one hour later when all eight of the small boat's occupants—seven men and one woman—were safely on the deck of the *Cobb*. Spanish-speaking crew members from the *Cobb* learned that the freedom seekers had been floating around for 15 days and were out

of food and water. After providing other relevant information about their situation, the refugees were given food and whatever other provisions they required to make their stay aboard the *Cobb* as reasonably comfortable as possible.

At about 10 p.m. the same day, the U.S. Coast Guard cutter *Dallas* rendezvoused with the *Cobb*. Captain Ciccone relinquished custody of the *Cobb's* guests to the Coast Guard; the vessel then returned to its normal course.

Seafarers aboard the *Cobb* at the time of the rescue operations included: Bosun **Aristeo Padua**, ABs **Nestor Luzon, Jesley Callum, Jefferson Julian, Paul Moss** and **Jonathan Nielsen**; DEUs **Romulo Arzu-Ruiz** and **Winston Rankin**; QMEDs **Terence Newman** and **Terry Dyson**; Steward/Baker **Cesar Delacruz**, Chief Cook **Leonida Peligrino** and GSUs **Osman Alvarez** and **Robeson Carrier**.

The *Cobb* is a T-5 tanker operated by Ocean Ships for the U.S. Military Sealift Command. The ship is 615 feet long with a beam of 90 feet. MSC lists the vessel's draft as 36 feet, its displacement as 41,500 long tons and its speed as 16 knots.



The SIU-crewed tanker *USNS Samuel L. Cobb* is part of the U.S. Military Sealift Command fleet.

President Ford Moved Swiftly For Mariners in Mayaguez Incident

The United States Merchant Marine and the American maritime community as a whole lost an eminent ally with the death of President Gerald R. Ford in December.

The 38th President of the United States, Ford died peacefully Dec. 26 at his home in Rancho Mirage, Calif. at 6:45 p.m. California time, according to a statement released by the late president's family. He was 93. No cause of death was given.

President Ford is best remembered in the maritime community for his efforts in response to the May 12, 1975 seizure of a U.S.-flag, SIU-crewed container vessel in Southeast Asia. Believing that the Sea-Land Service-operated *SS Mayaguez* was being used to transport military equipment to Vietnam, the Khmer Rouge regime in Cambodia ordered the vessel be seized while it was operating in recognized international sea lanes. The *Mayaguez's* commercial crew of 39—including 28 Seafarers—was taken captive and held prisoner. U.S. military surveillance aircraft discovered the vessel was then moved to and anchored at Koh Tang, an island located some 50 miles off the southern coast of Cambodia near that country's shared border with Vietnam.

Regarding the seizure incident as an act of piracy, President Ford ordered a military response to retake the vessel and its crew. He directed that the aircraft carrier *USS Coral Sea* be moved into the area and that a substantial number of U.S. Marines from Okinawa, Japan and Subic Bay in the Philippines be deployed to Uta-pao Air Base in Thailand.

In response to President Ford's actions, then-SIU President Paul Hall sent a telegram to the White House, declaring: "The military seizure by the Cambodian Government of the *SS Mayaguez* is a violation of the concept of freedom of the seas and is a hostile and unfriendly act. We share your view that this is a piratical act. We want you to know that we fully support your firm and positive action and we are confident that your efforts to protect the American citizens and the vessel involved will be in this country's



Gerald Ford (at podium), who was then vice president-designate, addresses the SIU convention in November 1973 in Washington, D.C. SIU President Paul Hall is seated at right.

best interests."

Hall also sent individual telegrams to the families of the captured Seafarers who were aboard the *Mayaguez*, expressing the union's deep concern over the situation and the safety of the crew.

The resulting battle to rescue the crew—who unknown by military planners had been held aboard a fishing vessel but released prior to the start of hostilities—left 41 military members dead or missing and another 50 wounded. The crew on May 14 was returned aboard the *USS Wilson* shortly after American military action was carried out by combined Marine and Air Force units.

The Seafarers who made up the unlicensed portion of the *Mayaguez* crew when it was seized were:

■ **Deck department:** Jack Mullis, Salvator Puntillo, Earl Gilbert, William MacDonald, Gerald Bayliss, Thomas LaBue, John Doyle, Herbert MacDonald, Polo Russi Vazquez, Geraldo Lopez and Anastacio Sereno.

■ **Engine department:** Wilfred Friedler, Wilfredo Reyes, Americo Faria, Robert Phillips, Awat Sulaimen, Frank Conway, Robert Zimmerman, Carlos Guerrero and Stephen Zarley; and

■ **Steward department:** Andy Anderson, Guillermo Reyes, Angel Rios, Bill Bellinger, Munasser Omer, Francis Pastrano, Darryl Kastl and Kassim Saleh.

The SIU and the entire maritime community extend its condolences to President Ford's widow and his family. Both will forever be indebted to him for his

tough leadership during a time of crisis and unwavering resolve to fight for our merchant mariners and safely return them home.

Ford was born Leslie Lynch King Jr., in Omaha, Neb. on July 14, 1913. He was renamed for his step-father, Gerald Ford, who married the former president's mother after her divorce. After being the captain of his high school football team, Ford landed a football scholarship to the University of Michigan. As a Wolverine, he played center and starred on two national championship teams. He graduated in 1935 and, after turning down offers to play professional football, attended Yale Law School. The late president graduated in the top third of his class in 1941.

He joined the Navy in 1942, saw wartime service in the Pacific as a lieutenant commander aboard an aircraft carrier and left the Navy in 1946. He practiced law before winning a congressional seat in 1948. In 1973, Ford was in his 13th term as a Michigan congressman and was the House Republican leader when former President Richard Nixon appointed him vice president. Ford became president on Aug. 9, 1974 immediately following Nixon's resignation.

President Ford was laid to rest Jan. 3 in Grand Rapids, Mich. on the grounds of his presidential museum. The interment followed eight days of mourning that spanned the country, from California to the nation's capital and back to the late president's boyhood home. Ford's casket traveled more than 2,700 miles prior to reaching its final destination.

Maersk Alabama Seafarers Brighten Holidays for Kids Donations Lift Spirits of Orphans

The true spirit of giving was personified by crew members aboard the SIU-contracted *Maersk Alabama* when they made the holiday season very special for a group of orphaned children in Tanzania.

Crew members late last year purchased and donated more than \$1,400 worth of food, personal hygiene products, disinfectants, laundry and bedding items for the 95 residents of a children's home in Dar es Salaam, Tanzania. *Alabama* Chief Mate Brian Mossman—with the assistance of Tanzania-based Maersk Agents Thomas Odeny and Isaac Mbugi—did much of the groundwork to make the project possible, including contacting officials at the orphanage to ascertain specifically what items were most needed. Among those in demand were rice and beans, cooking oil, vegetables, toothpaste, aspirin, laundry soap and sheets and mosquito nets for more than 50 bunks. Since the kids rarely have the opportunity to eat meat, the crew also pitched in so that Odeny and Mbugi could buy two goats for the children's Christmas dinner.

SIU members aboard the *Alabama* at the time of the goodwill gesture included: Bosun **Jose F. Caballero**, ABs **Goducel P. Pascua, Johny August IV, William J. Schuppman, Sacarias Suazo, Syed A. Mehdi, Nieves Nunez, Maamor Mia, El-Sayed Mohamed, Jordan Polon** and **Pedro Campos**; GU **Fadel Ghaleb**; QMEDS **Seller T. Brooks, Tesfaye Gebregziabher** and **Alfredo Cuevas**; GVAs **Salah Saeed Saleh** and **Husain Salah**; SBs **Roger G. Griswold** and **Zein Z. Achmad**; and Chief Cooks **Alba Luz Ayala** and **Ali B. Hydera**.

The entire project was a great success to the entire crew, according to *Maersk Alabama* Capt. Kevin McHugh. "Since we could not celebrate with our families out here at sea, this was our Christmas present to the orphans as well as to ourselves," he said in electronic correspondence from aboard the vessel.

"Even though Christmas is now over, the officers and crew are still coming to me wanting to visit the kids and continue to help the orphanage when possible," McHugh concluded.



Seafarers and officers from the *Maersk Alabama* donated to an orphanage in Tanzania to help brighten the holidays for children living there, some of whom are pictured at left.

It's Never Too Late . . .



At the January membership meeting in Piney Point, Md., Fernando Abuan (third from left), a Phase III unlicensed apprentice, was presented with his high school diploma from the state of Maryland. On hand to congratulate him were SIU officials (from the left) Executive Vice President Augie Tellez, Vice President Joseph Soresi, Vice President George Tricker, President Michael Sacco and Secretary-Treasurer David Heindel.

New Study Reinforces Need for Employee Free Choice Act

Employer Interference in Union Elections Often Is Out of Control

Union leaders for years have spoken out about some U.S. employers resorting to aggressive and sometimes illegal tactics to prevent employees from conducting union membership drives.

While it probably won't surprise many people in the labor movement, a new report from an independent, nonpartisan think tank spells out the breadth and severity of such violations.

The Center for Economic and Policy Research (CEPR), established to promote democratic debate on the most important economic and social issues that affect people's lives, issued the report titled *Dropping the Ax: Illegal Firings During Union Election Campaigns*. The study says that about one in five union organizers or activists can expect to be fired as a result of their union organizing. The paper by John Schmitt and Ben Zipperer—utilizing published data from the National Labor Relations Board, which runs union elections and is the agency that resolves management-union disputes—found a steep rise in illegal firings of pro-union workers in recent years.

"Aggressive actions by employers—often including illegal firings—have significantly undermined the ability of U.S. workers to unionize their workplaces," said Schmitt, CEPR senior economist and lead author of the paper. "With the legal penalties for such actions being so slight, employers can break the law to head off organizing efforts and face almost no real repercussions."

The paper found that firings of pro-union workers involved in union election campaigns are approaching the peak reached



Seafarers and other trade unionists march in Washington, D.C. Dec. 8 during a rally supporting the Employee Free Choice Act—a bill that would give workers a fair chance to vote for union representation.

during the 1980s of one in 42. Currently, the probability of a pro-union worker being fired is a one-in-53 chance—far greater than the rate at the end of the 1990s, when it was only one in 87. The paper also revealed that the number of successful union elections has significantly declined, partly as a result of the increase in illegal firings. If only 10 percent of pro-union workers are active campaign organizers, almost one in five union activists were fired illegally in 2005.

An earlier study by the University of Illinois at Chicago's Center for Urban Economic Development also found shocking amounts of employer resistance during organizing drives:

- 30 percent of employers fire pro-union workers
- 49 percent of employers threaten to close a worksite when workers try to unionize

82 percent of employers hire union-busting consultants to fight organizing drives

91 percent of employers force employees to attend anti-union meetings one-on-one with supervisors.

"Our research clearly shows that firings, bribes and threats are pervasive," said Nik Theodore, director of the Center for Urban Economic Development. "These actions greatly impede workers' ability to form unions."

The timing for the release of the foregoing reports could not have been more opportune for labor and its supporters. One came about one year prior to the mid-term elections and the other just prior to the convening to the new Democratic-controlled 110th Congress, which among other working families issues likely will consider the Employee Free Choice Act. Initially introduced April 9, 2005 as bipartisan legislation in the 109th Congress by Sens. Edward Kennedy (D-Mass.) and Arlen Specter (R-Pa.) and Reps. George Miller (D-Calif.) and Peter King (R-N.Y.), the act would give workers a fair opportunity to choose union representation. Once law, it would:

■ Certify a union as the bargaining representative if the National Labor Relations Board finds that a majority of employees in an appropriate unit has signed authorizations designating the union as its bargaining representative. (The bill also requires the board to develop model authorization language and procedures for establishing the authenticity of signed authorizations.)

■ Provide that if an employer and union are engaged in bargaining for their first contract and are unable to reach agreement within 90 days, either party may refer the dispute to the Federal Mediation and Conciliation Service (FMCS) for mediation. If the FMCS has been unable to bring the parties to agreement after 30 days of mediation the dispute will be referred to arbitration and the results of the arbitration shall be binding on the parties for two years. Time limits may be extended by

mutual agreement of the parties. (This is a significant stipulation because some employers have resorted to extreme stall tactics in first-contract negotiations—a desperate and unfair attempt to deny their employees' votes for union representation.)

- Provide that just as the NLRB is required to seek a federal

court injunction against a union whenever there is reasonable cause to believe that the union has violated the secondary boycott prohibitions in the act, the NLRB must seek a federal court injunction against an employer whenever there is reasonable cause to believe the employer has discharged or discriminated against employees, threatened to discharge or discriminate against employees or engaged in conduct that significantly interferes with employee rights during an organizing or first contract drive.

- Increase the amount an employer is required to pay when an employee is discharged or discriminated against during an organizing campaign or first contract drive to three times the amount of back pay.

- Provide for civil fines of up to \$20,000 per violation against employers found to have willfully or repeatedly violated employees' rights during an organizing campaign or first contract drive.

Mineta Joins Horizon Lines

Former U.S. Secretary of Transportation Norman Y. Mineta last month was elected to the board of SIU-contracted Horizon Lines.

Effective Jan. 1, Mineta filled a vacancy created by the resignation from the board by Admiral James Holloway (USN-Retired). The former transportation secretary currently is vice chairman of Hill & Knowlton, a well-known communications consultant. His distinguished career includes 20 years in the U.S. House of Representatives representing the heart of California's Silicon Valley, the chair of the National Civil Aviation Review Commission and cabinet service under the last two United States presidents.

Mineta joined the administration of President George W. Bush in January 2001 and was the longest serving Secretary of Transportation in the history of that cabinet post. He also served as U.S. Secretary of Commerce under President Bill Clinton. Prior to joining the Clinton Administration, he was vice president of Lockheed Martin.

During his years as transportation secretary, Mineta was an outstanding advocate of the U.S. Merchant Marine. He seldom missed an opportunity to voice and reiterate his strong support for the U.S.-flag maritime industry.

"Rarely in our history has the importance of our maritime operations been so clear or the opportunities for mariners so great," Mineta said during his June 2004 graduation address at the U.S. Merchant Marine Academy in Kings Point, N.Y.

"For the first time in recent memory, we are adding demonstrably to the number of ships



Former Transportation Secretary Norman Mineta

sailing under the American flag," he continued. "In the past two years, our efforts have attracted three modern and militarily useful vessels to the U.S.-flag fleet. Additionally, thousands of new sea-going jobs will be created when three new U.S.-flagged cruise ships are placed in service," Mineta said.

SIU President Michael Sacco once described Mineta as "a tremendous ally through his years of public service in both the Congress and the Clinton and Bush Administrations."

Charles G. (Chuck) Raymond, chairman and CEO of Horizon Lines, stated, "Norm Mineta has a wealth of knowledge of our nation's commercial opportunities as well as the strengths and opportunities in our national transportation system," Mr. Raymond said. "He will be an invaluable source of energy and guidance as we look to the future."

Philly Hall Hosts Governor Rendell



Pennsylvania Governor Ed Rendell (center) is greeted by SIU Patrolman Robert Wisler (left) and SIU member William Kelly during a November 2006 meeting with Democratic ward leaders at the SIU hall in Philadelphia. In addition to ward leaders (photo below), the meeting attracted a healthy contingent from the local neighborhood as well as the media (camera at left).



