

The

www.seafarers.org

Volume 71, Number 3

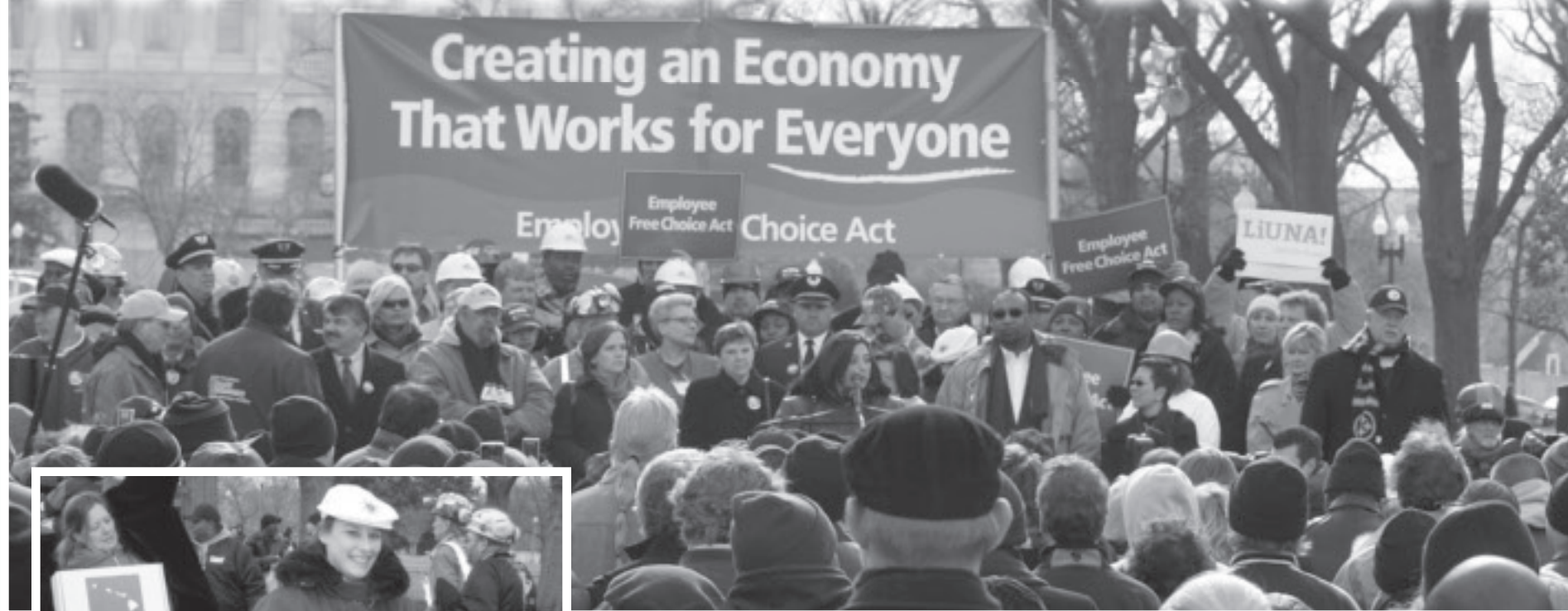
March 2009

Seafarers Log

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

Thousands Rally in Washington, D.C., for Employee Free Choice Act

Let the Workers Decide!



Seafarers joined thousands of fellow union members (some of whom are pictured in the photo above) Feb. 4 in Washington, D.C., for a demonstration supporting the Employee Free Choice Act (EFCA). The bill, also known as majority sign-up, aims to help protect the rights of workers when they are deciding whether to join or form a union. Many of the rally participants carried boxes containing some of the 1.5 million pro-EFCA cards individually signed last year in a nationwide campaign for the bill. Unlicensed Apprentice Amber Fisher (holding "Michigan" box in photo at left) helped deliver the pro-worker message. Pages 12-13.

Tanker Overseas Boston Joins SIU-Crewed Fleet



Seafarers are sailing aboard the new tanker *Overseas Boston* (above), which recently was delivered by Aker Philadelphia Shipyard. The vessel is the sixth in a series of double-hulled "Veteran Class" product carriers. Page 2.

Maersk Continues Fleet Upgrade



Maersk Line, Limited is moving along with a series of flag-ins bringing newer tonnage under the American flag while replacing older vessels. In these three photos, the Stars and Stripes proudly are raised aboard the *Sea-Land Eagle* Jan. 19 in Port Elizabeth, N.J. Crew members and officers are pictured in photo above.



In a message from the Coast Guard to the company concerning the *Eagle's* flag-in operations, New York Sector Commander Brian Gilda (chief, inspection division) noted, "Your crew accomplished a great deal over the past three days and my marine inspectors were extremely impressed by the professionalism of your crew..." Other new ships are scheduled to replace older ones in the upcoming months.



President Signs Executive Orders
Page 3

New 'Distance Learning' Courses
Page 6

TWIC Reminder
Page 14

President's Report

Support at the Top

At the end of January, I had the honor of attending a White House event during which President Obama showed both his commitment to working-class Americans and his appreciation for the labor movement.



Michael Sacco

As reported elsewhere in this newspaper, the president signed executive orders aimed at helping ensure fair treatment of union members. He announced the formation of a task force specifically created to find effective ways to improve the quality of life for the men and women who make up the backbone of our economy.

He also said something that I hope every union member heard. The president's exact words were as follows: "We need to level the playing field for workers and the unions that represent their interests. I do not view the labor movement as part of the problem. To me, it's part of the solution. You cannot have a strong middle class without a strong labor movement."

Brothers and sisters, there is no doubt that President Obama not only understands the benefits of union representation, he also values our work. He knows the truth about unions. He knows that even though we're certainly not perfect, we give workers a real voice in the workplace. And despite some corporate opposition to the Employee Free Choice Act which at times seems out of control, he knows unions offer lots of benefits to employers, too.

It's always a great feeling to have an ally in the White House, and right now we have not one but two advocates at 1600 Pennsylvania Avenue – Vice President Joe Biden is a friend of labor as well as the SIU, too, and has been one for many years. Such support obviously is never taken for granted, but it's especially important in light of the economy. Our nation's financial mess is the "problem" President Obama referred to in the pro-union quote I mentioned a moment ago. No one is immune from it. It's hard to name an industry that isn't affected by it.

Where the SIU is concerned, we've been through our share of tough times and we've always survived. This recession will be no different. We've seen rough stretches before during our 70-plus years – some cutting across all sectors of the economy, others specifically involving maritime. We know how to ride out the storm.

And while it won't be easy, it helps to know that President Obama and Vice President Biden see unions as "part of the solution." It is also reassuring to know that they both absolutely, indisputably understand the importance of the U.S. Merchant Marine when it comes to national and economic security.

As we move forward and tackle these challenging times, we can do so feeling secure in the knowledge that the new administration is on our side.

Thank You

On a personal note, I thank the SIU membership for the confidence you showed by re-electing me as president of this organization. I have never been more proud of our union or more excited about our future.

Our ability to succeed is a team effort – one that requires production and dedication from everybody. But it all starts with the outstanding work done aboard ship by rank-and-file Seafarers. As some of you know, this is a serious point I often try to make when meeting with members at the monthly meetings, in the union halls and on the vessels. Without your professionalism and reliability, there's no way we could continue gaining new jobs or securing good contracts. Your consistently outstanding performance makes it possible for our team of officials to effectively promote not only the SIU but the U.S.-flag fleet in general.

I look forward to the work that lies ahead and to the accomplishments that will follow.



Volume 71, Number 3

March 2009

The SIU on line: www.seafarers.org

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

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

Copyright © 2009 Seafarers International Union, AGLIWD. All Rights Reserved.

General McNabb Visits USNS Gianella



SIU and AMO members recently welcomed a special guest aboard the *USNS Gianella*: U.S. Air Force Gen. Duncan McNabb, commander, U.S. Transportation Command (TRANSCOM). General McNabb toured the vessel (which is operated by Ocean Ships, Inc.) in Antarctica, where the *Gianella* was involved in the annual resupply mission at McMurdo Station. He is pictured eating dinner aboard ship (top photo), looking at the rudder housing (directly above), standing second from right) and at the helm (right).

Aker Philadelphia Shipyard Delivers Tanker Overseas Boston

The Seafarers-contracted fleet recently added new tonnage as the double-hulled tanker *Overseas Boston* entered service.

Built by union members at Aker Philadelphia Shipyard, the *Overseas Boston* is the sixth in a series of at least 12 Jones Act product carriers being constructed for operation by Overseas Shipholding Group (OSG). Like its sister ships, the newest diesel-powered tanker has a length of slightly more than 600 feet and a beam of approximately 105 feet. It can transport more than 332,000 barrels of petroleum products and features a "cruising speed" of 14.6 knots.

SIU Executive Vice President Augie Tellez and Vice President Contracts George Tricker attended a naming ceremony Jan. 22 at the shipyard for the *Overseas Boston*. The vessel began sailing later that month.

The first three ships in the "Veteran Class" – the *Overseas Houston*, *Overseas Long Beach* and *Overseas Los Angeles* – were delivered in 2007. The next two – *Overseas New York* and *Overseas Texas City* – joined the fleet in 2008.



In a message delivered at the naming ceremony for the *Overseas Boston*, OSG President and CEO Morten Arntzen noted that the new ship "represents OSG's strong commitment to the Jones Act and to the renewal of the U.S.-flag fleet. It reflects our promise to maintain and operate a modern, high-quality, double-hull tanker fleet, which will be built and operated to the highest safety and quality standards."

The Jones Act is a law which stipulates that movements of waterborne cargoes between U.S. ports are conducted by vessels crewed, built, flagged and owned American. The law's numerous proponents often point out that the Jones Act has bolstered U.S. national security while also generating substantial economic benefits.

For instance, defense experts have noted that the Jones Act helps maintain a manpower pool of loyal, well-trained, reliable American civilian mariners capable of helping meet the

nation's strategic sealift needs. The vessels themselves can play a defense role, too – most of the ocean-going vessels in the Jones Act fleet are militarily useful.

Another of the law's benefits is evident at Aker Philadelphia Shipyard and other American yards. Specifically, Jones Act construction provides 76 percent of all commercial U.S. shipbuilding opportunities, thereby preserving a viable domestic shipbuilding base.

According to the Maritime Cabotage Task Force – a broad-based coalition dedicated to promoting cabotage laws – the Jones Act helps account for 123,000 jobs directly related to maritime activity and another 200,000 jobs related to domestic waterborne commerce. The act has an annual economic impact of approximately \$63 billion.

In addition to the new-build program at Aker Philadelphia Shipyard, double-hulled tankers for the Jones Act trade are being constructed at NASSCO in San Diego.



The *Overseas Boston* (photo at left) is the newest in a series of double-hulled tankers being built in Philadelphia. Launched late last year, the *Overseas Texas City* (above) is part of the "Veteran Class" of product carriers constructed at Aker Philadelphia Shipyard

Administration Shows Support for Working Families

President Signs Executive Orders; VP Chairs Middle Class Task Force

As a presidential candidate, Senator Barack Obama pledged to stand up for America's working families if he were elected.

Within days of moving into the White House, President Obama started living up to that promise.

On Jan. 30, Obama signed three pro-labor executive orders and also announced the creation of a White House "Task Force on Middle Class Working Families" to be chaired by Vice President Joe Biden.

SIU President Michael Sacco and other members of the AFL-CIO executive council attended a White House ceremony for the signings and task-force announcement.