Paul Hall Center Adds 'E-Nav Lab'

Training Upgrade Bolsters School's Deck Simulation Programs

Instructors and staff at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. recently installed upgrades in the school's deck simulation programs.

In a move designed to keep deck department students abreast of the latest innovations in maritime technology, the institution's vocational staff in August unveiled their new Electronic Navigation Lab (E-Nav Lab), the latest addition to the Lindsey Williams Shiphandling Simulator and Bob McMillen Annex. The new E-Nav Lab provides functionality that supports deck officer training in a number of areas associated with "officer in charge of a navigational watch" (OICNW) program development including: Electronic Chart/ECDIS, Automatic Identification System (AIS) GPS, LORAN C, Radar, ARPA, Echo Sounder, and navigation software.

As a result of this upgrade, students working in a simulated environment now will be able to reinforce classroom theory by engaging in real-time navigation exercises. The instructor-led

exercises are designed around a concept of managing all the electronic navigation equipment that typically is found on a modern integrated bridge.

After mastering the basic principles involved in the various equipment packages, students then develop voyage plans, store these plans electronically, check them for safety parameters, and implement them during interactive exercises with up to five bridge stations working simultaneously. Additionally, they scrutinize their progress on ECDIS displays while using radar and ARPA overlay to monitor the movements of other vessels in the exercise area.

When activated, the AIS display provides students with detailed information pertaining to the identity, nationality, routing and movements of traffic vessels visible on Radar/ARPA displays. GPS, Loran C, auto pilot functionality, and echo sounders all contribute to the equipment's increased realism. As exercises proceed, alarms must be answered and navigation situations with other vessels must be resolved. Bridges are

connected with closed loop VHF using real communication equipment.

Designed and developed by TRANSAS USA, the new system was installed by NavSim services. It was up and running last year when SIU President Michael Sacco hosted President George W. Bush during a Labor Day visit to the Paul Hall Center. The equipment was a central feature of President Bush's tour of the training facility. He showed great interest in the integrated bridge concept and enthusiastically participated in piloting exercises.

Recent years have ushered in many technological advances which have affected the way mariners practice navigation while aboard merchant ships. The foregoing additions to the Paul Hall Center's E-Nav Lab and updates to the full mission simulator will enable the institution's training staff to continue its delivery of relevant training and provide students the skills they need to understand and manage the technologically complex navigation tools found aboard today's ships.



Instructor Mike Smith (pointing in photo above) explains a display on the Electronic Navigation Lab (E-Nav Lab) simulator to upgrader Hector Cumba, who sails with Crowley. The E-Nav Lab simulator program, whose opening window appears below, is the latest addition to the Lindsey Williams Shiphandling Simulator and Bob McMillen Annex at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.



Seafarers Should Take Note of Canadian Port Security

Seafarers sailing aboard vessels destined for Canadian ports could encounter difficulties gaining entry into the country depending on their personal backgrounds.

Our neighbors to the north—as part of their port security structure—have some extremely rigorous prerequisites that must be satisfied before vessels and mariners are permitted entry at their ports. As reported last year in the *LOG*, the strict enforcement of these requirements periodically was the source of negative consequences for ships in the U.S.-flag maritime industry. Such continues to be the case as isolated incidents still occur at certain ports.

Fundamentally, Canadian port officials will not allow anyone who has (in their eyes) seriously breached the law—including individuals with DUI/DWI convictions—to enter their country. Vessels carrying crew members with criminal records to Canadian ports therefore could be subject to various penalties by the Canadian government.

According to the Web site of Canada's Consulate General in New York: "Members of Inadmissible Classes include those who have been convicted of minor offenses (including shoplifting, theft, assault, dangerous driving, unauthorized possession of a firearm, possession of illegal

substances, etc.), or of indictable criminal offenses (including assault with a deadly weapon, manslaughter, etc.). As well, those who have been convicted of driving while intoxicated (DWI) are considered Members of an Inadmissible Class. Driving while under the influence of alcohol is regarded as an extremely serious offense in Canada.

"Those who have received traffic violations (including parking/speeding tickets, etc.) and other minor violations (i.e., littering, etc.) most likely will NOT be prohibited from entering Canada. Similarly, those who have juvenile convictions (convictions for crimes committed while under age 18) most likely will NOT be prohibited from entering Canada unless they could have been tried as an adult for their offenses."

The site further states that individuals who have been convicted of an offense in Canada and who wish to return to that country first must apply for a pardon from the Clemency and Pardons Division of the National Parole Board. Those unable to obtain pardons may still apply for a temporary resident permit.

The Canadian regulations have been reexamined and recirculated within parts of the U.S.-flag maritime industry in an effort to comply. In addition, the Great Lakes St. Lawrence Seaway System last March issued a notice to mariners titled "Pre Entry Information Required from Foreign-Flag Vessels" that spells out Canada's requirements.

It should be pointed out that while the entry regulations basically are clear-cut and "to the letter," their actual enforcement often varies from location to

location. Captains of the various ports enforce the statutes autonomously, which means that what may constitute a glitch for a mariner in one port may not be a problem at all for him or her at another. Taken a step further, it also could mean that just because a mariner gained access in one port does not mean that he or she automatically will be granted access at another location.

Talks are ongoing between American Maritime Association member companies and the Canadian government on the consequences of these regulations and specifically what can be done to diminish their negative effect on the U.S.-flag industry. In the

meantime, SIU officials urge all mariners who may seek entry into a Canadian port to obtain passports (which eventually will be required to re-enter the U.S.). Mariners also are encouraged to contact the Canadian Consulate well in advance to ensure that all information pertaining to their backgrounds are such that no problems will be encountered.

The contact information for the New York office is follows:

Consulate General of Canada
1251 Avenue of the Americas
New York, NY 10020-1175

Telephone: (212) 596-1628
Fax: (212) 596-1790

e-mail: cngny@international.gc.ca

Thanking the Leadership



At the January membership meeting in Piney Point, Md., Instructor Bernabe Pelington (right) noted that SIU officials often thank the rank-and-file members for their hard work in helping make and keep the union strong. He wanted to turn the tables and thank the leadership, with President Michael Sacco at the helm, for their many accomplishments over the years. On behalf of the SIU members and their families at Piney Point, Pelington expressed his appreciation to Sacco by presenting him with a wooden nameplate, beautifully carved and crafted in the Philippines.

Desserts a Hit Aboard Liberty



Chief Steward Lonnie Jones submitted these photos after a recent voyage aboard the *Liberty*. "I had a good crew in the galley. They did a very good job," Jones noted. The daily variety and multitude of homemade pastries proved particularly popular with the unlicensed crew and officers alike, according to the chief steward. French bread and pizza were among other items enthusiastically gobbled up. Jones is pictured above (center) with Chief Cook Bruce Johnson (left) and SA Warren Bradford, and (inset) displaying a couple of the many dessert choices.

USNS Rappahannock Rescues 3 Fishermen

The *USNS Rappahannock*, crewed by members of the SIU Government Services Division, rescued three Filipino fishermen found clinging to their overturned boat off the coast of the Philippines on Dec. 19, according to the U.S. Military Sealift Command (MSC).

The *Rappahannock*, a fleet replenishment oiler, was operating in the South China Sea when the ship's crew spotted flashing lights from a small, overturned vessel just minutes before midnight.

Rappahannock crew members were dispatched in a rigid-hull inflatable boat to pull the three fishermen from the rough waters.

Once aboard the *Rappahannock*, the rescued men were examined by medical personnel, clothed and fed. All three were reported uninjured.

"It's like a miracle. They were all lucky to survive for several days," said Jeremy Guida, one of 85 civil service mariners who crew the *Rappahannock*.

The men were transferred from the ship to authorities at Subic Bay on the morning of Dec. 19.

The *Rappahannock* is one of MSC's 14 fleet replenishment oilers, which provide fuel to deployed Navy ships, dramatically extending the time a Navy battle group can stay at sea. In addition to the *Rappahannock's* CIVMAR crew, a small Navy contingent also is on board to support supply coordination and helicopter operations.

When the rescue occurred, the *Rappahannock* was conducting routine replenishment operations in the area.



U.S. Navy photo by Mass Communication Specialist Seaman Thomas J. Holt

The *USNS Rappahannock* prepares to conduct a replenishment at sea. The photo was taken late last year. The *Rappahannock* is crewed by members of the SIU Government Services Division.

CIVMAR News

Change in Promotion Board Procedures

After a series of discussions, the union's Government Services Division and the U.S. Military Sealift Command (MSC) have agreed to a new process regarding promotion applications for CIVMARS who would like to apply for career-advancing positions within the agency.

Effective Jan. 1, 2007, MSC's Employment Division will begin accepting promotion applications only during the period between the opening and closing dates of announcements. Previously, applications were accepted any time, as long as they were postmarked by the closing date.

CIVMARS at sea will receive Promotion Opportunity Announcements approximately 30 days in advance of the opening dates via distribution to the vessels. The promotion application period will remain open for a minimum of 14 days. Announcements will be readily available on the designated shipboard official bulletin boards, or may be found at www.msc.navy.mil. (Leave and Earnings Statements will include a notice reminding employees to check the web site, except during pay periods when MSC must post special notifications such as open season, etc.)

The union encourages CIVMARS to bring all their employment-related documents or copies of these documents and their work history with them each time they leave for assignment. Having this information in hand will allow CIVMARS to submit applications from the vessel via fax or e-mail. If mariners are forward-deployed, regular mail may no longer be an appropriate method of sending an application since it must be received within the two-week period.

The ship's purser may help transmit the information to the Promotion Board personnel in a timely manner. CIVMARS should get a copy of their transmission information from the vessel to demonstrate that the application was sent within the allotted time. If mariners experience difficulties aboard the vessel with this process, they are asked to advise their union representative immediately.

CMPI 610 Negotiations

Union and MSC representatives are meeting with the help of a Federal Mediation and Conciliation Services mediator to settle ground rules for the CMPI 610 negotiations. Ground rule negotiations are important discussions that are conducted to determine the how the parties

will conduct the substantive negotiations concerning premium, overtime and penalty pay provisions of CMPI 610.

There is one large issue that remains between the parties: how CIVMARS will participate in the discussions. The union believes that CIVMARS representing each department should take part in CMPI 610 discussions for the entire series of negotiations. In part because this provision hasn't been negotiated in more than 20 years, the union also believes that CIVMARS should participate in person and that their expertise is needed at the negotiation table to ensure the parties have all the information about how work and pay rules are currently applied on MSC vessels. MSC believes that CIVMARS should play a more limited role in the negotiations in person and has suggested that participation may be supplemented by having CIVMARS dial into the negotiations by phone. If the parties cannot reach an agreement, the Federal Services Impasse Panel may be requested to hear the matter and decide which set of proposals should be adopted.

CIVMARS on East Coast Assigned to Upgraded Hotel

A long-awaited change finally is occurring. As a result of union and CIVMAR advocacy, East Coast CIVMARS will enjoy an upgrade in the hotels CIVMARS must use when assigned to training or the CSU. Beginning Jan. 18, CIVMARS will be assigned to the "Triple Diamond-rated" Doubletree Hotel in Virginia Beach and three backup hotels of similar quality in the Norfolk area.

Understanding that habitability issues ashore and afloat are a top priority for the SIU and the CIVMARS it represents has led to other improvements as well—CIVMARS at training courses in New Jersey will also be assigned to an upgraded facility. MSC is seeking new hotels for CIVMARS receiving training in that state. The union is waiting to hear from MSC as to when that new contract will be awarded.

The hotel issue continues on the legal track as the union filed an unfair labor practice against MSC for failing to negotiate with the SIU regarding the hotel selection. The union believes that MSC should fulfill its legal obligations to negotiate over this very important condition of employment for all CIVMARS.

USNS Sacagawea Starts Sea Trials



The *USNS Sacagawea*, the second ship of the U.S. Navy's new T-AKE-class of resupply vessels, is pictured Dec. 13 departing from the NASSCO Shipyard in San Diego for "builder's sea trials." For three days, shipyard personnel tested the vessel's systems and demonstrated its readiness for delivery to the Navy this summer. The T-AKE vessels will be crewed by members of the SIU's Government Services Division. Construction of the *USNS Sacagawea* began in September 2004. The vessel is 689 feet long, displaces nearly 41,000 metric tons and will travel at speeds up to 20 knots.



Seafarer Saluted on Cape Jacob



SIU member Salah Omar (third from left in photo at left) recently was recognized by Seafarers-contracted Matson for excellent shipboard work. According to Capt. Tom Stapleton, Matson's program director for government services, Omar was named "Steward of the Quarter" for "outstanding contributions and can-do attitude."

Pictured at left aboard the *Cape Jacob* recently in Japan are (from left) SA Bruce Davidson, SA Isaka Koanda, Assistant Cook Omar, Steward Baker Scott Dottino, SA Mohamed Omar and Chief Cook Erik Loret.

Right: Also shown aboard ship are Omar, Stapleton and Grady Byrd of the Maritime Administration. Matson presented Brother Omar with a plaque and certificate.

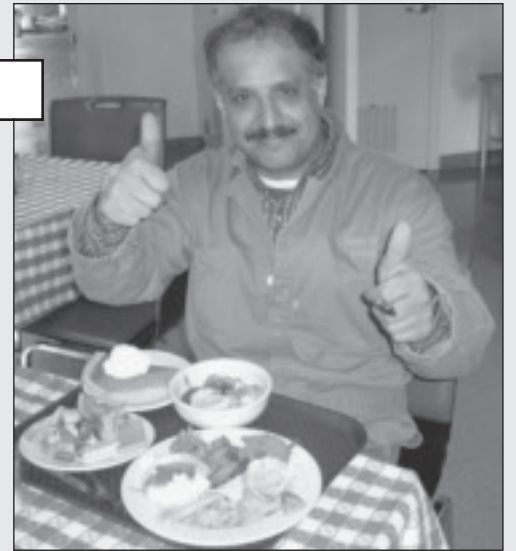


Spending the Holidays at Sea and Ashore

Christmas Aboard the Alaskan Explorer



Happy holidays from the steward department aboard the *Alaskan Explorer*. From the left (back row) are Chief Cook David Vaughn, Recertified Steward Brian Burchette, Apprentice Benny Wright and (front) GSU Amin Saleh.

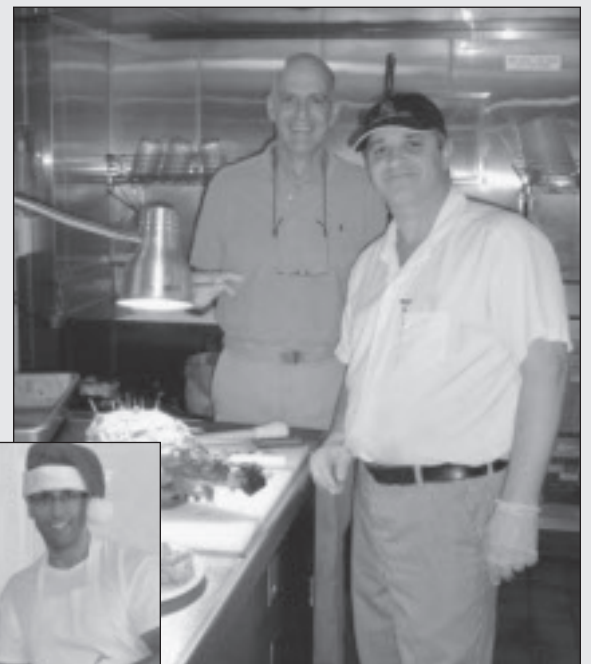


AB Zaid Muthala gives his approval for the delicious Christmas Day meal.



Apprentice Benny Wright watches as Chief Cook David Vaughn pulls the lobsters from the oven for dinner. Also on the dinner menu were crab stuffed mushrooms, filet mignon, twice-baked potatoes, mushroom risotto, steamed asparagus and kernel corn with fresh dinner rolls and, of course, a wide assortment of desserts.

Christmas Dinner
 Stuffed Mushrooms
 Fresh-Topped Caesar Salad
 Fresh Dinner Rolls
 Twice Baked Potatoes, Mushroom Risotto
 Steamed Fresh Asparagus, Whole Kernel Corn
 Beef Consommé
 Grilled Filet Mignon with Sauce Bearnaise
 Broiled Lobster Tail with Drawn Butter
 Pumpkin Cheesecake, Caramel Apple Pie, Pumpkin Pie,
 Pecan Pie, Ginger Bread Cookies
 Fudge, Holiday Bread, Assorted Cookies & Candies
 Egg Nog, Sparkling Cider



Capt. Earl Sheesley samples some of Chief Cook David Vaughn's baked Virginia ham.



Apprentice Benny Wright creates a waffle masterpiece for the holiday breakfast (which also included Eggs Benedict with croissants and fresh cinnamon rolls).



GSU Amin Saleh serves up some sparkling cider.



Recertified Steward Brian Burchette has the dessert line under control—everything from cookies, fudge, pecan pie, pumpkin pie, caramel apple pie, baklava, an assortment of candies and nuts, and more!

Thanks to Recertified Steward Brian Burchette for sending these photos of Christmas 2006 aboard the ATC *Alaskan Explorer* in Port Angeles, Wash.

Thanksgiving in the Port of Fort Lauderdale



Thanksgiving Day festivities—complete with a traditional holiday meal—were held Nov. 22 at the SIU hall in Fort Lauderdale.



Spending the Holidays at Sea and Ashore

Thanksgiving in the Jacksonville Hall



Jacksonville Port Agent Archie Ware (left) and Lester Williams, labor relations manager at Crowley



Fahtima Mims and Port Agent Archie Ware



OMU Jermaine Love and AB James Rush



Administrative Assistant Carmen Rodriguez (center) and her family



Right: Chief Cook Isaac Newsome and his mother, Lois.



Lemont Fountain and Chief Cook Isaac Newsome



Chief Cook Gloria Baker and Chief Steward Grady Ingram



OMU Nat Lamb, OMU Greg Holsey and AB Travis Kirkland



Margaret Reasoner, Crowley; Port Agent Archie Ware; Jacquelyn Smith, Crowley; SIU Rep Tony Elliott

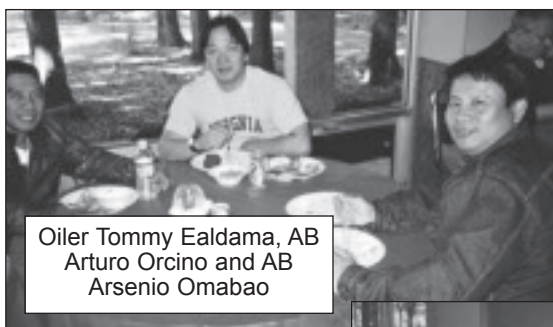
In the serving line: SREC Michael Amador, GUDE Justin Ravnell and AB Donley Johnson



ABs Donley Johnson, Paul Dooley and Kurt Bruer



Magnus Lindeback, CEO, Coastal Maritime; Karen Shuford, executive assistant, SIU port of Jacksonville; Kathy Wiley, CFO, Coastal Maritime; and Bud Underwood, human resources and security, Coastal Maritime



Oiler Tommy Ealdama, AB Arturo Orcino and AB Arsenio Omabao



GUDE Roslyn Warner and Paul Williams



Chief Cook Shirley Bellamy



Right: Chief Cook Richard Jones, OMU Stephanie Brown and SREC Gerald Kirtsey



Tim Methvin



Safety Director Randy Senatore, Scott Boatright and Anthony Brown. Boatright and Brown are UIW shop stewards at Coastal Maritime. In the background is Linell Coleman.



ABs Ferdinand Lugo and Juan Rochez



QMED David Terry, AB Rubin Mitchell and AB Benjamin Bess. Bess helped decorate the hall and clean the galley.



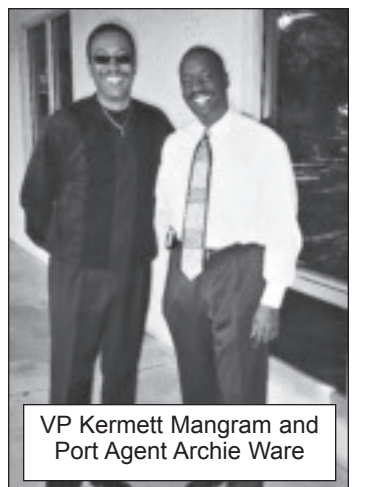
GUDE Abdulla Gobah, Recertified Steward John McGill and AB Angelo Wilcox



Waiting in line: AB Kurt Bruer, GUDE Christopher Cash, AB Paul Dooley and AB Wilbur Pantin



Lemont Fountain helped cater the party.



VP Kermet Mangram and Port Agent Archie Ware

Spending the Holidays at Sea and Ashore

Christmas in the Norfolk Hall



SA Delicia Cross and Gov't Services Rep Maurice Cokes



AB Tim Heil, AB Gary White, QMED Randolph Petterson and QEE Wendell Brown



Chief Cook Marie Mitchell and SA Ruden Perez



SA Herminio Pagan, Chief Cook William Brainard, Mr. Peet (father of Carmus Peet) and QMED Carmus Peet



Left: Miliah Cunanon



Right: Elvira Cunanon and QEE Rudy Cunanon



Norfolk Port Agent Georg Kenny and his nephew, Phillip Higham



Retirees Larry McCombs and Randolph Archer



SB Army Joe Leake (who catered the meal) and Ethel Brooks, Norfolk secretary

Right: Guest Al Picott, SIU Vice President Kermet Mangram, Chief Cook Frank Washington, GUDE Harold Langly and Mr. Johnson (the brother of BB Johnson from the shore gang)



Thanksgiving Aboard the Overseas Philadelphia



Thanks to John L. Frey for sending these photos from Thanksgiving Day on the Overseas Philadelphia.



OS Dionce Bright, OS William Bolden, OS Anthony Clemmens, Storekeeper Arica Shaw and AB Jonathan Davis



Bosun Thor Young with Baron and Gracie-May



Spending the Holidays at Sea and Ashore

Thanksgiving in the San Juan Hall



Enjoying the Thanksgiving dinner at the San Juan hall are AB Kevin Gonzalez, Bosun Noel Otero, Pensioner Tyson and Assistant Port Agent Luis Roman.

Music helped make the dinner more festive. Included in the music-making are Bosun Rafael Franco, Bosun Robert Flores and his son, AB Angelo Acosta and OMU Orlando Pagan.



AB Adiener Alfaro and his wife showed off their new baby at the Thanksgiving Day celebration.

Amanda Crespo, the daughter of Port Agent Amancio Crespo, gets a large cup of soda to drink with her dinner.



Bosun Luis Perez, who worked on the shore gang, receives his first pension check from Port Agent Amancio Crespo. Perez worked more than 45 years as an SIU member.



Thanksgiving in the Houston Hall



Posing for a quick picture during the Thanksgiving dinner festivities in Houston are (from left) Bosun Monte Pereira, SIU Vice President Dean Corgey and Bosun John Cain.



Helping out during the event are (from left) SIU Assistant Vice President Jim McGee, Steward/Baker Henry Manning, William Sowell, Chief Cook Mary Brayman, Vice President Dean Corgey, retired Chief Cook Joe Clark and retired Bosun Ralph Moore.



Above and below: Members and guests enjoy selecting from a wide variety of delicious choices as they celebrate the bounty of Thanksgiving.



WHAT'S NEW FOR 2006?

Here are some of the changes that will take effect in 2006, along with changes that remain in effect from 2005 from the Hurricane Katrina Emergency Tax Relief Act, the Gulf Opportunity Zone Act of 2005, the 2005 Energy Tax Incentive Act, the Pension Protection Act of 2006, the Tax Relief and Health Care Act of 2006, and other tax law changes.

Standard Mileage Rates — The 2006 rate for business use of your vehicle is 44.5 cents a mile. The 2006 rate for use of your vehicle to get medical care or to move is 18 cents a mile.

The special standard mileage rate in effect for 2006 for the cost of operating your car for providing charitable services solely related to Hurricane Katrina is 32 cents per mile.

Exemption — The amount you can deduct for each exemption has increased from \$3,200 in 2005 to \$3,300 in 2006. You lose all or part of the benefit of your exemptions if your adjusted gross income is above a certain amount. The amount at which the phase-out begins depends on your filing status. For 2006, the phase-out begins at:

- \$225,750 for married people filing jointly and qualified widow(er) with dependent children;
- \$188,150 for a head of household;
- \$150,500 for single taxpayers; and
- \$112,875 for married persons filing separately.

Credit for Federal Telephone Excise Tax Paid — In the past, you paid a federal excise tax that was assessed on your toll calls based on how far the call was being made and how long you talked on that call. Phone companies have been given notice to stop assessing this tax as of Aug. 31, 2006. If you paid the federal excise tax on your long distance or bundled telephone service, you may be able to request a standard credit between \$30-60 on line 71 of the 1040. If you file short form 1040A, you will use line 42. If you do not file a tax return, you may still request the credit using form 1040 EZ-T. On this form, the credit will be entered on line 1a. The amount of the standard credit depends on the amount of exemptions you entered on your 1040, line 6d:

Exemptions:
0-\$0; 1-\$30; 2-\$40; 3-\$50; 4-\$60

If you have already received a credit form from your phone company, you may not receive this credit on your tax return; and if you receive this credit on your tax return, you may not request a credit from your phone company. If you wish to claim actual expenses paid as opposed to the standard amount above, you may do so by filing Form 8913.

This is a refundable credit, which means you get this money no matter how your tax return works out. It will either reduce the amount you owe or add to your refund.

Direct Deposit of Refunds — If you choose direct deposit of your refund, you may be able to split the refund into two or three accounts.

Increased Age Limit for Kiddie Tax — The age of minor children whose investment income is subject to tax at the parent's rate has increased from under age 14 to under age 18. This means that unearned investment income above \$1,700 or a child under age 18 will be exposed to the parent's marginal income tax rate.

Alternative Motor Vehicles — You may be able to take a credit if you place an alternative motor vehicle (including a qualified hybrid vehicle) or alternative fuel vehicle refueling property in service in 2006. See Forms 8910 and 8911. You can no longer take a deduction for clean-fuel vehicles or refueling property.

Credit for Higher Education Tuition — For 2006, the maximum Hope credit has increased to \$1,650. The maximum Lifetime Learning Credit remains at \$2,000. These amounts are doubled for students attending an eligible education institution in the Gulf Opportunity Zone. These credits are for both returning and new students.

Charitable Contributions — Beginning Aug. 17, 2006, any donations of clothing and household items won't be deductible unless the donated items are in good used or better condition. This means that the IRS may deny a deduction for any item that has minimal monetary value. However, this rule does not apply to a contribution of any single item for which a deduction of more than \$500 is claimed and for which you include a qualified appraisal and Form 8283 with your tax return.

Beginning in 2007, you may no longer deduct contributions made in cash or by check unless you can produce a bank record or a receipt, letter, or other written communication from the charitable organization. This should include the organization's name and address, the date and location of the gift, and a description of property. This requirement applies regardless of the amount of the donation.

Earned Income Credit (EIC) — You may be able to take the EIC if:

- A child lived with you and you earned less than \$36,348 (\$38,348 if married filing jointly) or
- A child did not live with you and you earned less than \$12,120 (\$14,120 if married filing jointly)

The maximum Adjusted Gross Income (AGI) you can have and still get the credit also has increased. You may be able to take the credit if your AGI is less than the amount in the above list that applies to you.

The maximum investment income you can have and still get the credit has increased to \$2,800.

Uniform Definition of a Qualifying Child — In 2005, to simplify the tax law, the definition of a 'qualified child' changed for taxpayers who claim a child as a dependent, elects Head of Household status, or takes the Earned Income Credit, Child Tax Credit, Child or Dependent Care Credit. To meet this new definition, the

person needs to be your child, sibling (or descendent of either), adopted or foster child. The child must be under either (1) age 19; (2) under age 24 if a student, or (3) any age if permanently and totally disabled. Also, the child must be either a citizen, resident or national of the United States and must have the same principal place of abode as the taxpayer for more than one-half of the year. The child must not provide more than one-half of his/her own support for the year.

Foster Child — New rules apply to determine who is a foster child and when a foster child can be used to claim certain benefits. To claim a foster child as a qualifying child for any tax benefits, the child must be placed with a taxpayer by an authorized placement agency or by judgment, decree or other order of any court of competent jurisdiction. A foster child no longer qualifies a taxpayer to use qualifying widow(er) filing status.

Tuition and Fee Deduction — Individuals may be able to deduct up to \$4,000 if Adjusted Gross Income (AGI) is not more than \$65,000 (\$130,000 if married filing jointly), or deduct up to \$2,000 if AGI is higher than that limit but not more than \$80,000 (\$160,000 if married filing jointly).

The following highlights some of the most important provisions of the Hurricane Katrina Act and Gulf Opportunity Zone Act affecting individual taxpayers:

In general, **non-business casualty losses** are deductible as itemized deductions to the extent they exceed 10 percent of adjusted gross income plus \$100. However, these limitations are suspended for losses resulting from the hurricane and incurred in the disaster area.

The 10 percent penalty imposed on premature withdrawals from IRA and other qualified retirement plans is waived for victims of a hurricane. Such individuals may withdraw up to \$100,000 from those plans without penalty for distributions made after August 25, 2005 and before January 1, 2007.

Also, **the threshold limitations for loans from qualified employer plans** for hurricane victims are increased to \$100,000 or 100 percent of the account balance effective for loans made on or after September 23, 2005 and before January 1, 2007.

Tax credit for the installation of non-business energy property — Starting in 2006, a tax credit is available to individuals for the installation of non-business energy property, such as residential exterior doors and windows, insulation, heat pumps, furnaces, central air conditioners and water heaters. The credit is limited to a lifetime maximum of \$500. The credit breaks down as follows: \$200 of the credit can be based on expenditures for windows; \$50 of the credit on any advanced main air circulating fans; \$150 on any qualified natural gas, propane, or oil furnace or hot water boiler; and \$300 of the credit on any item of energy-efficient building property.