One day earlier, Obama signed into law the labor-backed Lilly Ledbetter Fair Pay Act, which aims to ensure equal pay for equal work. It is named after an Alabama woman who, after working nearly 20 years at a Goodyear tire plant, discovered she had been paid significantly less than men doing the same job.

AFL-CIO President John Sweeney said the week's actions "show that the Obama White House is the working families' White House. It couldn't come at a better time.... The Task Force on Middle Class Working Families and the executive orders are the first step in a long road to restore balance between workers and corporations."

The executive orders reverse previous ones governing how federal contractors interact with unionized workers. The first new order requires federal service contractors to offer jobs to current workers when contracts change. The second reverses an old order requiring federal contractors to post notice that workers can limit financial support of unions serving as their exclusive bargaining representatives. The third prevents federal contractors from being reimbursed for expenses meant to influence workers deciding whether to form a union and engage in collective bargaining. (One week later, the men and women in the nation's building and construction trades won a major victory when Obama signed another executive order overturning a ban on project labor agreements on federal and federally funded construction. Project labor agreements generally set wages and establish work rules and methods of settling grievances on large multi-contractor construction projects.)

"We need to level the playing field for workers and the unions that represent their interests," Obama said. "I do not view the labor movement as part of the problem. To me, it's part of the solution. You cannot have a strong middle class without a strong labor movement."

Meanwhile, according to a White House news release, the task force "is a major initiative targeted at raising the living standards of middle-class, working families in America. It is comprised of top-level administration policy makers, and in addition to regular meetings, it will conduct outreach sessions with representatives of labor,



President Obama (right) and Vice President Biden, pictured last year at the Democratic Convention, already have taken steps to help level the playing field for working families. (Photo by Kaveh Sardari/Page One)

business, and the advocacy communities."

Biden said, "America's middle class is hurting. Trillions of dollars in home equity and retirement savings and college savings are gone. And every day, more

"I do not view the labor movement as part of the problem. To me, it's part of the solution." ---President Obama

and more Americans are losing their jobs. President Obama and I are determined to change this. Quite simply, a strong middle class equals a strong America. We can't have one without the other. This Task Force will be an important vehicle to assess new and existing policies across the board and determine if they are helping or hurting the middle class. It is our charge to get the middle class — the backbone of this country — up and running again."

According to the White House, the vice president and members of the task force will work with a wide array of federal agencies that have responsibility for key issues facing middle class and working families. They will expedite administrative reforms, propose executive orders, and develop legislative and policy proposals that can be of special importance to working families.

Obama has set the following goals for the task force:

- Expanding education and lifelong training opportunities

- Improving work and family balance
- Restoring labor standards, including workplace safety

- Helping to protect middle-class and working-family incomes

- Protecting retirement security

Members of the White House Task Force on Middle Class Working Families will include the secretaries of Labor, Health and Human Services, Education, and Commerce, as well as the directors of the National Economic Council, the Office of Management and Budget, the Domestic Policy Council, and the chair of the Council of Economic Advisors.

The Middle Class Task Force's first official meeting was slated to take place Feb. 27 in Philadelphia.

In an op-ed first published the same day the task force was announced, Biden wrote in part, "Over the course of America's last economic expansion, the middle class participated in very few of the benefits. But now in the midst of this historic economic downturn, the middle class sure is participating in all of the pain. Something is seriously wrong when the economic engine of this nation — the great middle class — is treated this way."

He said that the new administration's first task was getting the economy back on track but added, "We have an important long-term task as well. Once this economy starts growing again, we need to make sure the benefits of that growth reach the people responsible for it. We can't stand by and watch as that narrow sliver of the top of the income scale wins a bigger

piece of the pie — while everyone else gets a smaller and smaller slice.

"One of the things that makes this task force distinctive is it brings together — in one place — those agencies that have the most impact on the wellbeing of the middle

class in our country. We'll be looking at everything from access to college and training with the Department of Education, to business development with the Department of Commerce, to child care reform with Health and Human Services, to labor law with the Department of Labor. With this task force, we'll have a single, high-visibility group with one goal: to raise the living standards of middle-class families."

He concluded, "Over the upcoming months, we will focus on answering those concerns that matter most to families. What can we do to make retirement more secure? How can we make child and elder care more affordable? How do we improve workplace safety? How are we going to get the cost of college within reach? What can we do to help weary parents juggle work and family? And, above all else, what are the jobs of the future? Here, we'll be looking at green jobs, better-paying jobs, better-quality jobs."

Union Membership Increases

Union membership in the United States increased by 428,000 to 16.1 million in 2008, according to the Bureau of Labor Statistics (BLS). The percentage of the workforce that has a union also increased from 12.1 percent to 12.4 percent last year, marking a second year of growth.

"Today's numbers confirm what many working people already know — that if given the chance, American workers are choosing to join unions in larger numbers," said AFL-CIO President John Sweeney on Jan. 28, the day the BLS published the figures. "Workers in unions are much more likely to have health care benefits and a pension than those without a union; in today's economy, that's the difference between sinking and swimming."

The advantages of having a union on the job were clear in 2008, the federation pointed out. Last year, median weekly pay for union members was \$886 compared to \$691 for those who were not represented by unions.

The growth in membership comes at a time when workers say they want and need unions. Seventy-eight percent of the public supports legislation that will make it easier for workers to bargain with their employers and 60 million workers would join a union today if they had the opportunity, according to research by Peter D. Hart Research Associates.

Much of the growth in union membership came through gains in unionized industries, especially in the public sector. Analysts estimate that only a small percentage of the growth came through workers forming new unions through the company-dominated National Labor Relations Board process. Only 70,000 workers were able to form a union through the NLRB process in 2007, for example. Today, most workers who form new unions do so after their employer has agreed to recognize their union through a majority sign-up process.

"In today's economy, America's working men and women need a fair shot at forming a union, now more than ever. The Employee Free Choice Act will give workers the freedom to bargain with their employers for better benefits, wages, and job security, and it will allow them — not their company — to decide how to form their union," Sweeney concluded. (See related coverage on pages 12-13.)

Private sector union membership grew from 7.5 percent to 7.6 percent in 2008. The main increase came from public sector union membership, where workers are less likely to face strong employer opposition to

unions. Union membership in the public sector grew from 35.9 percent in 2007 to 36.8 percent in 2008.

Union membership among women grew again in 2008, continuing a trend. The percentage of women workers belonging to unions increased to 11.4 percent and women now comprise 44.5 percent of union membership, representing four consecutive years of increase in the overall share of union members. Union membership among men increased for the first time since 1999, resulting in a .4 percentage point increase in union density to 13.4 percent.

Employment of white, black and Hispanic workers all declined significantly, but union membership and the percentage of union membership increased among these groups. Employment among Asian and other workers increased, but union membership among Asian workers dropped slightly.

A factor that may have led to the growth in union membership, despite the economic downturn, is the increased job security afforded by a union contract. Similarly, research shows that unionized companies are not more adversely impacted than non-union companies in economic downturns.

Another factor that may account for the increase in union membership is the push at the state level to give workers the freedom to bargain collectively. In states like New Jersey, New Mexico, Colorado, Illinois, New York, Michigan, Kansas and West Virginia, workers campaigned for the freedom to form unions through state legislatures and governments.



SIU-crewed NY Waterway ferries arrive at the Hudson River crash site, where they pulled to safety the vast majority of the jet's passengers and crew. The rest were picked up by fire department boats. (Photo by Ron Jeffers)

Pilot 'Sully' Thanks NY Waterway Crews

Seafarers Quickly Rescued Passengers from Downed Flight 1549

When Capt. Chesley "Sully" Sullenberger appeared on the famous television program 60 Minutes on Feb. 8, he expressed profound thanks to the SIU NY Waterway mariners and others who quickly arrived to rescue the passengers and flight crew from US Airways Flight 1549.

Seven Seafarers-crewed NY Waterway boats rescued 143 of the 155 personnel from the downed aircraft, which had crash-landed in the Hudson River on Jan. 15. The other 12 people were picked up by local fire department boats.

According to news reports, the incident, which quickly became known as the Miracle on the Hudson, is believed to be the only known airliner crash into water in which all those aboard survived.

During the 60 Minutes interview, conducted by Katie Couric, Sullenberger said the fast arrival of NY Waterway ferries (the first of which reached the crash site in less than two minutes) and first responders was "amazing. It was crucial. It was life-saving, literally."

When Couric asked the pilot what he would like to say to the mariners and other rescuers, he replied, "Thank you seems totally inadequate. I have a debt of gratitude I fear I may never be able to repay."

SIU President Michael Sacco sent letters to each of the NY Waterway Seafarers who helped rescue the airplane passengers and crew. He wrote in part, "Like millions of others, when I initially heard about the crash-landing, I turned on the television and saw the riveting images. As the first NY Waterway ferries arrived, I felt proud

and reassured – because I know the kind of well-trained, patriotic, reliable SIU members who sail aboard those boats."

He added, "On behalf of the whole union, I toast your heroic, life-saving actions. You helped provide a happy ending to what could have been a catastrophe. As you've done throughout the history of the company, you delivered – in the absolute finest tradition of the Brotherhood of the Sea."

The founder of NY Waterway, Arthur E. Imperatore, noted, "We are enormously proud of the men and women of NY Waterway, the ferry crews who rushed to the rescue. Our captains and deckhands did not wait for orders. They responded quickly and surely. The extensive training and dedication to duty nurtured in our company kicked in, and our people got the job done as they did on 9/11 and on so many other occasions when people were in trouble on the water. It is an honor to work with these dedicated people."

As reported in the February *LOG*, a number of the SIU captains and deckhands cited regular safety training as a key factor in their collective abilities to mobilize for the US Airways rescue after birds knocked out power to both engines on the Airbus A320. That training includes shipboard drills along with various safety classes conducted at the SIU-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md. Many of the NY Waterway mariners have trained at the Paul Hall Center.

A total of 14 NY Waterway ferries responded to the crash, on the Hudson River at 42nd Street, and seven of those ferries removed almost all of the passengers within minutes. Passengers were taken to NY Waterway ferry terminals at West 39th Street in Manhattan and Port Imperial in Weehawken, N.J., where office staff had established triage centers and provided their own coats and other items to people who had been exposed to the 35-degree waters of the Hudson River.

Experts have said that if the ferry

crews hadn't responded as quickly as they did, many people would have died or suffered severe effects of hypothermia.

While this latest rescue inarguably was unique, it's nothing new for NY Waterway crews to help those in distress. SIU-contracted NY Waterway ferries have performed more than 100 rescues since the company's founding in 1986. Before the Miracle on the Hudson, they were perhaps best known for evacuating an estimated 160,000 people from Manhattan following the terrorist attacks of September 11, 2001.

SIU Wins USNS Comfort Arbitration Separately, 'Buddy System' Restriction Grievances Settled

After a lengthy dispute and litigation, the union's Government Services Division recently received good news as a Federal Mediation and Conciliation Service arbitrator ruled in the SIU's favor in a case centering on habitability aboard the hospital ship *USNS Comfort* in 2007.

The arbitrator agreed with the union's contention that unlicensed CIVMARS who sailed aboard the *Comfort* during a 2007 mission should receive a per-day quarters allowance of \$40 per day because of assignments to open berthing and other conditions.

Some mariners who had been assigned to open berthing quarters aboard the *Comfort* received a \$30 quarters allowance payment, an amount below the \$40 quarters allowance noted in Civilian Marine Personnel Instruction (CMPI) 593. The award will be provided to approximately 11 CIVMARS assigned to open berthing during the voyage.

Arbitrator Robert G. Williams ruled that the union and the agency should adhere to the \$40-per-day amount because "[o]pen berthing is a substandard condition.... As long as the current cash allowances remain in the Agreement and regulations, bargaining unit employees are entitled to those benefits."