Tax credit for residential alternative energy equipment — A tax credit is available to help individuals pay for residential alternative energy equipment. The credit is 30 percent of the cost of eligible solar water heaters, solar electricity equipment and fuel cell plants placed in service in 2006 and 2007. The maximum credit is \$2,000 per tax year for each category of solar equipment, and \$500 for each half kilowatt of capacity of fuel cell plants installed per tax year.

Six-month Automatic Extensions — Beginning with 2005 returns due in 2006, individuals will be able to file Form 4868 to get an automatic six-month extension of time to file. Previously, only corporations could request an automatic six-month extension, and other taxpayers were required to file for two extensions. Also, almost all states have indicated that they are following the IRS's lead.

Donations of Automobiles — Starting in 2005, there is a limit on the charitable contribution of used motor vehicles (with a claimed value in excess of \$500) to the gross sales price received by the charity for the subsequent sale of the donated vehicle, rather than the fair market value. A charitable organization must provide the donor with Form 1098-C.

Combat Pay — Some military personnel receiving combat pay get larger tax credits because of two law changes. The new law counts excludable combat pay as income when figuring the Child Tax Credit and gives the taxpayer the option of counting or ignoring combat pay when figuring the Earned Income Tax Credit. Counting combat pay as income when calculating these credits does not change the exclusion of combat pay from taxable income.

Sales Tax Deduction — Taxpayers who itemize deductions will have a choice of claiming a state and local tax deduction for either sales or income taxes on their 2006 return. The IRS will provide optional tables for use in determining the deduction amount, relieving taxpayers of the need to save receipts throughout the year. Sales taxes paid on motor vehicles and boats may be added to the table amount, but only up to the amount paid at the general sales tax rate. Taxpayers will check a box on Schedule A, Itemized Deductions, to indicate whether their deduction is for sales or income taxes.

TAX TIPS FOR

As the LOG went to press, Congress was continuing to work on other tax legislation. Please check www.irs.gov before filing.

Also, you may be mailing your return to a different address this year because you received an envelope with your tax package, please use it. Otherwise, use the address below.

HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

- ◆ Income Records. These include any Forms W-2, W-2G and 1099.
- ◆ Itemized deductions and tax credits.
- ◆ Medical and dental payment records.
- ◆ Real estate and personal property tax receipts.
- ◆ Interest payment records for items such as a home mortgage or home equity loan.
- ◆ Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-888-729-1040 or visit web sites www.officialpayments.com or www.pay1040.com. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 74b, 74c and 74d on their Form 1040. Line 74b is for the bank's routing number. Line 74c indicates the type of account, and line 74d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services.

If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, visit the IRS web site at www.irs.gov.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,300 per person. In 2006, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

Standard Deduction Has Increased: The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box on this page). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 2006, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

Interest on Secured Loans Deductible: Interest paid on mortgages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Club Dues Deduction: No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

Deductions Subject to 2 Percent of Adjusted Gross Income: These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, unreimbursed employee expenses, safe deposit box rental and tax preparation fees.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Ex-

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$1,000 for a married person or "spouse" or \$1,250 for an unmarried person). Note that the personal exemption deduction is \$3,300.

Filing Status	Standard Deduction
Single	\$5,150
Married filing joint return or qualifying widow(er) with dependent children	\$10,300
Married filing separate return	\$5,150
Head of household	\$7,550

R MARINERS

tax law changes which may impact your 2006 income taxes. Please see filing your return.

Because the IRS has changed the filing location for several areas. If you wish, see *Where Do You File?* on the back cover of the instructions.

Meals: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 16 of this year, the IRS is accepting a standard mileage rate of 44.5 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

Use either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$52 per day in the continental U.S. and \$58 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$39. In some locations it is \$45, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

There has been a tax court case (*Johnson v. Comm. 115 TC210(2000)*) where a merchant seaman was denied a full deduction for the full M & IE rates. The court ruled that in situations where meals are provided at no cost, the incidental expense rate allowable as an itemized deduction is limited to \$3 a day (in the continental U.S.) and rates ranging from \$1 to \$53 in other areas. In lieu of these rates, to the extent you have receipts, a higher deduction amount may be allowed.

Limit on Itemized Deductions: In 2006, itemized deductions may be limited for individuals earning more than \$150,500 of federal adjusted gross income (or \$72,250 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 2006, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$12,120 and no qualifying children—\$412 maximum credit; taxpayers with income less than \$32,001 and with 1 qualifying child—\$2,747 maximum credit; taxpayers with income less than \$36,348 and with 2 or more qualifying children—\$4,536 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may get a SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive a SSN.

Child Tax Credit: In 2006, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer

may claim a dependency exemption and who is less than 17 years old, are entitled to the child tax credit. The amount of the credit is \$1,000 per child. The credit begins to phase out when modified Adjusted Gross Income (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or \$55,000 for married taxpayers filing separately.

Credit for Higher Education Tuition: Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of \$1,650 per student for each of the first two years of postsecondary education. For qualified expenses paid after Jan. 1, 2006, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses. These credits are subject to income limitations. The phaseout of the credits begins for single taxpayers when modified AGI reaches \$45,000, and completely phase out when modified AGI reaches \$55,000. For joint filers, the phaseout range is \$90,000 to \$110,000. The HOPE and Lifetime Learning Credit are not available to taxpayers married filing separately. In 2006, the Lifetime Learning Credit will be \$2,000.

Student Loan Interest: Taxpayers may be able to deduct up to \$2,500 of interest paid for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

Individual Retirement Accounts:

◆ **Education IRAs** – Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in which the HOPE credit or the Lifetime Learning Credit is claimed.

◆ **Traditional IRAs** – The contribution limit to a traditional IRA in 2006 is \$4,000. If a taxpayer reaches age 50 before 2007, the most that can be contributed will be \$5,000. Modified Adjusted Gross Income (AGI) phaseout range increased to \$50,000-\$60,000 for single, head of household, and \$75,000-\$85,000 for married couples filing jointly or qualifying widow(er). Also, solely for the purpose of figuring the \$100,000 modified AGI limit on eligibility to make qualified rollover distributions from a Traditional IRA to Roth IRA, minimum required distributions from IRAs and other qualified plans received in tax year beginning with 2006 are excluded from modified AGI.

◆ **Roth IRAs** – The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$4,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$95,000 and \$110,000, for joint filers with an AGI between \$150,000 and \$160,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

◆ **Penalty-Free IRA Distributions** – The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax penalty also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only \$10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose. Also, the tax penalty does not apply to distributions for an individual's disability, medical care, or to a beneficiary after death of the individual.

OTHER TAX INFORMATION

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as Airborne Express, DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order.

WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 2006, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:

- ◆ Jones Act settlements for lost wages.
- ◆ Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- ◆ Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- ◆ Canceled debts
- ◆ State income tax refunds
- ◆ Rents
- ◆ Repayments
- ◆ Royalties
- ◆ Unemployment benefits
- ◆ Profits from corporations, partnerships, estates and trusts.
- ◆ Endowments.
- ◆ Original Issue Discount.
- ◆ Distributions from self-employed plans.

- ◆ Bartering income (fair-market value of goods or services received in return for services).
- ◆ Tier 2 and supplemental annuities under the Railroad Retirement Act.
- ◆ Lump-sum distributions.
- ◆ Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- ◆ Accumulation distributions from trusts.
- ◆ Prizes and awards (contests, raffles, lottery and gambling winnings).
- ◆ Earned income from sources outside the United States.
- ◆ Director's fees.
- ◆ Fees received as an executor or administrator of an estate.
- ◆ Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- ◆ Benefits from government welfare programs.
- ◆ Jones Act settlements for injuries, pain, suffering, medical costs.
- ◆ Maintenance and Cure.
- ◆ Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- ◆ Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- ◆ Child support.
- ◆ Gifts, money or other property inherited or willed.
- ◆ Dividends on veterans' life insurance.
- ◆ Life insurance proceeds received because of a person's death.
- ◆ Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships.

Specifically, the law [46 USC 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state.

If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

WHERE TO GET INFORMATION

General Information:
1-800-829-1040 may be called for general information. IRS staff answer questions 24 hours a day.

Publications:
Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

Walk-In Help:
IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help:
The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered. The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's auto-

mated Tele-Tax system. When calling from a touch tone phone, the number "9" will repeat the topic and the number "2" will cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund.

This telephone service is available 24 hours a day, 7 days a week.

Personal Computer:
Access the IRS's internet web site at www.irs.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, check the status of your 2005 refund, send the IRS comments or requests for help via e-mail; and sign up to receive local and national tax news by e-mail.

Send IRS Written Questions:
Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

OVERSEAS AT TAX TIME

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; Tokyo, Japan.

living in the home.

- ◆ Certain amounts received as a scholarship.

FILING AN EXTENSION

Taxpayers can get an automatic 6-month extension if, no later than April 16, 2007, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

WHERE IS MY REFUND?

In 2004, the IRS launched a new program that allows taxpayers to trace their refunds online. If taxpayer(s) have not received a refund check within 28 days from the original IRS mailing date, information can be accessed through the web site at www.irs.gov. To get the refund status, taxpayers will need to provide the information from their tax returns. You should know your Social Security Number (or IRS Individual Taxpayer Identification Number), Filing Status (Single, Married Filing Joint Return, Married Filing Separate Return, Head of Household, or Qualifying Widow(er)) and the Refund amount (It is important to enter the refund amount exactly as it is shown on your return).

Mail Handlers Union Rejoins AFL-CIO

The AFL-CIO recently reported that the National Postal Mail Handlers Union (NPMHU, part of the Laborers) has rejoined the federation.

AFL-CIO President John Sweeney presented a charter to the NPMHU's officers on Dec. 12. The Mail Handlers are the first union to take advantage of the AFL-CIO executive council's decision in August to authorize Sweeney to re-issue charters to unions which were once independent affiliates and now want to

return to the AFL-CIO, even though they are part of unions that recently disaffiliated. (SIU President Michael Sacco serves on the federation's executive council.)

"The union movement is strengthened by the Mail Handlers' decision to rejoin the AFL-CIO, which will bring together all the major postal workers' unions and benefit working families nationwide," said Sweeney.

After the Mail Handlers

expressed interest in rejoining the Federation, Sweeney consulted with the union leadership, the Laborers, the AFL-CIO executive council and the other postal unions to make their reaffiliation possible.

NPMHU National President John Hegarty said that he is delighted with this direct affiliation agreement, indicating that he is "confident that nearly 50,000 Mail Handlers across the country will benefit from this continuing

partnership between the NPMHU and the AFL-CIO."

Hegarty added, "Mail Handlers have a long history with the federation, with our first affiliation beginning nearly 70 years ago, and we certainly look forward to a long and productive relationship well into the future."

The Mail Handlers are a major postal union, with more than 47,000 regular members and more than three times as many associate members.

The Mail Handlers' Union's original affiliation with the AFL-CIO dates back to the 1930s. They continued that affiliation through the Laborers, following their merger with the Laborers in 1968, up until the time the Laborers left the AFL-CIO in May 2006.

The AFL-CIO represents 10 million working men and women nationwide and has 54 affiliate unions, including the SIU.

The executive council statement authorizing the re-issuing of national charters can be found on the AFL-CIO web site, www.afl-cio.org.

Overseas Joyce Helps Save Life, But Alaska Tragedy Claims 3

Editor's note: This article was submitted by an individual from the Overseas Joyce who requested his name be withheld so as not to give the appearance that he or any of the crew sought individual recognition for their efforts. The LOG respects and follows those wishes in this case and also recognizes the story's sensitivity, even while preferring to publish a crew list.

According to the sender, later the same day of the rescue, the *Overseas Joyce* was directed by its weather-routing service to take refuge in Dutch Harbor, Alaska because another hurricane-force storm was forecast to cross its track. There it was learned a *Discovery Channel* film crew had been aboard the rescue helicopter. Footage of the actual search and rescue operation may be seen in an upcoming episode of "Deadliest Catch" airing sometime in March.

The SIU-crewed car carrier *Overseas Joyce*, on its normal trade route from the U.S. to Japan, was approaching Unimak Pass in the Aleutian Islands on the morning of Oct. 18. The ship, using weather-routing services, passed close to the Shumagin Islands in order to gain a lee from high winds as a severe low pressure system was forecast to reach hurricane strength and pass south of the vessel.

The previous evening was a long, storm-tossed night as the storm system made an unexpected turn and moved directly north of the ship, bringing with it 60-knot winds and 40-foot seas.

After the crew endured a sleepless night, dawn brought slightly improved conditions. Though winds veered and weakened somewhat, the storm dragged with it heavy 30-foot swells and bow-pounding waves. In these conditions, shortly after sunrise, the bridge watch team spotted a small fishing boat less than a mile off the starboard bow; heavy seas made the small vessel look even smaller. The fishing boat, later identified as the 50-foot *Ocean Challenger*, labored as it broached and foundered to the seas. Moments later the fishing vessel went over on its side as a "Mayday" call came over the radio. It was a chilling and brief transmission, a message no one in this brotherhood of the sea ever wants to hear. *Ocean Challenger* was going down, and its four-person crew was abandoning ship.

Aboard the *Overseas Joyce* all hands woke up to the ship's emergency signal, the deck gang taking lookout stations covering all

points of the horizon, the engineers readying machinery for maneuvering speeds, the steward department standing by to assist. Within minutes of the *Ocean Challenger's* call for help, everyone was at their stations, and contact was made with the U.S. Coast Guard facility at Cold Bay, Alaska.

Then, five minutes after sighting, the *Ocean Challenger* sank beneath wind-blown seas, leaving a debris field of fishing buoys and deck gear. By this time the *Overseas Joyce* was less than a mile away, yet no survivors were seen—only debris scattered through breaking waves marked with dense streaks of foam. The orange canopy of a life raft emerged from the water, apparently automatically released as the fishing boat sank, but hopes diminished when no one was seen attempting to crawl inside. The raft looked too light as it was blown easily across cresting waves. The ship moved in closer, making tight round turns around the datum where *Ocean Challenger* went down. Extreme conditions prevented launching boats, which would only jeopardize more lives.

As the ship completed its first turn, lookouts shouted "man in the water off the starboard bow," and the ship maneuvered to make this first spotted survivor pass down the starboard side close aboard. Those leaning over the bridge wing clearly saw a man, no life jacket, no survival suit, and only wearing what appeared to be white long johns. He clutched a small plastic barrel or bucket and seemed to look up at the ship as the ship's crew called out words of encouragement and threw a survival suit, life ring and a marker buoy.

Crew members moved aft with the person in the water as he passed down the side of the ship as the ship began to double back. By now 20 minutes had passed and concern increased. The air temperature was in the mid-forties with a wind chill at freezing, and the ocean was cold and churning; a U.S. Coast Guard rescue helicopter was still more than 40 minutes away. Then, a few hundred yards away, two figures, heads above water were spotted. Lookouts pointed, bearings were called out, and the ship turned taking 40-degree rolls through steep troughs. Several bolts that had held some of the ships gear securely for years sheered off. All eyes remained focused and hope increased as lookouts saw what appeared to be arms waving. But as the ship turned to close the dis-

tance, heavy rolls, breaking seas and bright sunlight robbed the lookouts' sight of the survivors.