Additionally, the union continues to fight for quarters allowance for other CIVMARS as well. The SIU is currently participating in a hearing for CIVMARS serving aboard the *USNS Grapple*. The union seeks the \$40 quarters allowance for CIVMARS on that vessel as a result of substandard and inadequate berthing.

Similarly, the union will be arbitrating habitability issues for the *USNS Salvor*. The arbitration is expected to take place later this year.

Finally, the SIU has filed for arbitration for the inadequate and overcrowded quarters on the *USNS Mercy* for her voyage in the South Pacific in 2008. The union is seeking \$40 for the unlicensed CIVMARS aboard the *Mercy*. It is expected that the arbitration will occur sometime in 2009.

In a separate matter, the SIU recently informed CIVMARS that the union and MSC have settled the "buddy system" restriction grievances. The union had filed

grievances claiming that the buddy system was a restriction that entitled CIVMARS to additional compensation. MSC rejected the grievances, and the union requested an arbitration hearing. The hearing was scheduled for December, but prior to the hearing, the union and MSC entered into a settlement.

During the months leading up to the would-be arbitration, union representatives spoke with CIVMARS who sail on vessels that are subject to the buddy system (which involves going ashore). Officials learned more about the application of the system and also discovered that there is some flexibility in the way it is implemented.

In a recent written communication to CIVMARS, the union said a settlement "that clarifies implementation of the buddy system and provides for financial compensation under certain circumstances in the future is a positive outcome to this issue. The union will continue to monitor the implementation of the buddy system. CIVMARS with questions or concerns should contact their union representatives or e-mail civmarsupport@seafarers.org."

The settlement of the buddy system grievances provides that CIVMARS aboard the following vessels in certain ports on the dates noted below will be receiving a \$50 per-day payment:

- USNS SUPPLY* – Rota, Spain – July 22-24, 2007
- USNS SUPPLY* – Jebel Ali – August 8-9, 2007
- USNS SUPPLY* – Jebel Ali – Sept. 9-11, 2007
- USNS BRIDGE* – Subic Bay – July 27-31, 2007
- USNS LEWIS & CLARK* – Jebel Ali – Sept. 16-18, 2007
- USNS PECOS* – Subic Bay – Sept. 29-Oct. 2, 2007
- USNS CONCORD* – Subic Bay – Sept. 25-28, 2007
- USNS WALTER DIEHL* – Subic Bay – Sept. 19-21, 2007

Also included in the MOU is language pertaining to future restrictions. The complete MOU is posted on the SIU web site (in PDF format) at:

<http://www.seafarers.org/members/civmar/MSCBuddySystemMOU1208.pdf>

SIU President Meets with AMMV Chapter



SIU President Michael Sacco (center) made a surprise visit at the American Merchant Marine Veterans Samuel Parker Chapter's Christmas party in St. Louis. He shared some industry news with the gathering and also touched on the new administration and the economy. "All the members really enjoyed Mike's remarks," noted Ivar Link, who is part of the Samuel Parker group. Pictured with the SIU president are Robert Westrich (left) and Walter Kodelja. More information about the AMMV is available at <http://www.usmm.org/chapters.html>

AFL-CIO President: No Fix for Economy Without Reigning in Health Care Costs

The head of the nation's largest labor federation recently told an audience that although the country's economic woes are complex, any viable solution must include affordable health care.

"The bottom line is that health care costs have been picking the pockets of working families for a long time," said AFL-CIO President John Sweeney on Jan. 30. He addressed the 21st Annual Conference on Social Insurance, Fiscal Responsibility and Economic Growth in Washington, D.C.

Sweeney said the union movement is ratcheting up its commitment to creating a national system of affordable health care and that such a system is urgent during these economic hard times.

"We have no time left for dithering. We're in a perilous economic ditch, and

we will not dig our way out and fix our economy until we fix our health care system," he said.

Any health care reform must not only provide dependable delivery of service, Sweeney said, but contain costs as well.

"In health care reform, the single toughest issue is cost control – without cost savings, the debates over financing and the relative roles of public and private insurance programs are useless," he said.

Workers understand that the nation's health care crisis contributed in large part to the current economic collapse, Sweeney said. "We in labor know the sad history all too well – we've been trying to bargain good wages for our members for all those years, and having to forego pay increases to maintain our benefits and

keep premiums and co-payments under control.

"After basic expenses, families have been left with less and less money to spend and save, and that has undermined the corner of our economy we call consumer spending," he continued. All stakeholders in the health care system – government, employers, insurers, workers, the medical community and pharmaceutical companies – will have to accept their responsibilities when it comes to controlling costs and guaranteeing quality care, Sweeney added.

"We must do it not only for the sake of the young, the old, the poor, the working poor, and the middle class who are depending on us, but in order to turn our economy around and make it work for everyone," he concluded.



AFL-CIO President John Sweeney

Senate Confirms Gov. Napolitano As DHS Secretary

Arizona Governor Janet Napolitano has been confirmed by the Senate as President Barack Obama's Secretary of Homeland Security. Napolitano, 51, was re-elected to a second four-year term as Arizona governor in 2006. She earlier had served as her state's attorney general, winning election to that job in 1998, and as its U.S. attorney.

During the confirmation process, President Obama noted that Napolitano "offers the experience and executive skills needed as the next secretary of homeland security."



Janet Napolitano
DHS Secretary

In particular, her experience as governor of a state on the southern border gives her the credentials to lead a large department by demanding competence and accountability; to work with state and local authorities; and to both prevent terrorist attacks and respond to man-made and natural disasters, Obama said. "She understands as well as anyone the danger of an unsecure border," the president commented.

Senate Homeland Security and Governmental Affairs Committee Chairman Joseph I. Lieberman (Ind-Conn.) applauded President Obama's choice. "She has been an able governor, demonstrating strong leadership and management skills, and she knows firsthand both the border security vulnerabilities and the economic opportunities presented by our long border with Mexico," he stated. "I respectfully look forward to hearing the governor's perspective on the anti-terrorism responsibilities of the department."

The committee's ranking Republican, Susan Collins (R-Maine), echoed Lieberman's sentiment. "As a governor of a border state, Janet Napolitano understands the importance of developing policies that will not impede legitimate travel and trade but will keep our enemies out."

Napolitano said the entire national security team will work to ensure the "domestic response to all hazards is fast, sound and levelheaded."

"I think the Napolitano selection is a step in the right direction," said House Homeland Security Committee Chairman Bennie Thompson, (D-Miss). Napolitano was sworn into office Jan. 21.



Official Coast Guard photo by Petty Officer Chris Caskey

Passengers from the *Empress of the North* offload onto both the Coast Guard cutter *Liberty* and civilian vessels after the cruise ship ran aground near Juneau, Alaska. The mishap occurred May 14, 2007.

NTSB Issues Report on Empress Grounding

Majestic America Line Passenger Boat Went Aground off Alaska Coast

The National Transportation Safety Board (NTSB) has issued its full report concerning the grounding of the Majestic America Line riverboat *Empress of the North*, which ran aground off the coast of Alaska in May 2007.

The NTSB's final report said illness was no excuse for turning watch over to an inexperienced, newly licensed third mate on his first voyage. The agency places the most blame for the incident on the vessel's master, who assigned the new mate to the bridge watch during the night of the accident.

However, the report also describes the company's actions in less-than-flattering terms. Among the list of findings beginning on page 70 are the following entries:

"Majestic America Line did not effectively monitor the master's compliance with its policies and procedures."

"The company's failure to properly maintain the vessel's liferafts caused some of the remote-release units for the rafts to malfunction."

"The malfunctioning liferaft

release units and evacuation slides on the *Empress of the North* could have endangered the lives of those on board if other vessels had not been in the vicinity to help evacuate the damaged ship."

Contained in a section featuring recommendations are the following comments by Robert L. Sumwalt, a member of the NTSB board: "Majestic America Line did not have in place several components associated with a healthy safety culture. For example, the company did not employ adequate controls to ensure that the *Empress of the North* was seaworthy when it sailed. This lack of oversight enabled the *Empress of the North* to be out of compliance with its annual verification for almost an entire year. As a result, the vessel's document of compliance was invalid, along with its safety management certificate and thus, its Safety Management System (SMS). The company also failed to ensure that the vessel received internal and external audits and did not adequately perform risk assessments, which are all requirements of SMS."

NTSB Chairman Mark Rosenker noted, "The flawed decision making in this accident created the potential for a catastrophic disaster. Those in leadership positions need to make sure they consider every option possible when making critical decisions that could put lives at risk."

No passengers or crew members were injured in the accident, according to the report. Company officials estimated the cost of repairs to the vessel and returning it to service at \$4.8 million. The boat returned to service in July 2007.

The report includes various safety recommendations and "lessons learned" from this mishap. Consistent with the agency's initial report, the final version shows the ship hit a submerged portion of a charted rock. A new third mate was assigned a four-hour watch from 12 a.m. to 4 a.m. because another navigator fell ill. The ship grounded 25 miles southwest of Juneau when it was on its second day of a seven-day cruise, forcing the evacuation of 206 passengers.

5 More 'Distance Learning' Courses Become Available

Five new online "distance learning" (DL) courses now are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education.

The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The new online courses are: Communications, First Aid Preparation, Bloodborne Pathogens, Basic Culinary Skills, and Basic Math Refresher. Also available in the DL program are Hazardous Material Control and Management, Hearing Conservation, Respiratory Protection, Heat Stress Management, Environmental Awareness, Shipboard Pest Management, and Shipboard Water Sanitation (for a total of 12 courses).

Students must have access to the internet and an email address in order to take the aforementioned classes. As previously reported, the training is designed to be self-paced but normally may be completed within one or two sittings. Reasonable deadlines have been established for course completion.

The courses are free to mariners covered by SIU contracts. To register, mariners should complete the regular upgrading application found on page 21 of this issue of the *LOG* and mail it to the school's admissions office. (A PDF version of the application is available at www.seafarers.org, in the Paul Hall Center section.) Applicants will receive user account information from the center via email, so it's critical to write one's email address on the form in the space provided. Additionally, applicants

should include the word "online" when listing the course(s) in which they plan to enroll.

"The internet-based courses have been customized to address yearly refresher training of vessel safety management systems and to help prepare students for other coursework taken when they are actually at the school," noted Dale Rausch, an instructor at the Paul Hall Center.

He added, "It has been approximately one year since the school launched its initial set of DL courses, and they've generally been well-received by the students. We plan to keep expanding these offerings and anticipate that there will be at least 30 or so DL classes available by the end of the year."

When asked to give an example of how the web-based classes help prepare students for training in Piney Point, Rausch cited the new DL Basic Culinary Skills course. The class features tools including a bakeshop "picture dictionary," a measuring units graphic organizer, and a list of personal hygiene guidelines that may be printed from the web site for the student to review at his or her convenience. All of the content is especially relevant as a precursor (though not a prerequisite) for the school's Galley Operations class.

The DL program's roots are traced to a recommendation of the center's Deep Sea and Inland Advisory Board — a group consisting of representatives from virtually every component of the U.S. maritime industry. The program is built to benefit both the employees working under SIU agreements and the union's contracted operating companies.



Seafarers such as AB Lawrence Cormier (above) have taken advantage of the Paul Hall Center's "distance learning" online courses.

Apprentice Earns Diploma



While enrolled in the unlicensed apprentice program at the Paul Hall Center in Piney Point, Md., Michael L. Spirit (third from left) recently earned his high school diploma. He did so via a long-running, state-approved program at the union-affiliated school. On hand to congratulate Spirit during the March membership meeting in Piney Point were (from left) SIU Executive VP Augie Tellez, President Michael Sacco and Secretary-Treasurer David Heindel.

Paul Hall Center Course Spotlight

The SIU-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., offers a wide variety of vocational and academic courses. Classes are available to upgraders and entry-level students. The following is a brief description of a safety course offered at the school, which opened in 1967.

Turn to page 21 for a list of upcoming course dates. Additional course descriptions were published in the January 2009 edition of the *Seafarers LOG*; they also are available on the web at www.seafarers.org/phc

First Aid & CPR (21-Hour)

The 21-hour First Aid & CPR class is available both as a stand-alone course and as a component of some other safety classes. Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross. Like most other Paul Hall Center classes, this one blends classroom instruction with practical training.

Students completing the course satisfy the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table AVI/1-3 of the STCW Code and 46 CFR 10.205(1)(3). They also satisfy (if the certificate is presented within one year of the date of training) the First Aid & CPR training requirements of 46 CFR 10.205(h)(1)(ii) and 10.205(h)(2)(iii) for original issuance of a license.



Addictions Rehabilitation Center Refurbishment Complete

The Seafarers Addictions Rehabilitation Center (ARC) in Valley Lee, Md., near the Paul Hall Center for Maritime Training and Education in Piney Point, recently underwent renovation. The center's facilities are designed to help promote comfortable, home-like reha-

bilitation. They include classrooms and equipment for exercise and recreation. The center was transformed from a 100-year-old farmhouse into what has long been considered a state-of-the-art rehabilitation facility. It opened in 1976.



Workers build a back porch on the center.



The building features home-style comforts such as this living room.



Individuals enrolled at the ARC use this classroom to learn about different aspects of addictions.



The facility includes this state-of-the-art kitchen.

New Study Says Lakes Shipping Saves Customers \$3.6 Billion

Shipping on the Great Lakes saves its customers more than \$3.6 billion a year when compared to the next least costly mode of transportation. That is the conclusion of a report prepared for the U.S. Army Corps of Engineers by the Tennessee Valley Authority, the Lake Carriers' Association announced in late January.

The report tracked the movement of 11 commodities on the Great Lakes, shipments of which totaled 173 million tons in 2006. These cargos – many of them carried aboard SIU-crewed ships – represent 10 percent of all U.S. domestic waterborne commerce.

What makes these savings even more important, according to the report, is the geographic location of the Great Lakes. They are in the core of North America's industrial and manufacturing heartland. The prosperity of several key sectors of the U.S. economy depends on Great Lakes shipping. Among these sectors are iron mining and steel production, power generation and agricultural exports. Their viability is directly tied to the availability of reliable, low-cost waterborne transportation.

The Corps study also finds Great Lakes shipping a major source of jobs. There are 44,000 jobs directly related to maritime transportation in that region. Another 54,000 jobs in the mining industry and 138,000 jobs in the steel industry are dependent on Great Lakes shipping. Those industries, the study stresses, then sustain hundreds of thousands of additional jobs in manufacturing industries.

Great Lakes shipping also outperforms the land-based modes of transportation in fuel efficiency and environmental impact. A Great Lakes freighter travels 607 miles on one gallon of fuel on a per-ton-of-cargo basis. A truck travels only 59 miles; a train, just 202 miles.

In terms of emissions, Great Lakes vessels are vastly superior to the land-based modes, producing 90 percent fewer emissions than trucks, and 70 percent fewer emissions than trains.

The Corps study also addresses the critical needs of maintaining the Great Lakes navigation system. Topping the priority list is restoring existing locks and building a new Poe-sized lock at Sault Ste. Marie, Michigan. The Corps has estimated that a 30-day unscheduled closure of the Soo Locks would cost industry \$160 million. Without the Poe Lock, America's steel industry would be cut off from its major source of iron ore.

Clearing the dredging backlog is also a major priority. The backlog of sediment that must be removed to restore ports and waterways to their proper depth has reached an unprecedented level: 17 million cubic yards. When harbors and channels shoal in, ships have to "light load," which increases transportation costs because more trips are required. The Corps estimates it will need more than \$200 million to clear the backlog of sediment.

"This Corps study confirms that Great Lakes shipping is a lynchpin of the U.S. economy," said James H.I. Weakley, president of Lake Carriers' Association. "Great Lakes shipping is also the greenest form of transportation. We have, however, as a nation, neglected Great Lakes shipping. The dredging crisis is unconscionable. Imagine what the savings would be if ships could carry full loads. The second Poe-sized lock was first authorized more than 20 years ago, yet remains unbuilt. The hoped-for recovery of our economy will not be as robust if we do not invest in Great Lakes shipping."

The Lake Carriers' Association represents 16 American corporations that operate 63 U.S.-flag vessels on the Great Lakes.

Lakes Crews Ratify Contracts

Agreements Maintain Medical Benefits, Boost Mariner Wages

Despite tough economic times, the union during the past several months secured three new contracts in the Great Lakes region which maintain medical benefits while boosting wages.

SIU members overwhelmingly ratified the respective agreements at Arnold Transit Company, Keystone Great Lakes, and Hanson Material Service Corp.

At Hanson, Seafarers approved the new contract Jan. 9-10 in Joliet, Ill. Approximately 20 members are covered by the pact, which runs through December 2011. The agreement calls for wage increases each year while maintaining current health and pension benefits. Seafarers gained an additional holiday as well as increases for reimbursements for mileage, lodging and meals. Also increased were utility pay and maintenance and cure.

Serving on the Hanson negotiating committee for the union were Leadman **Wallace Killion**, Vice President Great Lakes Tom Orzechowski, Algonac Port Agent Todd Brdak and Joliet Port Agent Chad Partridge.

The Arnold Transit contract runs through July 2011. This agreement maintains top health and pension benefits while calling for a wage increase. Wages for the final two years of the pact will be addressed later this year.

Captain **Keith Duffton**, Orzechowski, Brdak and Algonac Safety Director Monte Burgett represented the union during negotiations. The contract, which covers 10 members, was ratified aboard vessels in Mackinaw City, Mich.

The Keystone Great Lakes Contract, ratified last November, lasts through August 2013 and covers 10 members. It maintains health benefits and Seafarers Money Purchase Pension Plan contributions in addition to calling for annual wage increases.

Seafarers ratified the contract aboard ship. Orzechowski and Brdak negotiated for the union.

School Garners County Award For Food Safety Standards



From left to right, Dr. William B. Icenhower, St. Mary's County (Md.) health officer, and Jack Russell (right), president of the board of county commissioners, present the Paul Hall Center's Gold Star to Executive Chef John Hetmanski.

For the second straight year, the SIU-affiliated Paul Hall Center for Maritime Training and Education has earned a county-sponsored award for "superior compliance with food safety standards."

Known as "Gold Stars," the awards are presented by the St. Mary's County (Md.) Health Department. The Paul Hall Center – located in Piney Point, Md. – has received the recognition for both years since the program began.

Paul Hall Center Executive Chef John Hetmanski on Jan. 29 accepted the latest Gold Star on behalf of the school. The award was for the 2008 calendar year. Presentations took place in a county government building, where officials pointed out that only about 10 percent of eligible establishments receive Gold Stars.

Honorees have demonstrated excep-

tional attention to public health safety and sanitation, explained Daryl Calvano, the county's environmental health director.

"Preventing food-borne illnesses can only be accomplished through strict adherence to safe food handling practices," said Calvano. "Health department inspectors play a critical role in our community's safety and, through their site visits, observe the practices that lead to the Gold Star Awards."

Recipients get a certificate and a window sticker proclaiming them as Gold Star establishments. The requirements to earn a Gold Star include no critical violations and no "temperature violations" cited during inspection. Any infringement noted by an inspector must be rectified within 30 days (and confirmed via a follow-up inspection). There must be no con-

firmed unsafe food-handling complaints, and at least one food service worker at the establishment must have completed an approved food service sanitation and safety class within the previous two years.

"This is a great honor and it certainly speaks to the fine work of our students, both unlicensed apprentices and upgraders alike," stated Hetmanski. "Sanitation is constantly emphasized at the school, and the students carry those practices to the vessels as they ship out."

Food service is an integral part of the daily routine at the Paul Hall Center. Meals are provided for students and staff members who, combined, normally number well into the hundreds. Additionally, several of the school's curriculums cover steward-department functions, from basic to advanced.



Maersk Mariners Navigate Safety Boot Camp

Another group of Seafarers recently completed a two-day safety "boot camp" hosted by the union-affiliated Paul Hall Center for Maritime Training and Education for Maersk Line, Limited. The sessions, which are attended by rank-and-file members as well as shore-based company employees, are part of Maersk's continuing efforts to boost workplace safety. Among those graduating from the Feb. 3-4 boot camp in Piney Point, Md., (pictured above) were SIU members Zein Achmad, Larry Ambrous, Sharon Baham, William Burnham, Martha Bye, Luis Caballero, Pedro Campos, William Fielding, Charles Frisella, Leander Garrett, Ferdinand Gongora, Lloyd Hall, Richard Huffman, Paul Isherwood, Raphael James, Phillip Jock, Nellie Jones, Ricardo Legorreta, Domingo Leon, Robert Lindsay, Ross Lyle, Paul McDonnell, Carol Milstead, David Moe, Tim Peters, Jayne Peterson, Edna Torres, Frank Vogler, Glenn Williams and Josephus Willis.

Union, School Take Closer Look At Document Renewal Process

NMC Tour, Meeting Lead to Constructive Dialogue

Officials from the union and its affiliated school last month toured the U.S. Coast Guard's National Maritime Center (NMC) as part of an ongoing effort to help ensure that Seafarers' applications for document renewals and upgrades are processed as quickly as possible.

SIU Vice President Contracts George Tricker and Paul Hall Center Admissions Director Priscilla Senatore visited the NMC on Jan. 29. They met with Capt. David Stalfort, NMC commanding officer, and with other key personnel based at the facility in Martinsburg, W.Va.

"We observed firsthand the process of evaluating and issuing mariner documents," Tricker noted. "We also expressed discontent concerning the backlogs that exist, and explained how those backlogs affect mariners."

"Our concerns were taken seriously and at the same time, the communication definitely was a two-way street," he continued. "I would say all parties are working cooperatively and are intent on taking every reasonable step to reduce the turnaround time for processing documents."

One particularly strong area of concern is the time it takes the agency to process mariners' medical evaluations. The average time for that procedure has increased in conjunction with two developments: adoption of new medical guidelines by the Coast Guard, and the gradual transfer of some old regional examination center functions (licensing and documentation) to the Martinsburg location.

For the most part, SIU members haven't been caught up in the backlog. Not everyone has been as fortunate, however, and in a Jan. 22 NMC report detailing how long it takes to process applications, the agency identified "awaiting information" as a major bottleneck.

"Currently, 21 percent of the total processing time is associated with the time it takes for mariners to submit information that was missing in their application," the report indicated. "During the processing of an application, the RECs and the NMC staff often identify the need for additional information which was not included with the application.... The most common types of information missing from an application include insufficient sea service, missing medical information on the physical exam report and missing training certificates."

The full "Quarterly Credential Evaluation Report" is a five-page document available (in PDF format) at the following web address:

http://www.uscg.mil/NMC/mld/MLD_Program_Performance_January_2009%20.pdf

According to the report, from July 2008 through mid-January, the average overall credential application processing time was 83 days. Fifty percent of the credentials issued during that period were processed in 52 or fewer days, but others took much longer.