The *Overseas Joyce* continued turning slowly through the area attempting to relocate the three people already seen and making all efforts to spot the fourth. Search efforts intensified with the arrival of a U.S. Coast Guard C-130 search plane. The SIU-crewed containership *R.J. Pfieler* announced it, too, was en route, diverting from its position 30 miles away.

Just as lookouts spotted another person in the water several hundred yards off the starboard beam, the U.S. Coast Guard rescue helicopter radioed it was approaching the area. Not sure if this person sighted was one of the three previously seen or the fourth crew member of the *Ocean Challenger*, this man clearly wore a survival suit, orange hood over his head. The ship successfully got in close keeping the man in sight and deployed a life ring and marker buoy just upwind. Voices rose in excitement as the person swam vigorously, twice disappearing under huge breaking waves, toward the life ring as the rescue helicopter zeroed in on his position aided by the marker buoy. All watched as the helicopter lowered a rescue swimmer into the water. Moments later this survivor was pulled to warmth and safety. The

rescue helicopter radioed the person was in deep hypothermia but alive, and had he been in the water five more minutes he would not have survived.

An hour and 10 minutes elapsed since the *Overseas Joyce* crew members witnessed *Ocean Challenger* sink beneath cold Gulf of Alaska seas. The Coast Guard confirmed the one person just pulled alive from the water wore a survival suit. Soon after two others were also located and hoisted up by the rescue helicopter; but these individuals wore only life jackets and did not survive the cold water. One individual remained missing.

The search continued as ships and aircraft, now including the USCG cutter *Monroe* and containership *R.J. Pfieler*, exchanged information to narrow down the

likely location of the missing man. Though the *Overseas Joyce* crew had stood in the cold Gulf of Alaska wind and spray for hours, thoughts were far from their own minor discomforts. As the steward department quietly passed the word that a hot breakfast was available on the bridge and a single pot meal was ready in the galley, no one rotated from their stations. All eyes were fixed on a dark gray ocean. All thoughts and prayers were with the men and the families of the men who would never return home from sea.

Shortly before noon, the U.S. Coast Guard on-scene commander released the ship to continue its voyage and the *Overseas Joyce* resumed its track toward Unimak Pass with a quiet crew. No one felt heroic.

Checking in from the Steven L. Bennett



Chief Steward Toney Morris submitted this photo of Seafarers in the crew mess aboard the *Captain Steven L. Bennett* in Diego Garcia. The photo was taken in mid-December. Morris noted the mariners were "enjoying a light moment after lunch." The *Bennett* is a containership operated by Sealift Inc. for the U.S. Military Sealift Command.

Strong Start for Mariner Outreach System

The U.S. Maritime Administration's Mariner Outreach System (MOS) is just six months old, but it has "clearly gained acceptance with the seafaring community," the agency reported in the December edition of its newsletter.

According to MarAd, the system provides mariners who agree to participate an opportunity to review their qualifications and sea service and update their contact information. Described by the agency as user-friendly, the MOS allows access by mariners via the following secure internet web site: <https://mos.marad.dot.gov>.

Using the MOS in no way obligates mariners, according to MarAd officials. However, mariners' participation in the MOS will improve the Maritime Administration's ability to understand and communicate with mariners. Additionally, the MOS provides the agency with a means of monitoring their availability.

As of October 1, 2006, 25 percent of mariners with a valid U.S. merchant mariner's document had

consented to participate.

Anne Dougherty, a program analyst in MarAd's Office of Sealift Support, said many of the mariners on file had previously agreed to participate in an earlier tracking system before the MOS internet portal was launched. She points out, however, that gaining the volunteer participation of some 10 to 15 new mariners who register each week, for a program that has no money to advertise its existence but just depends on word of mouth, is very good.

"We are working hard to get the word out and appreciate the incredible support we have received from the maritime labor unions and our industry partners," she said. "Our goal is to use MOS to better understand what is happening with the pool of United States mariners so we can work with our industry partners to identify and address the specific issues that have a negative impact on the mariner pool."

Prior to going "live" with the new system last year, program officials put it through a stringent

test and evaluation sequence. Several aspects of the system were put through the paces at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Upgrading Seafarers provided input and feedback to members of the MarAd contingent during the tests. The testing went well and all major problems with the new system were rectified. The MOS went on line as scheduled.

"I would like to extend our most sincere thanks to Seafarers International Union for their assistance with testing the Mariner Outreach System," wrote Taylor E. Jones II, director, MarAd Office of Sealift Support, in a letter to the school. "The enthusiasm and support provided by Mr. Bart Rogers and the Paul Hall Center staff were directly responsible for the success of the testing. The input provided by the SIU mariners was invaluable in helping us to create an accurate, user-friendly system that will be valuable to U.S. mariners worldwide."

Dispatchers' Report for Deep Sea

DECEMBER 16, 2006 — JANUARY 15, 2007

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	3	2	2	1	2	0	2	6	2
Anchorage	0	1	3	0	5	2	1	0	8	4
Baltimore	8	2	1	1	4	0	1	10	5	2
Fort Lauderdale	9	14	1	7	19	1	12	17	26	3
Guam	3	2	2	1	4	2	0	5	4	3
Honolulu	5	10	0	5	2	1	1	16	13	1
Houston	32	21	3	27	24	6	26	68	45	16
Jacksonville	29	18	7	12	12	7	9	62	30	15
Joliet	0	2	2	0	2	1	0	1	0	2
Mobile	6	3	3	6	5	1	5	19	15	3
New Orleans	20	6	1	15	8	2	7	32	12	3
New York	45	25	11	25	10	5	19	82	45	17
Norfolk	11	18	3	15	15	4	5	22	28	10
Oakland	20	5	0	9	13	1	7	50	10	2
Philadelphia	6	5	1	7	4	1	3	4	10	2
Piney Point	0	13	4	1	9	4	1	0	5	2
Puerto Rico	7	10	2	5	5	2	3	13	14	3
St. Louis	1	3	1	2	2	0	1	2	11	3
Tacoma	24	23	8	25	24	7	23	53	43	12
Wilmington	35	14	9	18	8	3	13	61	36	14
Totals	262	198	64	183	176	52	137	519	366	119
ENGINE DEPARTMENT										
Algonac	0	1	0	0	0	0	0	0	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	8	5	0	4	1	0	2	9	6	2
Fort Lauderdale	7	8	2	1	3	1	2	15	13	4
Guam	0	2	0	2	4	0	0	0	4	1
Honolulu	9	3	0	7	2	1	1	12	7	4
Houston	15	10	6	14	5	2	5	30	25	8
Jacksonville	21	9	1	12	13	2	10	32	23	1
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	3	3	2	5	3	0	1	10	6	4
New Orleans	4	2	1	5	3	1	2	10	5	2
New York	18	11	2	15	8	0	9	32	20	13
Norfolk	8	12	1	10	7	2	3	12	24	5
Oakland	8	4	1	4	5	1	4	22	10	3
Philadelphia	1	2	1	2	2	1	1	2	4	1
Piney Point	2	1	0	1	0	0	0	4	1	0
Puerto Rico	1	4	0	1	3	0	1	5	6	1
St. Louis	0	1	0	1	0	0	0	0	6	1
Tacoma	7	12	3	10	9	1	7	19	23	5
Wilmington	9	4	4	7	2	6	5	18	17	14
Totals	121	94	24	101	70	18	53	232	201	69
STEWARD DEPARTMENT										
Algonac	2	2	0	1	0	0	0	2	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	2	0	3	0	0	1	6	3	0
Fort Lauderdale	2	10	1	2	8	1	1	8	15	1
Guam	0	0	0	1	0	0	0	1	2	0
Honolulu	10	5	0	12	2	0	2	16	11	0
Houston	19	4	5	17	7	1	6	31	13	5
Jacksonville	9	9	5	9	7	4	5	26	13	4
Joliet	0	0	0	0	0	0	0	0	0	1
Mobile	1	0	3	2	2	1	2	11	7	4
New Orleans	10	1	2	5	2	0	2	12	2	2
New York	15	4	1	14	3	1	4	36	9	3
Norfolk	7	11	1	4	12	2	3	15	15	5
Oakland	12	3	0	15	4	1	7	34	10	0
Philadelphia	2	1	0	2	0	0	0	3	1	0
Piney Point	2	1	0	2	0	0	1	5	3	0
Puerto Rico	2	4	0	3	3	0	3	3	4	0
St. Louis	0	1	2	1	0	0	0	1	2	3
Tacoma	19	3	1	15	4	3	8	31	8	2
Wilmington	18	5	0	12	3	1	7	42	9	3
Totals	135	66	21	120	57	15	52	283	129	33
ENTRY DEPARTMENT										
Algonac	0	0	2	0	0	0	0	0	1	8
Anchorage	0	1	0	0	3	0	0	0	7	0
Baltimore	0	5	2	0	3	0	0	0	4	4
Fort Lauderdale	1	3	8	0	1	3	0	1	14	14
Guam	0	1	0	0	2	0	0	0	1	2
Honolulu	1	7	6	3	2	2	0	1	16	18
Houston	4	17	16	2	18	5	0	12	34	30
Jacksonville	1	13	15	0	5	4	0	3	30	25
Joliet	0	0	1	0	0	0	0	0	1	2
Mobile	1	2	2	0	3	1	0	2	6	3
New Orleans	1	8	3	0	6	1	0	4	6	8
New York	5	25	11	5	11	4	0	13	76	39
Norfolk	0	10	18	0	11	8	0	0	20	30
Oakland	4	9	9	2	7	5	0	9	21	18
Philadelphia	0	0	0	0	0	0	0	0	3	2
Piney Point	0	21	3	0	12	15	0	0	10	7
Puerto Rico	1	3	0	0	2	0	0	1	4	0
St. Louis	0	0	2	0	0	1	0	0	1	1
Tacoma	2	12	9	2	3	9	0	4	24	20
Wilmington	2	11	5	1	4	3	0	3	17	11
Totals	23	148	112	15	93	61	0	53	296	242
Totals All Departments	541	506	221	419	396	146	242	1,087	992	463

*"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.

March & April 2007 Membership Meetings

Piney Point	Monday: March 5, April 2
Algonac	Friday: March 9, April 6
Baltimore	Thursday: March 8, April 5
Boston	Friday: March 9, April 6
Guam	Thursday: March 22, April 19
Honolulu	Friday: March 16, April 13
Houston	Monday: March 12, April 9
Jacksonville	Thursday: March 8, April 5
Joliet	Thursday: March 15, April 12
Mobile	Wednesday: March 14, April 11
New Orleans	Tuesday: March 13, April 10
New York	Tuesday: March 6, April 3
Norfolk	Thursday: March 8, April 5
Oakland	Thursday: March 15, April 12
Philadelphia	Wednesday: March 7, April 4
Port Everglades	Thursday: March 15, April 12
San Juan	Thursday: March 8, April 5
St. Louis	Friday: March 16, April 13
Tacoma	Friday: March 23, April 20
Wilmington	Monday: March 19, April 16

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

Personals

Irvin Crutchlow

Loyd Ange would like to hear from you. You can write him at 842 Esconditas Place, Pensacola, FL 32506-3717; or call him at (850) 549-3226.

Correction

An article in the January 2007 LOG about pierhead jumps and meds contained an inaccurate statement in the 2nd column. It says, "...the member can call his or her doctor for the required medication, pick it up, pay for it out of pocket and then submit the receipt to the Seafarers Health and Benefits Plan (SHBP) for reimbursement."

The Claims department **does not** process out-of-pocket prescription claims. Any prescription reimbursement requests must be sent to Prescription Solutions and they will process it at their reimbursement rates and send a check to the member. The member should submit a "Direct Member Reimbursement" form with their prescription receipt and send both items to Prescription Solutions. The form is available on Prescription Solutions' Web site (www.rxnsolutions.com/a/login/Login_MIDDOB.asp?NextPage=23).

Attention Seafarers:

S Help Keep
P America's
A Maritime Industry
D Strong.
Contribute to
SPAD.

**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*

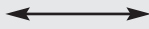
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *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
27 Drydock Ave., Boston, MA 02210
(617) 261-0790

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
Cliffline Office Ctr., Bldg. B, Suite 103
422 West O'Brien Dr., Hagatna, Guam 96931
(671) 477-1350

HONOLULU

606 Kalihl 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

NMU Monthly Shipping & Registration Report

DECEMBER 16, 2006 — JANUARY 15, 2007

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	3	0	0	1	0	0	3	10	4	2
Houston	0	0	0	1	0	0	3	13	1	2
Jacksonville	0	0	0	0	0	0	11	1	0	1
New Orleans	1	0	0	0	0	0	2	13	3	2
New York	3	0	0	4	0	0	8	30	26	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	1	1	0	0
Wilmington	0	0	0	0	0	0	3	2	0	0
Totals	7	0	0	6	0	0	31	70	34	7
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	0	6	1	1
Houston	1	0	0	2	0	0	2	3	0	0
Jacksonville	0	0	0	0	0	0	2	2	0	0
New Orleans	0	0	0	0	0	0	1	5	1	1
New York	2	0	0	4	0	0	1	14	5	0
Norfolk	0	0	0	0	0	0	1	0	0	0
Tacoma	0	0	0	0	0	0	1	0	0	0
Wilmington	0	0	0	0	0	0	0	2	0	0
Totals	3	0	0	6	0	0	8	32	7	2
STEWARD DEPARTMENT										
Boston	1	0	0	0	0	0	2	7	3	1
Houston	1	0	0	2	0	0	3	11	1	0
Jacksonville	1	0	0	1	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	3	1	2
New York	0	0	1	1	0	1	5	17	25	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0	0
Totals	3	0	1	4	0	1	11	39	30	3
Totals All Departments	13	0	1	16	0	1	50	141	71	12

PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Jerry Lopez of Georgiana, Ala.

They were taken aboard the *SS Hastings* (Waterman Steamship Corp.) on a trip that began in New York or Baltimore Sept. 21, 1966 and paid off in New York Jan. 2, 1967 after traveling to Spain, Italy, Greece, Turkey, Jordan, Sudan, French Somalia, Ethiopia and Iran. Lopez, who signed on in Mobile, Ala., sailed as an OS.

After leaving the Navy in 1965, Lopez joined the SIU in 1966 and went through training at the New Orleans hall. His first ship was the *SS Robin Trent* on which he made his first around-the-world voyage. "My shipmates helped me to adjust from military to merchant seaman life," he wrote, "and I have to tell you, it was a great time in my life, and I learned to appreciate the SIU and the ability to have representation and a contract to live and work by."

In the 1970s Lopez attended electronics training and has worked in that field since.



AB John Kelly (a former patrolman from Mobile), left, and OS Jerry Lopez were on the 8-12 watch aboard the *Hastings*.