The report further offers suggestions to mariners about how to reduce processing time and also lists steps the Coast Guard is taking to achieve the same goal. The suggestions for mariners include the following items, taken directly from the report:

- Ensure they have sufficient sea service for the credential for which they are applying. Applications with insufficient sea service represent the largest source of processing delays.

- Consult with their medical providers and refer to the new guidance contained in the Medical and Physical Evaluation



SIU VP Contracts George Tricker (center) and Paul Hall Center Admissions Director Priscilla Senatore (right) recently met with NMC officials including U.S. Coast Guard Cmdr. Chuck Klingler (left), chief, Professional Qualifications Evaluation Branch.

Guidelines for Merchant Mariner Credentials (NVIC 04-08, with particular attention to enclosures 3a and 3b) to ensure information submitted with their physical is complete and accurate. This is particularly important for mariners who have specific medical conditions, or are taking certain medications. Mariners are encouraged to copy relevant pages from NVIC 04-08 and take them to their doctor for assistance in obtaining the needed medical information. This will avoid delays with the medical evaluation. This NVIC can be found on the NMC web site at the following link:

http://www.uscg.mil/nmc/Whats_new_to_NMC/Medical_NVIC_Info_Bulletin_091508.pdf

- Ensure their application package is complete prior to initial submission by carefully reviewing the application requirements, which are available on the NMC web site at the following link: http://www.uscg.mil/nmc/Whats_new_to_NMC/MLD-FM-NMC1-08_App_Acceptance_Checklist.pdf

- Ask Questions – Contact their local REC or the NMC's Call Center at 1-888-I ASK NMC (1-888-427-5662), or by e-mail IASKNMC@uscg.mil, with specific questions regarding credentialing requirements.

Additionally, the agency recommends that mariners apply for document renewals six months ahead of the respective MMD expiration dates. Mariners **do not** need to surrender their original documents when applying.

"We are sensitive to the agency's growing pains and we also recognize the benefits of centralized evaluations," Tricker concluded. "We also realize it's important that we hold up our end by helping ensure that members submit all the required components with their applications. Based on what I saw at the NMC, I'm pleased to report that the majority of SIU applications are being processed relatively quickly."

SEAFARERS APPEALS BOARD

Action Number 444 Transportation Worker Identification Credential Card Effective April 15, 2009

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, by prior action the Board recognized the need for appropriate Shipping Rule adjustments from time to time to accommodate changes in the shipping industry; and WHEREAS, with the change in security measures since September 11, 2001 the Department of Homeland Security has implemented a new Transportation Workers Identification Card (TWIC); and WHEREAS, the Seafarers Appeals Board wishes to make provisions to the Shipping Rules to comply with the new federally mandated identification document.

NOW THEREFORE, the Seafarers Appeals Board wishes to add the following provision to the Shipping Rules:

Amend Rule 2. Shipping Procedure, C. (2.) (a) by adding TWIC to the list of required documentation effective April 15, 2009, unless an individual signatory company decides based upon all the facts, circumstances and reasonable objective criteria to make an accommodation.

"(2.) (a) Jobs referred to the Union hiring hall shall be announced and offered to registered seamen at the times and according to the procedures set forth in Rule 4 hereof. At the time each job is so offered, registered seamen desiring such job shall submit their shipping registration cards, U.S. Coast Guard Merchant Mariner's documents, Transportation Workers Identification Credential card, valid Seafarers Health and Benefit Plan clinic card, Training Record Book and any other documents required by law, regulations or the Shipping Rules herein, to the hiring hall dispatcher. Registration cards of seamen at the Seafarers International Union Addictions Rehabilitation Center, who have been registered in accordance with Rule 2.B.(3.), as amended, and are certified as ready for employment, shall be considered along with the registration cards of seamen who are present in the hiring hall at the time the job is called. The job so offered shall be awarded to the seamen in the appropriate Department and Group possessing the highest priority, as determined pursuant to Rule 2.C.(3.) hereof."

This SAB action shall remain in full force and effect until modification by future SAB action.

Home and Abroad, Unemployment Figures are Daunting

The number of Americans claiming unemployment insurance in mid-January was 4.78 million, according to the U.S. Department of Labor – the highest on record dating back to the late 1960s. Worse, that total doesn't include approximately 1.7 million people receiving benefits under an extended unemployment program approved by Congress in 2008.

Meanwhile, employers across the country cut 598,000 jobs in January, bringing the national unemployment figure to 7.9 percent. That's the highest percentage since 1974, according to the Bureau of Labor Statistics. President Barack Obama recently said 3.6 million Americans have lost their jobs since the beginning of the recession.

Elsewhere, the Economic Policy Institute (a nonprofit, nonpartisan think-tank based in Washington, D.C.) has

released an analysis by economists Lawrence Mishel and Heidi Shierholz that sketches a picture of how much worse the economy may become—both for the nation as a whole and for groups of Americans that are already suffering depression-level unemployment—unless the new administration and Congress act quickly with a recovery package that is big enough and well-targeted enough to counteract these trends. Their analysis notes that without timely and adequate government intervention:

- Overall unemployment, after peaking at about 10.2 percent in mid-2010, could still be as high as 7.6 percent four years from now.

- Underemployment could reach 17.9 percent overall in 2010 (18.8 percent for women), affecting over 27 million workers.

- More than one out of every three

working Americans would experience unemployment or underemployment at some point during the year 2010.

- Nearly one in five African Americans in the labor force would be unemployed (18.2 percent). More than half of all black teens would be jobless.

- Hispanic unemployment would reach 13.1 percent overall, including more than one-third among teens.

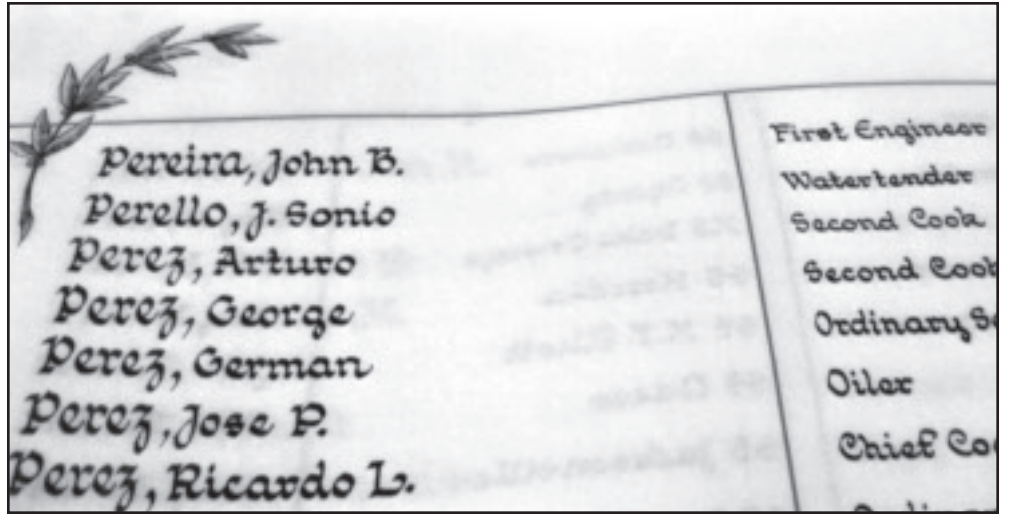
- Unemployment would reach a record high of 5.1 percent among the college-educated.

- All families would experience wage declines because of weakened labor market conditions and reduced hours and wages. On average, middle-income families would earn about \$4,700 less per year in 2010 than in 2007 (a loss of 7.7 percent). Low-income families would lose an average of 9.8 percent, or nearly \$1,600, per year.

Worldwide, the International Labor Organization's (ILO) recently released annual Global Employment Trends report offers a grim forecast for 2009. The agency says the global economic crisis is expected to lead to a dramatic increase in the number of people joining the ranks of the unemployed, the working poor and those in vulnerable employment.

Based on new developments in the labor market and depending on the timeliness and effectiveness of recovery efforts, the report says global unemployment in 2009 could increase over 2007 by a range of 18 million to 30 million workers, and more than 50 million if the situation continues to deteriorate.

The ILO report also said that in this last scenario, some 200 million workers, mostly in developing economies, could be pushed into extreme poverty.



The Mariners Chapel at the U.S. Merchant Marine Academy (photo at left) memorializes seamen who made the ultimate sacrifice during World Wars I and II. The name of John Pereira (upper left in photo above) appears in the Roll of Honor Book located at the chapel.

Chapel Memorializes Bosun's Father, a WWII Mariner

For Recertified Bosun **Rafael "Monte" Pereira**, seeing photos of his father's name in the "Roll of Honor Book" located at the Mariners Chapel in Kings Point, N.Y., fulfilled a longtime ambition.

Pereira's father, John, sailed as first engineer aboard the *Velma Lykes*. John lost his life when the general cargo ship was sunk by a German torpedo on June 5, 1942 in the Yucatan Channel. Monte Pereira was about two months shy of his third birthday when the *Velma Lykes* went down, claiming the lives of 15 of its 32 men.

"The mariners who shipped out after 1942 had a reasonable chance of surviving, but [the enemies] were really knocking them off at the beginning, off the Atlantic Coast and in the Gulf," noted Pereira, referring to the high casualty rate suffered by the U.S. Merchant Marine in World War II. "The people who went out there deserve some acknowledgement."

Recognition exists at the U.S. Merchant Marine Academy's chapel, which opened in 1961. The facility features a book (housed in a display case in front of the altar) listing the names, ranks or ratings, ships and dates of sinking of more than 7,000 mariners who made the ultimate sacrifice in World Wars I and II. (The SIU also has a memorial located at its affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The names of all 1,235 SIU members who died in World War II are listed on it. John Pereira was a member of MEBA.)

Monte Pereira heard about the memorial at Kings Point years ago, but never had the opportunity to visit the chapel. After others had failed to deliver on promises to photograph the book (showing John's name) and the chapel, a Kings Point cadet whom Pereira met in Houston came through last year. The bosun appreciated it, and said that upon seeing the photos, he felt "proud and grateful that they do keep memorials like that."

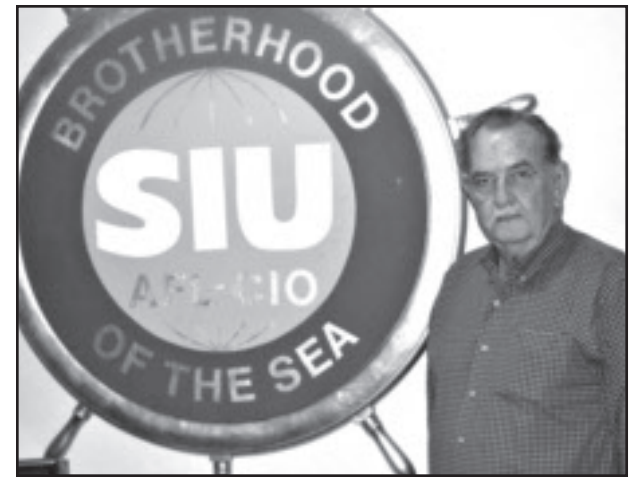
The altar is inscribed with the following words: "This chapel is built to the glory of God and to commemorate the sacrifices of the officers and men of the United States Merchant Marine who gave their lives at sea, in enemy action, in World Wars I and II, and whose names are recorded in its Roll of Honor."

Pereira, who joined the union in 1962 in Houston, also knows firsthand about the U.S. Merchant Marine's role as the nation's fourth arm of defense. He sailed during Vietnam, and believes the general public "is not aware enough" of what mariners and the U.S.-flag fleet mean to national and economic security.

Memorials like those in Piney Point and Kings Point at least help remind visitors about the U.S. Merchant Marine's proud history. In the case of the *Velma Lykes*, the risks taken by mariners are painfully evident in written accounts. Travelling unescorted, the vessel was struck on its starboard side by one torpedo launched from the *U-158*. The *Velma Lykes* sank in one minute – too quickly for crew members to launch the lifeboats.

The 17 survivors were picked up the next day by a convoy. Four days later, their new ship was sunk, though the men from the *Velma Lykes* survived.

On June 30, American aircraft dropped depth charges on the *U-158* west of the Bermudas. All 54 men aboard the German U-boat were killed.



Recertified Bosun Monte Pereira (photo above), a Seafarer since 1962 who currently works on the Houston shore gang, says the U.S. Merchant Marine is a national asset at all times, not just during crises.

Horizon Seafarers Earn Recognition

As part of a safety program conducted by SIU-contracted Horizon Lines, two Seafarers recently received recognition from the company.

Earning accolades for their respective shipboard efforts were AB **Paul Wills** from the *Horizon Pacific* and OMU **Lawrence Carranza** from the *Horizon Consumer*.

The program itself is called "Safety Sailor of the Month," though recognition is awarded only when earned. Its intent is to recognize individuals who exceed the norm and "make a sustained, concerted effort to contribute to their own and their shipmates' safety over the course of a calendar month," according to company guidelines.

Examples of actions that may warrant nomination for Safety Sailor of the Month

include active near-miss reporting; making suggestions for boosting shipboard safety; active and constructive participation in drills, exercises and safety meetings; and consistent adherence to Horizon's policies and procedures.

No more than one person from each vessel may be recognized per month. Selections are made by the captain, chief mate and chief engineer. Honorees have their photo posted on a safety plaque near the crew's lounge. They also receive "incentive awards" purchased with vessel funds (such as vessel shirts, company wristwatches, etc.).

"The union certainly joins Horizon Lines in saluting Seafarers for their consistently safe work," noted SIU Vice President Contracts George Tricker. "The recognition is well-deserved, and the company deserves credit, too, for going out of its way to provide it."



AB Paul Wills (right) receives a Horizon Lines watch as part of his recognition for safety efforts aboard the *Horizon Pacific*. Chief Mate Ron Radicali (left) said Wills "was selected for his outstanding contributions to the safe operation of the ship and exemplary approach to proactive injury prevention."



OMU Lawrence Carranza is the "Safety Sailor of the Month" for January aboard the *Horizon Consumer*.

Mariners Included in 'Card for the Troops'

When U.S. Army Veteran Michael Trochan organized a project called "The National Christmas Card for the Troops," he made certain to include the U.S. Merchant Marine on the list of recipients. Trochan and two brothers in May 2008 set up a tent (right) near the Washington Monument in Washington, D.C. They displayed banners including the U.S. Merchant Marine flag and collected signatures and positive messages from citizens who dropped in. The sentiments were written on large rolls of paper which in turn were mailed to offices of the armed forces and the merchant marine. Trochan (standing at the end of the table in both photos) says he and his brothers plan to put together a 2009 version of the "Card for the Troops" when they visit D.C. this summer.



Crowley Tug Mars & Barge 416 at Sea



The Seafarers-crewed ocean-going Crowley tug *Mars* is underway for the port of Apra Guam from Los Angeles. In tow is the 400-foot-long by 100-foot-wide barge *416* which is loaded with three large Hitachi gantry (container) cranes. This voyage marked the second delivery of these types of cranes that Jacksonville, Fla.-based and SIU-contracted Crowley in recent months has made for Bickerton Iron Works, Inc. The first shipment included three cranes which were delivered to the SSA terminal in Manzanillo, Mexico.

**At Sea
And Ashore
With The SIU**

New York Port Agent Selzer Celebrates 70th Birthday

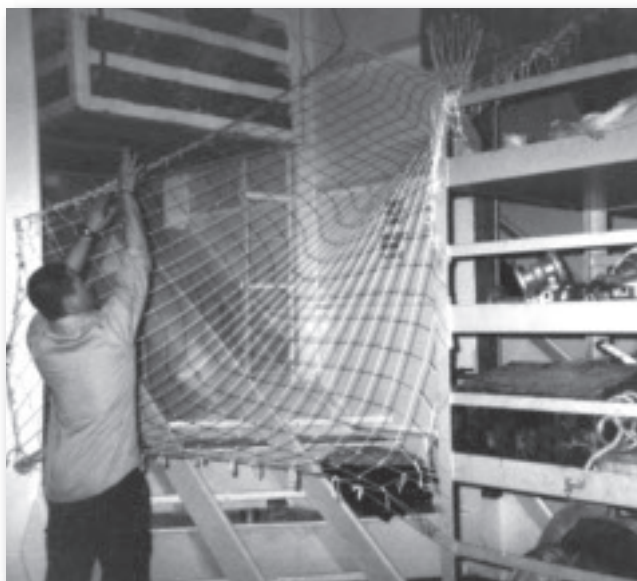


New York Port Agent Bob Selzer (front center in white shirt) on Dec. 11 celebrated his 70th birthday. To commemorate the event, Selzer's co-workers from the union hall took him out to dinner and posed for the photo above. Hugging Seltzer is VP Atlantic Coast Joseph Soresi. To Soresi's right are Government Services Representative Kate Hunt and Philadelphia Port Agent Joe Baselice. Also in attendance (from left to right) were Wally Zablocki, maintenance man; Michele Nardo, secretary (standing); Marie Sacco, secretary (seated); Mark Von Siegel, patrolman; Terry Montgomery, dispatcher (back) and ITF Inspector Enrico Esopa.

Aboard the SL Intrepid



As evidenced by these photos, continuous activity is the norm aboard the SIU-crewed *Sealand Intrepid*. Clockwise from above, Steward Baker Donald Dwyer busies himself in the galley while Bosun Abdulla Alwaseem operates a piece of equipment on deck. AB Reuben Fife makes entries in the vessel's gangway watch log while ABDs Salvador Lagare and Ahmed Baabbad store containers of supplies. Chief Cook Enrique Garrido is busy preparing ingredients for a meal entree.



Seabulk Energy Crew Hones Hoops Shooting Skills



Crew members aboard the union-contracted *Seabulk Energy* recently completed the construction of what they coin the "first of its kind portable shooting station." Situated in the vessel's bow area, the station boasts a 20-foot ball handling and shooting area, an automatic retrieving net and a small "Spaulding Dreams of Gold" 11-inch rim. In photo at far left, AB Romula Racoma puts the station through its paces while exhibiting his patented "Philippine Release." AB Eddie Romas (left in both photos above) and Racoma (right in both photos above) pose with shipmates Bosun Terry Lloyd (center in left photo above) and AB Chad Cunningham (center in right photo) following a session at the station.

SIU-Crewed Ship Delivers for 'Cobra Gold'

The SIU-crewed prepositioning ship *USNS Stephen W. Pless* delivered hundreds of pieces of U.S. Marine Corps equipment and containerized supplies to Thai ports in late January as preparations ramped up for Exercise Cobra Gold 2009, the major multi-national exercise scheduled for Feb. 4 – 17 in Thailand.

Cobra Gold is an annual joint and coalition multinational exercise hosted by the Kingdom of Thailand. Armed forces from Singapore, Japan, Indonesia and the United States are scheduled to participate this year. Training was to consist of computer-simulated command post exercises, field training exercises and humanitarian and civic assistance projects.

According to the U.S. Military Sealift Command, the *Pless*, which is operated by Seafarers-contracted Waterman Steamship, offloaded cargo in support of the 3rd Marine Expeditionary Force. The materiel included assault vehicles, Humvees, trucks and other military autos, which were driven down the ship's massive stern ramp to the port of Laem Chabang.

In a news release detailing the offload, MSC described the operation as "a complex evolution" which "required close coordination between the ship's 28-person civilian crew, who work for a

private company under contract to MSC, and Marines embarked on the ship. Because the Marines did not need to offload all of their equipment, *Pless*' cargo was selectively discharged using the ship's on board ramps and cranes."

Prepositioning ships including the *Pless* strategically place U.S. Marine Corps equipment and supplies at sea, making them ready for rapid delivery to Marines ashore. The *Pless* normally operates in the Western Pacific Ocean as part of MPS Squadron Three. Two other MPS squadrons operate in the Indian Ocean and Eastern Atlantic Ocean/Mediterranean Sea.

Upon completion of its offload, the *Pless* sailed about four miles offshore Jan. 31, where it served as a platform for seven sailors from Navy Cargo Handling Battalion One to train in deploying and operating lighterage, a type of floating barge used to ferry cargo from ship to shore. These barges are used to offload cargo at sea when port facilities are underdeveloped or unavailable.

The *Pless* was expected to remain off Thailand's coast until Cobra Gold's completion (as this issue of the *LOG* went to press), at which time the Marines' cargo would be reloaded for at-sea prepositioning in late February.



The Seafarers-crewed *USNS MAJ Stephen W. Pless* offloads a U.S. Marine Corps amphibious assault vehicle and other cargo at the port of Laem Chabang, Thailand, on Jan. 27. The materiel was scheduled for use in an annual military exercise known as Cobra Gold. Directing the vehicle to a staging area is a U.S. Marine from the 3rd Marine Expeditionary Force's Combat Logistics Regiment Three. (U.S. Navy photo by Ed Baxter, Sealift Logistics Command Far East Public Affairs)

SIU CIVMARS Provide Relief, Replenishment

These three photos show vessels that are manned in the unlicensed departments by members of the SIU Government Services Division.



HELPING PROVIDE RELIEF – The fleet ocean tug *USNS Catawba* (left) provides fuel and fresh water to the *MV Faina* following the *Faina*'s release by Somali pirates Feb. 5. The Belize-flagged vessel had been held for more than four months. Its cargo included Ukrainian tanks and related equipment. (U.S. Navy photo by Mass Communication Specialist 1st Class Michael R. McCormick)



UNDERWAY REPLENISHMENT – The *USNS Lewis and Clark*, the first in a new series of dry cargo/ammunition ships being constructed in San Diego for the Navy, conducts a replenishment at sea Jan. 21 in the Persian Gulf with the amphibious dock landing ship *USS Carter Hall* (foreground). The *Carter Hall* is deployed as part of the Iwo Jima Expeditionary Strike Group supporting maritime security operations in the 5th Fleet area of responsibility. (U.S. Navy photo by Mass Communication Specialist 2nd Class Flordeliz Valerio)

'VERTREP' IN THE PACIFIC – In this Feb. 7 photo, a CIVMAR aboard the ammunition ship *USNS Kiska* attaches a cargo pendant to the cargo hook of an MH-60S Sea Hawk helicopter during a vertical replenishment with the aircraft carrier *USS John C. Stennis* in the Pacific Ocean. The carrier is on a six-month deployment. (U.S. Navy photo by Mass Communication Specialist 3rd Class Walter M. Wayman)



With Seafarers Aboard SBX-1



Union officials and Seafarers met Feb. 4 aboard the *SBX-1* in Honolulu as part of a routine servicing. In addition to discussing topics specific to the *SBX-1*, members and officials covered the latest general news affecting the SIU and the industry as a whole. Pictured aboard the vessel (from left) are Port Agent Neil Dietz, Safety Director Frank Iverson, Electrician Irwin Rousseau, Asst. VP Bryan Powell, Bosun Wes Slattery and Electrician Randy Clark. The *SBX-1* is a unique combination of an advanced X-Band radar mounted aboard an oceangoing, semi-submersible platform. It provides the Ballistic Missile Defense System with a missile tracking and discrimination capability that can be positioned to cover any part of the globe to support both missile defense operations and testing. The platform is twin-hulled and self-propelled.