Left: This is a view from the bow, looking aft, as the ship transited the Suez Canal.



Right: The bosun and 4-8 OS lean on one of the Suez line handler's boats. These boats were picked up at the start of the canal transit.

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



KASSEM ABDULLA, 57, began shipping with the SIU in 1969 from the port of San Francisco. Brother

Abdulla's first ship was the *Steel Direct*. The engine department member, who was born in Yemen, most recently sailed on the *Horizon Consumer*. Brother Abdulla resides in San Francisco.



HESSIN ASUMARI, 74, joined the SIU in 1967, initially sailing aboard the *Fair Isle*. A native of Yemen,

Brother Asumari upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1999 and 2000. Prior to his retirement, Brother Asumari shipped on the *ITB Grotton*. He calls Tulare, Calif. home.

SOLOMON BENJAMIN

65, began his seafaring career in 1970. Brother Benjamin first worked aboard Seatrain Lines vessels. The Louisiana-born mariner upgraded his skills on two occasions at the Piney Point school. Brother Benjamin's most recent voyage was on the *Cape Fear*. He lives in Gretna, La.



TULIO GOMEZ, 69, joined the SIU in 2001. Brother Gomez shipped primarily aboard vessels operat-

ed by Marine Personnel and Provisioning, most recently the *Cape Domingo*. Born in Honduras, he worked in the steward department. Brother Gomez makes his home in Kissimmee, Fla.

CURTIS JACKSON

60, became an SIU member in 1967, initially sailing aboard a Calmar Steamship

Company vessel. Brother Jackson upgraded on numerous occasions at the union-affiliated school in Piney Point, Md. He was born in Florida and shipped in the engine department. Before retiring, Brother Jackson worked on the *Sirius*. He continues to reside in Florida.



SHEILA LEWIS, 51, hails from Louisiana. Sister Lewis joined the Seafarers in 1986; her first voyage was aboard the *USNS Regulus*. She upgraded her skills



often at the Paul Hall Center. Sister Lewis was a member of the deck department and last shipped on the *Houston*. She

is a resident of Livingston, La.

ROBERT MULL

73, joined the SIU in 1960 in the port of New York. Brother Mull sailed in the deck department of both deep sea and inland division vessels. His earliest trip to sea was aboard the *Sentry*. Brother Mull is a native of North Carolina. He most recently worked on a Crowley Towing vessel. Brother Mull calls Newton, N.C. home.



JUAN ROCHEZ, 65, was born in Honduras. Brother Rochez became an SIU member in 1990, first

sailing aboard the *Independence*. He was a frequent upgrader at the SIU-affiliated school in Piney Point, Md. Brother Rochez most recently shipped on the *Overseas Philadelphia*. He makes his home in Kingwood, Texas.

GUILLERMO THOMAS

64, started his employment with the Seafarers in 1970 aboard a vessel operated by Crowley Towing & Transportation Company. Brother Thomas was born in Eagle, Texas and was a member of the steward department. He last sailed aboard the *Intrepid*. Brother Thomas upgraded his seafaring skills often at the Piney Point, Md. school. He makes his home in New Mexico.

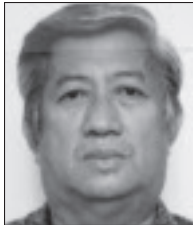


JOHN TRENT, 64, joined the SIU in 1964. His first ship was operated by Hudson Waterways. Brother Trent,

who was born in Arkansas, worked as a member of the engine department. He upgraded frequently at the Paul Hall Center. Brother Trent's most recent voyage was aboard the *Overseas New Orleans*. He lives in Florida.

ANTONINO UDAN

65, joined the SIU in 1983. Brother Udan initially shipped on the *Constitution* in



the deck department. His most recent voyage was aboard the *Horizon Pacific*. Brother Udan calls Ewa Beach, Hawaii home.

WILLIAM WALES, 65, began sailing with the SIU in 1968 from the port of Seattle. Brother Wales first worked on the *President Adams*. The steward department member attended the union-affiliated school in Piney Point, Md. on three occasions. Brother Wales' most recent voyage was aboard the *Westward Venture*. The Texas native now resides in Seattle.

JOHN WHITING, 65, became a union member in 1964, first sailing aboard a U.S. Steel Corporation vessel. Brother Whiting makes his home in Palmdale, Calif.



ROY ZANCA, 65, was born in Louisiana and began his seafaring career in 1995 in the port of New Orleans. He

first shipped aboard the *USNS Antares* as a member of the engine department. Brother Zanca upgraded his skills often at the Piney Point school. He most recently worked on the *USNS Pomeroy*. Brother Zanca is a resident of New Orleans.

INLAND

VERTIS BELCHER, 62, joined the union in 1970 in the port of

New Orleans. Boatman Belcher sailed primarily aboard Moran Towing Company vessels. Born in Florida, he currently resides in Pylesville, Md.



LYMAN LAWRENCE, 70, began sailing with the SIU in 1974. Boatman Lawrence

worked aboard Virginia Pilot Corp. vessels. He lives in his native state of Virginia.

STEVEN MATTISON, 54, was born in Iowa. Boatman Mattison joined the SIU in 1986 in the port of Baltimore. He first



went to sea aboard a vessel operated by Moran Towing of Maryland. Boatman Mattison was a member of the engine department; he upgraded his skills in 2001 at the Paul Hall Center. Boatman Mattison most recently sailed on the *Eva*. He calls Dickinson, Texas home.



JAMES PARISI, 62, joined the SIU in 1980. Boatman Parisi initially worked with Gloucester Fisherman's Fund vessels. Prior to his retirement, he shipped aboard a Homeport Inc. vessel. Boatman Parisi is a resident of Gloucester, Mass.

JOHN RIDLEY, 61, began his seafaring career in 1987. Boatman Ridley worked primarily aboard ships operated by Red Circle Transport. In 2000, he enhanced his seafaring abilities at the SIU-affiliated school in Piney Point, Md. Boatman Ridley makes his home in Baton Rouge, La.

WILLIAM SOUTHARD

62, joined the SIU in 1962 in the port of Philadelphia. Born in Pennsylvania, Boatman Southard initially sailed on a Meyle Towing vessel. In 1985 and 1990, he attended classes at the Piney Point school. Boatman Southard's most recent voyage was aboard a vessel operated by Moran Towing of Philadelphia. He continues to live in Pennsylvania.



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.

1942

During the last week of February, the SIU crewed *S.S. Marore* was attacked about midnight by three German submarines. Even though she was torpedoed and hit by over 100 shells, the entire crew escaped in lifeboats. One of the boats rigged a sail and made port at Cape Hatteras. The other two boats, containing 25 men, were spotted by a Navy plane which directed a ship to their rescue.

1955

The membership of the Seafarers International Union, Atlantic & Gulf District, ratified a newly negotiated contract clause establishing a seniority hiring provision with contracted companies. The new hiring system involves three classes of seniority. Men sailing before Dec. 31, 1950 got "A" ratings; men sailing regularly since Jan. 1, 1951 were rated Class "B" and men who had no time aboard SIU ships before Jan. 1, 1955 or who had not shipped regularly during the periods to cover classes A and B received a "C" rating. In the future, seamen with "A" ratings will receive preference over the other two categories for job calls and the "B" rated seamen will receive preference over "C" men.

1966

Three AFL-CIO maritime unions have charged that the U.S. State Department's recently announced blacklist of ships trading with North Vietnam will not deter shipowners or their governments from supplying the North Vietnamese

regime. In a joint position, the International Longshoremen's Association, the National Maritime Union and the Seafarers International Union of North America said that the time for "pussyfooting is long past" and that they would soon begin "protest demonstrations" in all U.S. ports against vessels of those nations which permit trade with North Vietnam.

The joint union position was set forth in a telegram to President Lyndon B. Johnson on February 14. Identical wires were also sent to Commerce Secretary John Connor, Labor Secretary Willard Wirtz and Secretary of State Dean Rusk.

THIS MONTH IN SIU HISTORY

1997

The Paul Hall Center for Maritime Training and Education has enhanced and expanded its curriculum for entry-level mariners. For years, the trainee program exclusively has consisted of 12 weeks of training at the center's Lundeberg School of Seamanship. Now, following an extensive internal review of the class, the revised program will feature 90 days of shipboard training plus increased schooling at the center in Piney Point, Md. Overall, the new curriculum will last about 2.5 times as long as the old class.... Many of the revisions were made so that students may comply with amendments to an international maritime treaty governing the methods used to train and certify merchant mariners. Parts of that agreement—the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW)—took effect February 1, and other segments will be phased in during the next few years.

Final Departures

DEEP SEA

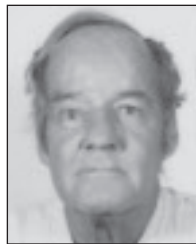
FREDERICK BENEDICT

Pensioner Frederick Benedict, 84, passed away March 31. Brother Benedict started sailing with the Seafarers in 1951 from the port of San Francisco. He sailed primarily aboard vessels operated by Interocean American Shipping. Brother Benedict was born in Pennsylvania and worked in the steward department. He retired in 1987 and made his home in Reno, Nev.

NORMAN CARLSON

Brother Norman Carlson, 66, died March 21. He joined the SIU in 2002, first shipping aboard the *USNS Heezen*. Brother Carlson, who was born in Seattle, last sailed on the *Eric G. Gibson*. He was a resident of Fox Island, Wash.

ROBERT CLIFFORD



Pensioner Robert Clifford, 68, passed away May 27. Brother Clifford joined the union in 1963 in Detroit, Mich. He shipped as a member of the deck department in both the inland and deep sea divisions. Brother Clifford initially worked aboard vessels operated by Rockport Steamship Company. The Michigan-born mariner's last voyage was aboard the *USNS Washington*. Brother Clifford, who went on pension in 2000, called Houston home.

ROBERT COOK



Pensioner Robert Cook, 78, died April 6. Brother Cook launched his seafaring career in 1946 in the port of New York. His first trip was aboard a Sinclair Oil Corporation vessel. Brother Cook, who was a native of Wisconsin, sailed in the steward department. His most recent voyage was on the *Penny*. Brother Cook began receiving his retirement pay in 1994. He resided in Baltimore, Md.

LEO CRONSOHN



Pensioner Leo Cronsohn, 77, passed away March 3. Brother Cronsohn joined the SIU in 1951 in the port of Seattle. The steward department member, who was born in New York, sailed primarily aboard vessels operated by Waterman Steamship Corporation. Prior to his retirement in 1997, Brother Cronsohn worked on the *Robert E. Lee*. He lived in Las Vegas.

RICHARD DIXON

Brother Richard Dixon, 79, died March 14. He embarked on his SIU career in 1966, initially sailing on a Columbia Steamship vessel. Brother Dixon was born in Illinois. His last voyage was aboard the *Maj. Stephen W. Pless*. Brother Dixon shipped in the steward department. He made his home in Compton, Calif.

HERBERT EHMSSEN

Pensioner Herbert Ehmsen, 78, passed away Aug. 18. Brother Ehmsen was born in New Jersey and joined the union in 1947 in the port



of New York. Brother Ehmsen was a member of the deck department. Before retiring in 1988, he sailed on the *Kaimoku*. Brother Ehmsen continued to live in his native state.

DONALD FOSTER



Pensioner Donald Foster, 89, died May 23. Brother Foster began sailing with the Seafarers in 1951 from the port of New York. He first worked aboard an American Dredging Company vessel. Brother Foster shipped in the steward department, most recently aboard the *USNS Potomac*. He was born in Ohio and made his home in Texas City, Texas. Brother Foster became a pensioner in 1982.

ALI MOHAMED



Pensioner Ali Mohamed, 66, passed away April 12. Brother Mohamed began his SIU career in 1963, first sailing on the *Marine*. He was a member of the steward department. Brother Mohamed's last voyage was aboard the *Defender*. He was a resident of Garden Grove, Calif. Brother Mohamed started collecting his pension in 1994.

CALVIN "COTTON" MORRIS



Pensioner Calvin Morris, 82, died Nov. 11. Brother Morris joined the SIU in 1951, initially sailing in the deck department on a Delta Steamship vessel. He was born in Missouri. Prior to his retirement in 1984, he worked aboard the *Overseas Juneau*. Brother Morris resided in Fresno, Calif.

RALPH MURRAY



Pensioner Ralph Murray, 81, passed away Oct. 9. Brother Murray joined the union in 1945 in the port of Norfolk, Va. He first sailed aboard a Sinclair Oil Corporation vessel. Brother Murray was a Virginia native and shipped in the deck department. He last worked aboard the *Voyager*. Brother Murray went on pension in 1988. He made Las Vegas his home.

NIKOLAOS SASLOS



Pensioner Nikolaos Saslos, 79, died May 22. Brother Saslos became an SIU member in 1962 in the port of New York. He worked in the engine department, first sailing on the *Rocky Point*. Brother Saslos' last voyage was aboard a Michigan Tankers vessel. Born in Athens,

Greece, he continued to live there. Brother Saslos began collecting his retirement in 1979.

EMIL SPODAR



Pensioner Emil Spodar, 82, passed away Oct. 5. Brother Spodar embarked on his seafaring career in 1947 in the port of New York. The engine department member's first ship was the *Oremar*; his last the *Del Sol*. Brother Spodar, who was born in Cleveland, Ohio, called Florida home.

KEVIN SULLIVAN

Brother Kevin Sullivan, 42, died May 7. He was born in California and joined the union in 2004 in the port of Wilmington, Calif. Brother Sullivan worked primarily aboard Alaska Tanker Company vessels during his seafaring career, most recently on the *Alaskan Explorer*. He was a resident of Carson, Calif.

FRANK UNGER



Pensioner Frank Unger, 82, passed away April 17. Brother Unger started sailing with the Seafarers in 1956. The Pennsylvania-born mariner worked in the deck department. Brother Unger first shipped aboard a Waterman Steamship Corporation vessel. His final voyage was on the *Horizon Kodiak*. Brother Unger resided in Carson City, Nev. and went on pension in 1989.

ROY WATFORD



Pensioner Roy Watford, 77, died March 23. A native of Alabama, Brother Watford became an SIU member in 1953 in the port of Mobile. His first voyage was on the *Alcoa Planet*, on which he sailed in the deck department. Brother Watford's last voyage was aboard the *Dodge Island*. He retired in 1983 and continued to live in Alabama.

SHUEY WONG

Pensioner Shuey Wong, 79, passed away April 1. Brother Wong joined the Marine Cooks & Stewards (MC&S) in 1978 in the port of San Francisco. The steward department member initially shipped on board the *Kopaa*. Brother Wong, who was born in California, last worked on the *Mahi-Mahi*. He began receiving compensation for his retirement in 1997 and made his home in San Francisco.

INLAND

WILLIAM OWENS



Pensioner William Owens, 81, passed away May 2. Boatman Owens was born in Virginia. He became an SIU member in 1961 in the port of Norfolk, Va. Boatman Owens shipped aboard vessels operation by Moran Towing of Virginia throughout his career. He became a pensioner in 1987 and resided in Virginia Beach, Va.

PERRY KEENE

Boatman Perry Keene, 58, died May 26. He started his seafaring career in 2002. Boatman Keene sailed primarily on Penn Maritime vessels. He called Lutz, Fla. home.

GREAT LAKES

MOHAMMED ELJANNY

Pensioner Mohammed Eljanny, 75, died March 13. Brother Eljanny joined the SIU in 1970. Born in Arabia, he sailed in the engine department. Brother Eljanny's first vessel was the *Adam E. Cornelius*; his last the *JAW Iglehart*. He started collecting payment for his retirement in 1995. Brother Eljanny lived in Sanaa, Yemen.

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.

JOHN CAMACHO



Pensioner John Camacho, 78, passed away March 26. Brother Camacho began shipping with the NMU in 1947 from the port of New York. The Puerto Rico-born mariner sailed in the engine department. Brother Camacho's first ship was the *Gulf Gem*. He became a pensioner in 1970.

LESLIE COPE



Pensioner Leslie Cope, 79, died April 19. Brother Cope joined the NMU in 1944 in Detroit, Mich. His first ship was the *William D. Crawford*. Brother Cope was born in Michigan and worked in the deck department. He last sailed on the *Charlotte Lykes*. Brother Cope went on pension in 1992.

JOSEPH EAGAN



Pensioner Joseph Eagan, 86, passed away April 24. Brother Eagan was born in New York and joined the union in 1987. His first ship was the *Exanthia*. Prior to his retirement in 1987, Brother Eagan shipped on the *Letitia Lykes*.

FLOYD GREENWAY



Pensioner Floyd Greenway, 82, died April 21. Brother Greenway joined the NMU in 1944 in the port of New York. His earliest journey was aboard the *Abner Doubleday*. Brother Greenway, who was born in Salem, Va., last sailed on the *Green Forest*. He went on pension in 1976.

EUGENIO JUAN



Pensioner Eugenio Juan, 82, passed away May 6. Brother Juan launched his NMU career in 1944, sailing from Tampa, Fla. aboard the *Harjurand*. He was born in Cuba and last worked

on the *Santa Paula*. Brother Juan started collecting his pension in 1968.

TOMAS MONTALVA



Pensioner Tomas Montalva, 86, died April 12. Brother Montalva became an NMU member in 1945 in the port of New York. He first worked aboard the *Pierre L'Enfant* in the steward department. Brother Montalva's last voyage was on the *Lash Italia*. He retired in 1972.

JAN MULLER



Pensioner Jan Muller, 82, passed away April 22. Brother Muller joined the NMU in 1943, initially shipping from Boston, Mass. He first worked aboard the *Cape Neddick*. Brother Muller, who was born in Poland, sailed in the steward department, most recently on the *United States*. He became a pensioner in 1970.

PERCY PEARSON



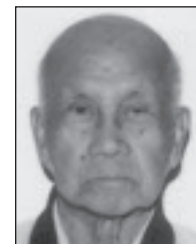
Pensioner Percy Pearson, 99, died April 26. Born in South Carolina, Brother Pearson joined the NMU in 1940. His first ship was the *Cubore*. Brother Pearson shipped in the steward department. Before retiring in 1967, he sailed on the *Australian Gem*.

LINDSEY SCOTT



Pensioner Lindsey Scott, 83, passed away March 20. Brother Scott began his NMU career in 1944 in Tampa, Fla. The steward department member first worked aboard the *Wanks*. Brother Scott's last voyage was on the *Texaco Maryland*. He went on pension in 1985.

PETRONIO SILVA



Pensioner Petronio Silva, 94, died March 30. Brother Silva began sailing with the NMU in 1941 from the port of San Francisco. He was born in the Philippines and worked in the steward department. Brother Silva's last voyage was aboard the *Sinclair Texas*. He started receiving compensation for his retirement in 1973.

WILLIE WILLIAMS SR.



Pensioner Willie Williams, Sr., 83, died March 16. Brother Williams joined the NMU in 1942 in the port of Mobile, Ala. The engine department member first shipped on the *Chippewa*. Prior to retiring in 1971, Brother Williams sailed aboard the *Texaco Mississippi*.

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.

ASCENSION (Sealift), Dec. 6—Chairman **Gene A. Butson**, Secretary **William E. Knorr**, Deck Delegate **Spencer J. Brooks**. Chairman announced Dec. 6 arrival in Cape Canaveral, Fla.; payoff to take place following completion of sanitary inspections. Secretary asked crew members to report safety hazards to department heads immediately and urged them not to be afraid to speak up during safety meetings. "The life or limb you save may be your own or your fellow seafarer's." Bosun encouraged all mariners to attend classes offered at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Crew would like visit from patrolman.

COMMITMENT (Maersk Line Limited), Dec. 19—Chairman **Edward J. O'Conner**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Greg Johnson**, Steward Delegate **Elsayed T. Amasha**. Chairman stated sanitary inspection would take place Dec. 21 and asked everyone to make sure rooms are clean. He informed seafarers that Dec. 23 payoff would take place in Newark, N.J. Educational director stressed need for safety when walking around dock area; cords and hoses present tripping hazards. No beefs or disputed OT reported. Communications from headquarters read and posted. Recommendation was made to increase pension benefits and reduce seetime needed to qualify. Crew expressed concerns about getting enough medicine for trips. Vote of thanks given to steward department for great food and extra effort. Next ports: Elizabeth City, N.J.; Charleston, S.C.; Houston.

GLOBAL SENTINEL (Transoceanic Cable Ship), Dec. 4—Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**. Chairman informed members of Christmas party to be held Dec. 8, which will be paid out of the crew's fund, including Christmas trees and wreaths. Captain Thomas expressed gratitude for great job on audit. Bosun discussed new TWIC document. Secretary reported crew laundry moved from mess hall to room 603. Treasurer stated \$4,000 in ship's fund. No beefs or disputed OT reported. Motion made to change rotation schedule and raise transportation rate from Tacoma to ship. Thanks given to the steward department for good work.

HORIZON CONSUMER (Horizon Lines), Dec. 3—Chairman **Manolo V. Delos Santos**, Secretary **Terry L. Allen**, Educational Director **Thomas M. Flynn**, Deck Delegate **Sangie Mohamed**, Steward Delegate **Jessy G. Sunga**. Chairman thanked crew members for smooth trip and announced Dec. 4 payoff upon arrival in Oakland, Calif. Secretary urged everyone to clean rooms and make sure they're ready for next person to move in.

Educational director advised all mariners to know the contract and upgrade skills at Piney Point school whenever possible. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and discussed. Seafarers requested list of Coast Guard-approved medications so there would be no problems when taking drug test. Vote of thanks to steward department for nice Thanksgiving spread. Next ports: Oakland and Los Angeles, Calif.; Honolulu.

HORIZON ENTERPRISE (Horizon Lines), Dec. 22—Chairman **Anthony R. Carvalho**, Secretary **Rang V. Nguyen**, Educational Director **Michael J. Wells**, Deck Delegate **Earl Sparkes**, Engine Delegate **Roy L. Scott**, Steward Delegate **Vince Grande**. Chairman informed crew of Dec. 23 arrival in Tacoma, Wash. Educational director urged mariners to check z-cards and STWC documents for expiration dates and renew early to avoid problems when trying to ship out. No beefs or disputed OT reported. It was stated that English is to be spoken during working hours and meal times. Captain reminded crew to maintain proper conduct at all times. Next ports: Tacoma; Oakland, Calif.; Hawaii.

HORIZON PACIFIC (Horizon Lines), Dec. 11—Chairman **Steve L. Bush**, Secretary **Robert P. Mosley**, Educational Director **Ursel R. Barber**, Deck Delegate **Augustus C. Udan**, Engine Delegate **Prentiss R. Smith**, Steward Delegate **Regalado M. Bayan**. Chairman talked about importance of donating to SPAD and how it benefits the membership. He also encouraged members to check in with customs and immigration, as well as with SIU patrolman, when coming ashore. Those mariners departing vessel are asked to leave rooms clean and supplied with fresh linen for next person. Secretary and educational director advised members to update skills at Paul Hall Center and to make sure drug test, shipping documents and dues are current. Treasurer stated \$320 in cook-out fund. No beefs or disputed OT reported. Bosun read and discussed president's report from October *Seafarers LOG*. Crew gave vote of thanks to President Sacco and his staff for job well done. Crew members expressed gratitude to steward department for great menus and cook-outs. Captain congratulated crew on successful sanitation inspection. Everyone aboard was asked to keep noise down while watchstanders are sleeping. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam; Taiwan.

HORIZON SPIRIT (Horizon Lines), Dec. 8—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Robert L. Stafford**. Chairman informed mariners of Dec. 9 payoff. He thanked everyone for following safety proce-

dures and reminded them to use tunnel during cargo operations, especially in Hong Kong. Secretary said new mattress were on order. Educational director informed members that new class schedule for 2007 was available in *Seafarers LOG*. Treasurer stated \$193 in video fund; new movies to be purchased next trip. No beefs or disputed OT reported. Thanks given to steward department for good food, especially the barbecue, and clean mess hall.

HORIZON TACOMA (Horizon Lines), Dec. 2—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Donald D. Williams Jr.**. Bosun announced Dec. 5 payoff upon arrival in Tacoma, Wash. He urged crew members to keep dues paid and support SPAD. Educational director encouraged members to take advantage of training offered at Piney Point school. "It's never too late to learn something new." No beefs or disputed OT reported. Steward department was thanked for job well done and for keeping ship clean.

LIGHTNING (Maersk Line Limited), Dec. 1—Chairman **Romeo L. Lugtu**, Secretary **Ernest Polk**, Educational Director **Dimarko L. Shoulders**, Engine Delegate **Peter E. Sternberg**, Steward Delegate **Mario A. Firme Jr.**. Chairman reported smooth, safe voyage. He asked crew to leave clean linen and supplies for next mariner when going ashore. Educational director encouraged members to upgrade skills at SIU-affiliated school in Piney Point, Md. and check expiration dates on MMDs. Treasurer stated \$512 in ship's fund. New refrigerator was purchased with money from ship's fund (which will be reimbursed by the company). No beefs or disputed OT reported. New locks were put on movie store room. Crew expressed gratitude to steward department for wonderful

Thanksgiving Day meals. Next ports: Los Angeles and Oakland, Calif.

MAERSK GEORGIA (Maersk Line Limited), Dec. 10—Chairman **Carlton P. Hall**, Secretary **Kristin L. Krause**, Deck Delegate **Joel Cadarea**, Steward Delegate **Breon A. Lucas**. Chairman reported smooth voyage. Educational director urged Seafarers to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Recommendation made regarding improving medical benefits. Next ports: Charleston, S.C., Norfolk, Va.; Newark, N.J.

OVERSEAS MAREMAR (OSG Ship Management), Dec. 15—Chairman **Stephen J. Argay**, Secretary **Theodore E. Quammie**, Educational Director **Anthony N. Jones**, Deck Delegate **Llyod F. Stock**, Engine Delegate **Roy P. Martinez**, Steward Delegate **Eduardo R. Elemento**. Chairman discussed needed repairs with chief engineer. No beefs or disputed OT reported. Recommendations made to improve prescription plan. Request made for juice machines, commercial style coffee pot and more outlets in mess halls. Vote of thanks given to steward department for great job. Next port: Houston.

PRIDE (Maersk Line Limited), Dec. 8—Chairman **John A. Elias Jr.**, Secretary **Norman A. Jackson**, Educational Director **Ronald M. Pheneuf**, Engine Delegate **Humberto G. Lopez**, Steward Delegate **Obencio M. Espinoza**. Bosun announced Dec. 10 payoff. Seafarers were asked to check pay vouchers for transportation reimbursement; it should be \$45 from Houston and \$40 from Jacksonville, Fla. No beefs or disputed OT reported. Water cooler in need of repair, and ice machine does not work at sea. Crew thanked steward department for excellent Thanksgiving dinner.

SULPHUR ENTERPRISE (LMS Ship Management), Dec. 17—Chairman **Ray A. Waiters**, Secretary **Darryl K. Goggins**, Educational Director **Dale D. Nesfield**, Deck Delegate **Joel H. Fahselt**, Steward Delegate **John A. Stephen**. Chairman updated crew on port delays. Secretary reminded crew members getting off to clean rooms and leave fresh linen for next person. Educational director talked about importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Crew requested refrigerators for all crew rooms. Thanks given to steward department for job well done. Next port: Galveston, Texas.

WASHINGTON EXPRESS (Marine Transport Lines), Dec. 3—Chairman **Zeki Karaahmet**, Secretary **Frances J. Dvoroznak**, Educational Director **George W. Bieselin**, Steward Delegate **Kathryn S. Hanson**. Chairman talked about issues pertaining to trash separation. He also encouraged members to contribute to SPAD. Secretary announced Dec. 12 payoff in Houston. Educational director advised Seafarers to upgrade skills at Piney Point school. No beefs or disputed OT reported. Inquiry was made as to when new dues amount goes into effect. Thanks given to steward department for job well done on first voyage of the *Washington Express*. Next port: Charleston, S.C.; Houston.

WESTWARD VENTURE (Interocean American Shipping), Dec. 3—Chairman **Tom M. Arriola**, Secretary **Robert S. Davis**. Bosun discussed letter from military authorities restricting everyone to ship in Kuwait. Treasurer stated \$600 in ship's fund. No beefs; disputed OT reported in all departments due to port issue. Chairman requested new mattresses and box springs for crew. Next port: Beaumont, Texas.

Sea Trials on the Overseas Houston



The newly built *Overseas Houston* went on sea trials in early December. This is the first double-hulled product tanker in a 10-ship series being constructed for SIU-contracted Overseas Shipholding Group at Aker Philadelphia Shipyard.



AB Bill Yurick



Steward/Baker Ekow Doffoh



Chief Cook Hazel Johnson

Letters to the Editor

Editor's note: The Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.

Fond Memories and Thanks

On March 6, 2006, my husband, Capt. James C. Oliver, "crossed the bar." I had open-heart surgery three months prior to his passing, and times were very rough. I want to thank the Seafarers Union for their kindness and their expertise in handling the paperwork. I cannot say enough good words about Janice (Hunick) in the Houston office, who helped me through this difficult time and who is such a kind and good friend. She knew I needed help and made sure that everything was as easy as possible during this stressful time. I want to say "thank you" to the union for being there when I needed them.

I was married to Jim for 51 years and he had been an SIU member for nearly 61 years. He was a great seaman and an honest, good, hardworking man. He made us a good living both as a deep sea mariner and as a tug captain on the Houston Ship Channel. He served in World War II with the merchant marine and managed to escape death on several occasions. He faithfully read the *Seafarers LOG* and when he saw the new tugs that were being put into service he always said, "Boy, what I could do with one of those!" What I would give to see him steering one of those boats today.

Special thanks to SIU President Michael Sacco, whom I met with his brother on a few occasions at the Houston office while with Jim. My appreciation

to SIU Vice President Dean Corgey, Assistant Vice President Jim McGee, G&H Towing and once again to Janice for their kindness and friendship.

May God bless all the mariners and the SIU.