Part of the delegation from the Maryland State and D.C. AFL-CIO prepares to march.

Thousands Rally for Employee Free Choice Act

Signatures Delivered on Capitol Hill; Speakers Cite Advantages of Majority Sign-Up

Seafarers were among the thousands of union members and other supporters who rallied Feb. 4 on Capitol Hill to demonstrate backing for the Employee Free Choice Act (EFCA) – legislation that would help protect the rights of workers when deciding whether to join or form a union.

Many of the union members carried boxes containing some of the 1.5 million pro-EFCA cards individually signed last year in a nationwide campaign for the bill. The boxes were separated and marked by the states and territories from which they came; many were delivered to Congress as a show of broad public support.

Also known as majority sign-up legislation, the EFCA aims to level the playing field in organizing campaigns. The bill calls for strict, enforceable penalties against employers who violate workers' rights when employees attempt to form a union. It also is designed to facilitate "first contract" negotiations.

Contrary to lies spread by its opponents, the EFCA would not eliminate secret-ballot elections. Instead, it would allow workers – rather than employers – to decide whether they want to utilize

authorization cards or secret ballots. The procedure involving authorization or pledge cards already is legal, but in numerous documented cases, employers ignore their workers' wishes and force an election. In the time leading up to the vote, employers often harass and intimidate and even fire pro-union workers.

Among those taking part in last month's rally were U.S. Senator Tom Harkin (D-Iowa), U.S. Rep. George Miller (D-Calif.), U.S. Rep. Peter Visclosky (D-Indiana) and AFL-CIO officials President John Sweeny, Executive Vice President Arlene Holt Baker and Secretary-Treasurer Rich Trumka.

Harkin told the crowd, "The right to organize is a basic human right, and we're not going to let anyone take it away. Everyone benefits from unions. When people are organized, everyone starts doing better."

Miller stated, "Time and again, you've seen your hard work, your creativity, your ingenuity, your productivity taken from you and given to shareholders, to the elites, to CEOs. Decisions about the workplace belong to the worker.... That's the promise of America. It's foolish to think we will rebuild this country without

the participation of the American worker."

Trumka, interviewed by Fox News, said, "The Employee Free Choice Act is necessary to fix a system that puts workers at the mercy of corporations. You talk about intimidation – that's the current system. The employer spends billions of dollars hiring outside consultants to determine how people are going to vote, so they can threaten them, they can intimidate them.... Let me tell you what intimidation is: When a worker says they want a union, and their employer fires them. Twenty-five thousand people get intimidated today. That's today's system – the employer's in control. The Employee Free Choice Act will put the worker back in control."

Other speakers at the rally included workers who had been fired for trying to join a union – and at least one whose employer, Kaiser Permanente, allows its employees to form unions without management interference.

Sara Steffens recounted how she was laid off from her job at the Contra Costa Times in Walnut Creek, Calif. She had been an award-winning reporter, but she helped her co-workers form a union and subsequently lost her job.

"A lot of the people who organize unions are people who love what they do and are really committed to it," she said. "It's important that workers feel like they can step up and be part of decisions in the workplace."

Steffens said she was surprised at the level of intimidation and the misleading campaign waged by her employer, whom she never expected to be so hostile to workers' attempts to form a union.

"I stood by my conviction that they wouldn't retaliate," Steffens said. "I thought, 'That's against the law.' I thought it couldn't happen to me, because I had been a good employee."

Amber Fisher, a member of unlicensed apprentice Class 715 at the SIU-affiliated Paul Hall Center, participated in

the rally and said the speeches were compelling.

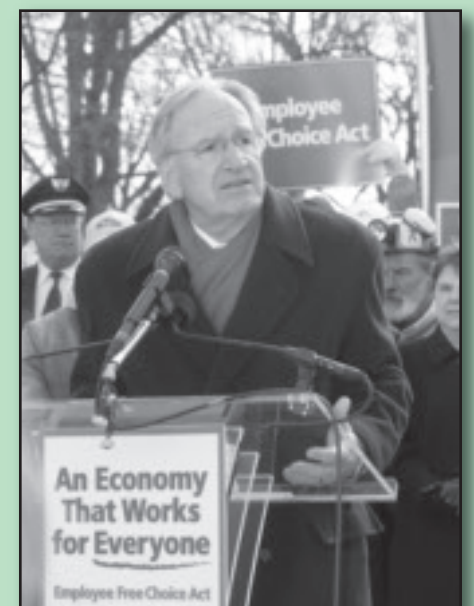
"The rally was worthwhile," she declared. "I don't see why companies wouldn't want their employees to be unionized. Workers are happier with unions, which increases productivity and morale in the workplace. Having a union means less turnover, too."

In addition to the SIU, other unions taking part in the demonstration included the Transport Workers, AFSCME, AFT, United American Nurses, California Nurses Association, Office and Professional Workers, Sheet Metal Workers, Steelworkers, Painters and Allied Trades, Communications Workers, Air Line Pilots, Fire Fighters, and Machinists.

The Employee Free Choice Act earned bipartisan majority support in both the House and Senate during the last session of Congress, but it was blocked by a filibuster in the Senate. Its prospects are better in the new Congress and with President Obama in the White House.



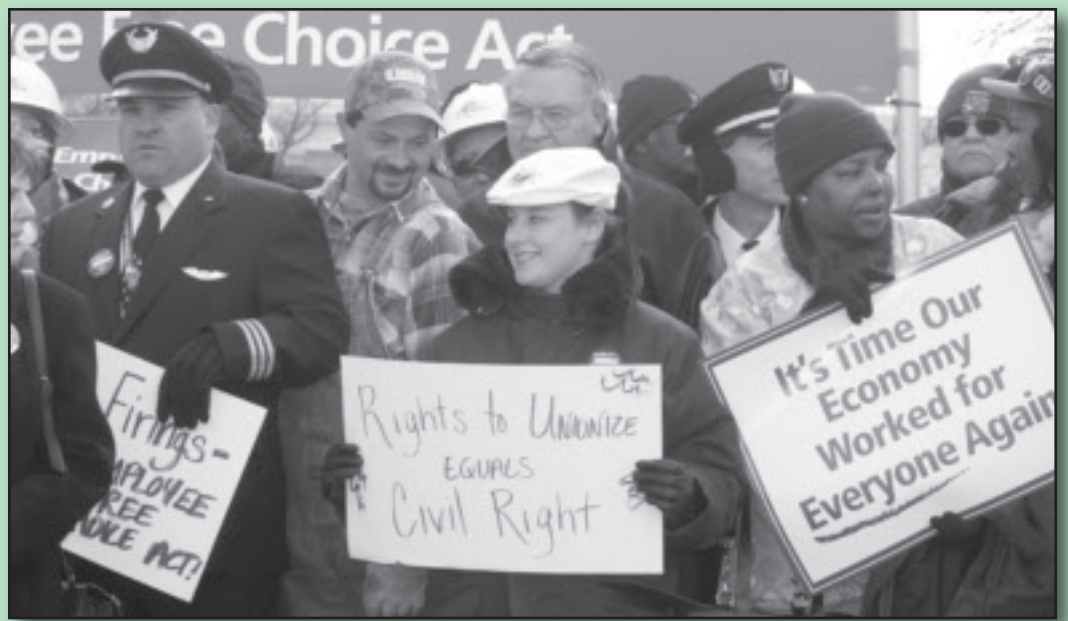
As part of the event, attendees delivered to Congress some of the 1.5 million cards signed in support of the Employee Free Choice Act.



U.S. Senator Tom Harkin (D-Iowa)



Thousands gather on Capitol Hill for the rally.



Union members demonstrate support for majority sign-up legislation.



AFL-CIO officials (from left) President John Sweeney, Executive VP Arlene Holt Baker and Secretary-Treasurer Rich Trumka continue helping lead the charge to enact vital legislation that protects workers' rights to join a union.



S. Rep. Peter Visclosky (D-Indiana)



S. Rep. George Miller (D-Calif.)



Students from the union-affiliated Paul Hall Center for Maritime Training and Education did their part to help reflect the widespread backing for the EFCA

TWIC Deadline for Mariners: April 15

Apply NOW – Here's How

Because of federal law, U.S. mariners are required to possess a Transportation Worker Identification Credential (TWIC) no later than April 15, 2009. After that date, you cannot ship without a TWIC.

The enrollment process is fairly straightforward, but turnaround time on delivering the credential has been a mixed bag. With that in mind, and in light of the rapidly approaching deadline, there is no time to waste. Seafarers should apply ASAP.

Step-by-step instructions appear below. They also have been published in past editions of the Seafarers LOG and are available on the web both at www.seafarers.org and at the Transportation Security Administration's TWIC web site, www.tsa.gov/twic. Members may check with their port agents for the latest TWIC news and location of the nearest enrollment center.

The Transportation Security Administration TWIC web site includes a link where individuals may check the status of their card and/or schedule a time to pick it up.

STEP-BY-STEP INSTRUCTIONS

■ ***Pre-Enroll***

This can save time at the enrollment center itself. To pre-enroll, individuals must first register for an ID starting at <https://twicprogram.tsa.dhs.gov/TWICWebApp/>

Applicants will need to supply basic information including their name, date of birth and country of birth.

■ ***Gather Documentation***

As part of the TWIC application process, individual applicants must supply documentation verifying their identity. A list of acceptable documents was printed on page 4 of the January edition of the *Seafarers LOG* and is available on the TSA's TWIC web site. A valid merchant mariner document/z-card is acceptable, as is an unexpired passport.

■ ***Enroll***

Applicants may enroll at any of the agency's enrollment centers, at which time they must pay the TWIC fee of \$132.50 (or the reduced fee of \$105.25, if applying for a TWIC that expires in conjunction with a merchant mariner document). Applicants will provide fingerprints and be photographed as well as provide personal information.

■ ***Pick up TWIC***

Applicants must return to the same enrollment center to pick up their credential. They will be notified by email or phone (as specified during enrollment) when the card is ready. The individual TWIC will be activated, and the card-holder will select a corresponding PIN number.

Other key points to consider:

■ Program enforcement began in October 2008 at certain ports and has been phased in at additional ports since that time. The last ports scheduled to start enforcement (on April 14) are Guam; Houston, Galveston and Port Arthur, Texas; Los Angeles/Long Beach; and San Juan, P.R. **For mariners, only a valid z-card/merchant mariner document (MMD) is considered as meeting the TWIC program requirements until April 15.** (That is not the case for some other workers.)

■ Where program enforcement already has begun, a number of ports have made it clear that no escorts will be provided to individuals who work aboard a vessel or at the terminal but do not have a TWIC. Again, mariners will need a valid z-card/MMD if they don't have a TWIC prior to April 15. Company badges, state ID cards or driver's licenses won't be accepted, in accordance with the law.

■ By law, all U.S. Coast Guard-credentialed mariners with active MMDs, licenses, and/or certificates of registry, with or without an STCW endorsement, must hold a valid TWIC as of April 15 in order to maintain their mariner credentials. Failure to obtain and continue to hold a valid TWIC may result in the suspension or revocation of mariners' credentials. After April 15, 2009, the Coast Guard will not issue a merchant mariner credential to an applicant who does not hold a valid TWIC.

FOR MORE INFORMATION

On the web: www.tsa.gov/twic

By phone: TWIC Program Help Desk, 1-866-DHS-TWIC (347-8942)

By email: credentialing@dhs.gov

Seafarers Ride May 24 for Merchant Marine Veterans?