**Georgette Oliver
Timpson, Texas**

Welcome Ashore

I write to express my most sincere thanks to all the staff at Camp Springs and Piney Point and thanks to God for the years of having the privilege of sailing the *Seven Seas*. I sailed for 28 years. You name it, I've done it and seen it, and I enjoyed every voyage.

I plan on becoming the captain, engineer and steward of my own ship called the *Dock III*. Anyone wanting to sail with me up and down the coast, call me at 757-639-DOCK (3625).

I will miss you all and will never forget beating all you guys at the job calls (smile).

**Darryl White
Norfolk, Virginia**

Dream Realized

I first went to sea in February 1961 and have worked in all departments. I sailed on foreign-flag ships off and on until the early 1980s. My first U.S. port was Galveston, Texas, and at that time I said to myself, "I would like to live in the U.S. and work



Retiring QMED/Electrician Darryl White joined the SIU through the trainee program in 1978 under the late Ken Conklin.

on a U.S.-flag ship."

I came here in 1983 and went to the U.S. Coast Guard but couldn't wait for a ship. I had to take a land job but still kept in mind my dream to work on a U.S.-flag ship. Finally, in 2005, I retired from my land job and then went to school to secure the proper maritime paperwork. Then I went to the SIU.

My first U.S.-flag ship was the *MV Honor*. My second was the *MV Liberty*. My rating is GUDE.

Thank God I am living my dream, and God has blessed us with the merchant marine system. I wish Jamaica had the same system for mariners as the U.S.

Please give me a space in the *LOG*—my lifelong dream finally came true.

**Vincent Keating
Bronx, New York**



Seafarer Vincent Keating is pictured last May aboard the *Liberty* in New York Harbor.

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. The annual financial committee will be elected during the March 5 headquarters membership meeting to review the 2006 records. 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.

Scholarship Deadline Is Just Around The Corner

Two months remain until the April 15 deadline for receipt of scholarship applications from Seafarers as well as from their spouses and dependent children who wish to continue their education at the college level beginning in the fall of 2007.

Three scholarships are being set aside for SIU members—one for

\$20,000 and two each for \$6,000. Additionally, five grants will be awarded to SIU spouses and dependents, each in the amount of \$20,000.

Time is running out to take advantage of this generous benefit provided by the Seafarers Health and Benefits Plan, so send away now for an application booklet.

Please send me the 2007 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number () _____

This application is for: Self Dependent

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

2/07

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. for the first few months 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	March 5	March 30
	April 16	May 11
	May 28	June 22
Lifeboatman/Water Survival	February 19	March 2
	April 2	April 13
	May 14	May 25
Radar Renewal (one day)	February 5	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning February 5, 2007.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	March 26	April 20
	May 21	June 15
FOWT	February 26	March 23
	April 23	May 18
Marine Electrician	March 12	May 4

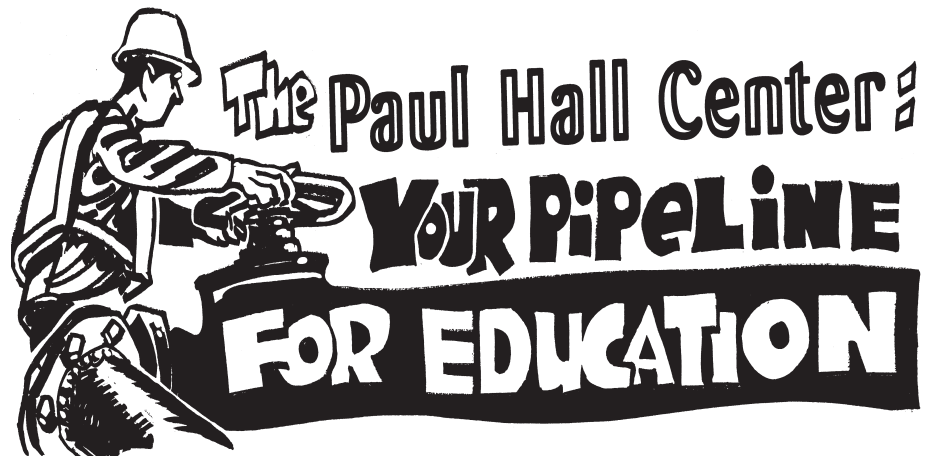
Welding	February 12	March 2
	March 12	March 30
	April 9	April 27
	May 7	May 25

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training - AB	February 26	March 2
Basic Safety Training - FOWT	May 21	May 25
Government Vessels	March 19	April 6
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 12	February 23
	April 2	April 13
Tankerman (PIC) Barge* (*must have basic fire fighting)	February 19	February 23

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.



**Additional courses will be announced
in the next issue of the Seafarers LOG.**

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 Lundberg 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. 2/07

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 681 — Graduating from the water survival course are unlicensed apprentices from class 681. They include (in alphabetical order) James Abilad, Fayed Ahmed, Rachel Alarcon, Andrew Andrini, Brian Awde, Brandon Bosch, Kevin Daughtry, Alphonso Dawson Jr., Billy Hill Jr., Nicholas Johnston, Michael Mayhew, Ryan McElroy, Gregory McNeil, Klayton Menter, Romann Mosley, Juan Ortega Jr., Dennis Platt, Steven Szymanski, Gemini Tacang, Lawrence Todd Jr., Thomas Tramutola, Ekedra Turner, Chantavia Wells, Jake Wheeler and Robert York.



Marine Electrician — Receiving certificates for completion of the marine electrician course Dec. 15 are (in no specific order) Michael Kirby, Steven Haver, Clifford McGinnis, Dominic Whitty, Herman Castrol, Olson Thorne, William Watterson III, Kenneth Green, Victorino Viernes, Melgar Gaguio and Robert Norris. Their instructor, Jay Henderson, is standing fourth from right.



Tankerman Familiarization/Assistant Cargo (DL) — Nov. 27 graduates of this class include upgrading Seafarers (in no specific order) Gil Hernandez, Karl Mayhew, Allan Oculam, Michael Papaioannou, Earl Jones, Romeo Escalera, Josan Constantin, Steven DeLuca, Richard Crutchfield, Gerald Alford, Tim Chalano, Felix Garcia, Terrence Carmody, David James, Brian Freme, Emilio Gonzalez and Stephen Snapp. Their instructor, Jim Shaffer, is at far right.

Advanced Fire Fighting — Graduates of the advanced fire fighting course that ended Jan. 12 are (in no specific order) Kenneth Washington, Damon Parker, Melvin Smith, Brad Neathery, Phillip Harmon, Martin Allred, Nick Keklikos, Desmond Sealy and (not pictured) Ronnie Hadnott. Their instructor (not pictured) was Mark Cates.



Advanced Fire Fighting — Graduating from this course Dec. 8 are (in no specific order) Leon Satterthwaite, Frank Bennett, Donald McGraw, Johnny McKee, Kenneth Laws, Darrell Sutton, Domingo Mireles, Cameron Miller, Sergio Giusti, Gerald McIntyre, Walter Ritvalsky, James Atwell, Stig Sasse Jr., Tina Knox and Robert Joyce.

Computer Lab Classes



Left: Students who completed computer classes Nov. 25 at the Paul Hall Center are (from left) Allan T. Oculam, Instructor Rick Prucha, Thomas L. Cyrus Jr. and Gil P. Hernandez.

Right: Receiving their certificates in January from Instructor Rick Prucha are Karl Mayhew and Jayne M. Peterson.



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.

Paul Hall Center Classes



Meteorology (left photo) and Ship Construction and Stability (right photo) — On Aug. 18, students in the Mates Program completed the ship construction and stability course, and on Aug. 25 they finished the meteorology course. The upgrading Seafarers are (in alphabetical order) Conrado Abinuman Jr., Andrew Ashworth, Dominic Bailey, Christopher Bartholmey, Christopher Gustafson, Rusty Kauffman, Bert Lupton, Brian McLarnon, Nebojsa Milosevic and Robert Wallace. Stacy Harris (standing second from left in the second row) was the instructor in the ship construction course, along with James Mixon (standing left in the back row. Lee Chesneau (far right) was the instructor in the meteorology course.



Tankerman Familiarization/Assistant Cargo (DL) — Two classes of Phase III apprentices graduated Jan 19 from tankerman assistant courses. They are (in no specific order) Fernando Abuan, Andrew Fung, Hos Lupisan Jr., Teddy Ramos, Robert Miskel Jr., Andrew Andrini, Joherky Concepcion, Lee Weygandt, Lawrence Cormier, Eric Thomas, Benjamin Grace, Scott Thompson, Patrick Lefevre, Michael Mayhew, Stefra Strauser, Cameron Benson, Ja'Quaral Carroll, Jake Wheller, William Cruz, Timothy Foster, Re'Nard Murphy, Rodney Payne, Phillip Ziegert, Philip Gallagher, Francis Brown, Brent Poitras, Brian Awde, Jeremy Pace, Eugene Davis Jr., Marcus Brown, Tyrone Ellis, Fayed Ahmed, Kevin Daughtry, Terrance Shinn, Kenneth Sumner, Steven Szymanski, Ryan McElroy, Johnnie Owens Jr., Cameron Newberry, James Lutall Jr., Seth Burton, Ryan White, Justin Beal, Alex Roel, Lawrence Todd Jr., James Burton and Teena Werner.



Lifeboatman/Water Survival — Jan. 19 graduates of this class include (in no specific order) Annie Walker, Terry Murley, Christopher Bryant, Abdulmoghni Said, Pedro DeJesus, Patrick Tucker, Towfiek Ahmed, Jerry Estenso, Abdo Ahmed and Richard Moore. Their instructor, Bernabe Pelington, is at far right.



STCW — NCL, Dec. 8: Kathryn Hatcher, Bradford Jeffcoat, Andrew Klekamp, Keri Koo, Josh Krauter, Janet Kunzmann, Yaku Ledbetter, Stephon Lobato, Ezequiel Macias Troncoso, Eric Martin, William McCord, Jean Memnon, Bonifacio Muelle, Austin Nolasco, Lesley Nuno, David O'Neill, Joshua Perry, Jacquiline Rambo, Gregory Recano, Thomas Ruef and David Ruloked.



STCW — NCL, Dec. 8: Evett Bell, Aleksey Berzon, John Biondi, Roderick Cabral, Nicholas Carlin, William Ceaser, Denise Coleman, Jennifer Colvin, Lisa Cordero, Christopher Cowan, David Cowan, Wanda Cowan, Stephanie Cramer, Alex Dennison, Rodney Dill, Thomas Divis, Andrew Dow, Francisco Espinoza, David Fox and Rufino Gonzales Jr.



STCW — NCL, Dec. 8: Sita Schlosser, Michael Scott, Christopher Simonsen, Tara Smith, Suzanne Sorenson, Joseph Tauriello Jr., Jeffrey Uhrinek Jr., Ernesto Vera, Nam Vu, Colleen Weigel, Joshua Winters, Nathaniel Ward, Brian Powell and Shawntee Medeiros.



DUE IN APRIL

Applications for SIU Scholarship — page 20
 Income Taxes — See Tax Tips for Mariners
 on pages 12 and 13

Lakes Shipping Season Winds Down



Lawrence Willbanks,
Tugboat *Mark Hannah*

Unseasonably warm weather this winter on the Great Lakes led to a slightly earlier-than-normal layup beginning the first week of January. Todd Brdak, SIU port agent in the port of Algonac, Mich., noted that unusual warmth and wind-free conditions in December meant no delays for SIU-crewed ships. As a result, with their cargoes already delivered, vessels started laying up two to three weeks ahead of their usual respective schedules. The Soo Locks closed in the pre-dawn hours of Jan. 16, signaling the traditional end of the season.

Seafarers crew more than 20 Lakes ships along with dozens of tugboats, ITBs and ferries. The larger vessels transport cargoes including iron ore, limestone, cement, sand and salt.

According to figures published by the Lake Carriers' Association (LCA), the 2006-2007 sailing season was a mixed bag. For instance, shipments of limestone on the Great Lakes totaled 39 million net tons in 2006, an increase of 3.3 percent compared to 2005. However, for most of 2006, shipments were slightly behind the previous year; but, much calmer weather in November and December allowed loadings to rebound significantly, erase the deficit, and then exceed the 2005 total.

The association also noted that in terms of the 5-year average, 2006 limestone shipments were again roughly 3.3 percent ahead of the pace.

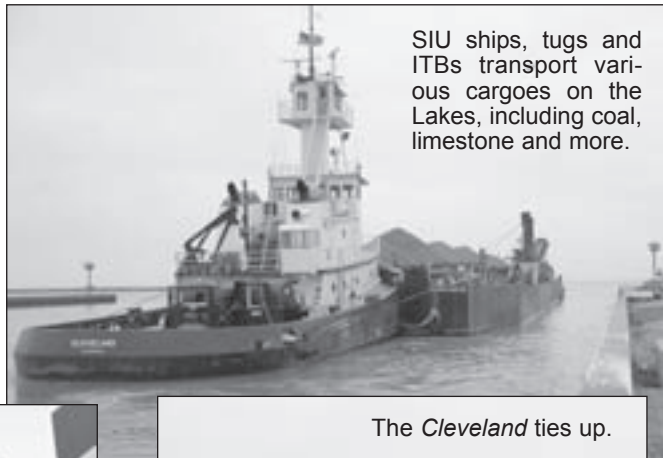
Coal shipments were down slightly from the prior season, though better than the trade's five-year average.

The LCA (whose members include SIU-contracted companies) also cited the Lakes "dredging crisis" and plummeting water levels on Lake Superior as affecting shipments.

For Seafarers, it added up to a fairly routine season.



Pictured at the hall in Algonac are (from left) Port Agent Todd Brdak, AB John Clark, Representative Don Thornton, AB/Wheelsman Richard Bockert, Bosun Mike Schaff, AB David Greig, AB/Wheelsman Larry Dahl and Representative Monte Burgett.



SIU ships, tugs and ITBs transport various cargoes on the Lakes, including coal, limestone and more.



GUDE Hadi is in the bosun's chair on the *Cornelius*.



AB David Greig paints aboard the *Walter McCarthy*.



Bosun Jared Smith,
Adam E. Cornelius



The *Cleveland* ties up.



OS Saleh Amed stands on the tug *Cleveland*.

Lakes Seafarer Answers the Call



Dean Parks (pictured late last year at Fort Dix, N.J.) is an SIU member and a member of the U.S. Army Reserve. His Reserve unit recently was mobilized for assignment in Iraq, where Parks is serving as an artillery specialist. Last October, Parks earned his FOWT endorsement through the SIU-affiliated Paul Hall Center for Maritime Training and Education. He most recently sailed as a gateman with American Steamship Co.



Seafarer Saeed Saleh (left) receives his full SIU book at the Algonac hall. Swearing him in is Representative Monte Burgett (right), while Port Agent Todd Brdak observes.



The tank-cleaning crew on the *Burns Harbor* includes (from left) GUDes Ahmed Algalham, Hesham Hussein and (kneeling) Taha Mohamed, 2nd Mate Matt Bassett and GUDE Mohamed Ali.