Some SIU headquarters officials and employees are trying to determine whether there is enough interest for the union to participate in this year's Memorial Day weekend "Rolling Thunder" event in Washington, D.C. "We would like to raise awareness concerning those who served our country on merchant vessels during times of war, supplying our troops," one official noted. "Many of those mariners gave their lives in defense of our country."

Rank-and-file Seafarers, SIU retirees, union employees and family members who may be interested in riding at the May 24 event as part of an SIU contingent are asked to email their contact information to the following address as soon as possible: rollingthunder2009@gmail.com

The Washington-based Rolling Thunder event is a yearly demonstration, largely by motorcycle riders, for POW/MIAs and veterans' issues. According to a communication from Rolling Thunder, Inc., participants will assemble in the north Pentagon parking lot beginning at 8 a.m. They will leave at noon for the ride through D.C. to the Vietnam Veterans Memorial "to pay our respect to our brothers and sisters who gave their lives for freedom we enjoy every day and for the full accounting of all POW-MIAs and veterans' rights. This is a demonstration - not a parade."

More information is available on the web at www.rollingthunder1.com (that's a number "1" rather than a letter L in the address).

According to the web site, Rolling Thunder, Inc. is a non-profit organization "with over 88 chartered chapters throughout the United States and members abroad. While many members of Rolling Thunder are veterans, and many ride motorcycles, neither qualification is a prerequisite."

Correction

An item appeared in the Welcome Ashore column of the December 2008 edition of the *Seafarers LOG* regarding the retirement of Brother John Schoenstein, a member of the deck department who sailed in the Deep Sea Division.

The piece erroneously identified the *Manhattan* as the first ship on which Brother Schoenstein sailed. His first vessel was in fact the *Minot Victory*. Brother Schoenstein did sail on the *Manhattan*, but at a later point in his career.

We apologize to Brother Schoenstein and regret any inconveniences our oversight may have caused him and/or members of his family.

April & May 2009 Membership Meetings

Piney Point.....	Monday: April 6, May 4
Algonac.....	Friday: April 10, May 8
Baltimore.....	Thursday: April 9, May 7
Boston.....	Friday: April 10, May 8
Guam.....	Thursday: April 23, May 21
Honolulu.....	Friday: April 17, May 15
Houston.....	Monday: April 13, May 11
Jacksonville.....	Thursday: April 9, May 7
Joliet.....	Thursday: April 16, May 14
Mobile.....	Wednesday: April 15, May 13
New Orleans.....	Tuesday: April 14, May 12
New York.....	Tuesday: April 7, May 5
Norfolk.....	Thursday: April 9, May 7
Oakland.....	Thursday: April 16, May 14
Philadelphia.....	Wednesday: April 8, May 6
Port Everglades.....	Thursday: April 16, May 14
San Juan.....	Thursday: April 9, May 7
St. Louis.....	Friday: April 17, May 15
Tacoma.....	Friday: April 24, May 22
Wilmington.....	Monday: April 20, May 18

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

Dispatchers' Report for Deep Sea

January 16, 2009 — February 17, 2009

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	3	6	5	0	0	0	0	8	14	22
Anchorage	1	4	0	1	2	1	0	1	8	1
Baltimore	2	5	2	3	4	0	2	3	4	2
Fort Lauderdale	13	11	6	8	10	3	4	26	28	5
Guam	1	8	2	2	2	1	0	1	12	4
Honolulu	9	9	0	6	2	0	4	15	12	0
Houston	33	22	5	29	23	0	22	66	43	13
Jacksonville	30	26	7	33	11	2	10	54	41	7
Joliet	1	3	4	1	1	0	0	1	9	8
Mobile	13	6	1	13	5	0	0	24	13	2
New Orleans	16	3	3	14	3	0	8	27	14	5
New York	47	17	7	30	19	1	15	80	37	13
Norfolk	9	18	8	7	10	4	2	20	36	8
Oakland	26	17	2	17	12	1	8	43	17	4
Philadelphia	6	7	0	6	2	0	4	9	10	0
Piney Point	1	4	1	0	3	3	1	1	4	2
Puerto Rico	8	6	0	7	4	1	3	14	16	1
St. Louis	1	4	0	3	2	0	0	4	9	0
Tacoma	43	30	7	29	26	2	15	68	44	10
Wilmington	28	16	2	26	8	2	10	48	38	7
Totals	291	222	62	235	149	21	108	513	409	114
ENGINE DEPARTMENT										
Algonac	3	3	4	2	0	1	0	2	7	7
Anchorage	0	2	0	0	0	0	0	0	4	0
Baltimore	3	4	0	1	3	0	0	7	8	0
Fort Lauderdale	7	3	0	5	5	1	1	12	11	2
Guam	3	1	0	1	2	0	0	3	6	0
Honolulu	6	2	1	8	2	1	2	14	5	0
Houston	16	19	2	9	9	1	9	32	28	2
Jacksonville	19	19	1	23	10	1	6	32	24	5
Joliet	0	0	1	0	1	0	1	0	2	2
Mobile	8	3	0	8	1	0	1	14	12	0
New Orleans	8	2	0	5	3	0	1	13	6	0
New York	17	11	3	9	8	0	1	30	24	7
Norfolk	8	10	0	9	7	0	5	12	26	2
Oakland	11	8	3	5	5	2	3	18	11	5
Philadelphia	1	0	0	3	1	0	2	2	2	0
Piney Point	2	1	0	2	0	0	1	3	2	0
Puerto Rico	2	6	0	3	3	0	0	6	6	1
St. Louis	0	1	0	0	0	0	0	1	3	1
Tacoma	6	15	1	9	6	0	8	16	22	2
Wilmington	11	14	1	8	8	0	5	20	19	4
Totals	131	125	17	110	74	7	46	237	228	40
STEWARD DEPARTMENT										
Algonac	2	3	3	0	1	0	0	3	6	7
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	1	1	0	3	1	0	2	1	2	0
Fort Lauderdale	9	7	1	5	7	0	5	10	13	1
Guam	2	1	0	0	2	2	0	5	4	1
Honolulu	4	6	0	7	2	0	1	20	7	2
Houston	22	8	0	11	6	0	6	40	9	0
Jacksonville	11	6	2	14	4	1	8	24	16	2
Joliet	0	1	0	0	0	0	0	0	2	1
Mobile	5	1	1	3	1	1	4	12	3	0
New Orleans	8	2	1	6	1	1	2	12	2	1
New York	20	10	0	17	5	0	7	39	12	1
Norfolk	9	9	3	7	9	1	5	16	15	3
Oakland	23	8	0	19	0	0	7	29	11	0
Philadelphia	4	0	0	2	0	0	0	3	1	0
Piney Point	2	1	1	1	0	0	3	7	2	1
Puerto Rico	0	1	0	1	2	0	0	4	2	0
St. Louis	1	2	1	3	2	0	0	2	3	1
Tacoma	17	7	0	12	2	0	5	29	10	0
Wilmington	18	5	1	17	3	1	5	38	7	1
Totals	158	80	14	128	48	7	60	294	128	22
ENTRY DEPARTMENT										
Algonac	1	5	7	0	1	2	0	2	17	17
Anchorage	0	1	0	0	0	0	0	0	3	1
Baltimore	1	2	0	2	0	0	0	1	7	2
Fort Lauderdale	0	8	8	0	3	2	0	0	11	14
Guam	0	3	0	0	1	0	0	0	2	5
Honolulu	3	8	3	3	1	1	0	4	14	12
Houston	7	13	6	1	10	2	0	12	30	10
Jacksonville	2	16	7	1	13	4	0	3	37	23
Joliet	0	1	2	0	1	0	0	0	3	5
Mobile	0	4	3	0	5	1	0	1	12	6
New Orleans	0	6	3	1	4	0	0	2	10	7
New York	3	18	7	5	19	1	0	8	43	17
Norfolk	1	20	8	2	5	5	0	0	38	21
Oakland	3	17	6	2	9	4	0	9	18	13
Philadelphia	0	1	2	0	2	0	0	0	0	2
Piney Point	0	9	28	0	6	27	0	0	4	12
Puerto Rico	1	2	2	1	0	0	0	1	6	2
St. Louis	0	2	1	0	0	0	0	0	2	1
Tacoma	5	21	6	0	6	0	0	10	34	6
Wilmington	4	12	6	2	9	0	0	5	22	12
Totals	31	169	105	20	95	49	0	57	313	188
Totals All Departments	611	596	198	493	366	84	214	1101	1078	364

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

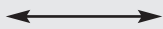
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

Inquiring Seafarer

Question: What was one of your most memorable experiences as a Seafarer?(Asked of members at the Baltimore union hall)

Ben Mathews,
QMED

Pumpman, started sailing in 1991

"I was on a cable ship and we were connecting to a splice off of Brazil. We were out to sea for about 45 days and we were all anxious to go to shore.

When we had our chance, the pilot was two hours late getting to the ship so we could get to port. As we began to pull in, the pilot began climbing up the pilot ladder and he fell. The pilot boat picked him up and he looked at us and gave us the 'bird.' The pilot company then refused to send another pilot out. The captain was able to negotiate with them, they sent another pilot, we went ashore and had one of the best nights we ever had."



Johnie Chavis,
ABG, started sailing in 1985

"We took the *USNS Wright* out for a sea trial and were transporting a Navy Seal

team for a joint terrorism exercise of different countries' militaries. It was wild seeing them repelling onto the deck from helicopters and watching them shoot paint bullets during their war games."

Adam Begleiter,
QMED, started sailing in 2003

"I was on [a tanker]. We took her out the first time and engines just shut down. The ship started rolling 30 to 40 degrees and people were sliding everywhere. I was in bed at the time, holding on for dear life. Then, I got thrown out and bounced against the wall. The engineers were worried about whether they did something wrong. At the end, we found the shipyard must have left rags in the port and starboard pumps."



John Frey, AB,
started sailing in 2006

"I was on the *Wright* during the exercises, too. The Seals were the good guys and their job was to take the

hijacked ship back. You couldn't see

or hear the helicopters approach the ship, but about every 10 seconds there would be a new team delivered – they were that good. We had to put glow sticks on our cabin doors so they wouldn't 'attack' our cabins during the exercise. We also had to wear them to let the Seals know not to shoot us. There was one night I felt like jamming a chair against the cabin door just to make sure they wouldn't bust in. The next morning, I walked out of the cabin into the passageway and saw all of these long-haired guys with tattoos sleeping on the deck. They looked like a real wild bunch. Then I found out these guys were undercover Seals. I was glad they are on our side because it looked like the 'Hell's Angels' had invaded."

Dennis Uchic,
Cook, started sailing in 1977

"I was on the *Wright* during the exercises, also. But one experience was when a guy started choking on a bay leaf and was turning blue. I gave him the Heimlich and he came around. Just going to sea and upgrading at the SIU's (affiliated) school are always memorable."



Pic-From-The-Past



The SIU crewed steamship *Del Sud* is unloaded in the Port of New Orleans in 1948. Operated by the Mississippi Steamship Co., the vessel at the time was one of three revolutionary passenger-cargo ships which helped re-establish U.S. trade to South America after the Second World War. The *Del Sud's* sister ships were the *Del Notre* and the *Del Mar*. Each of the vessels was built at the Ingalls Shipyard, Pascagoula, Miss., and fitted with D.R. geared turbines which gave them 17-knot service speeds. A new innovation for the time was complete air-conditioning throughout the accommodation areas for passengers, officers and crew. Being nearly identical, the sister ships were all 10,074 tons, 495 feet in length and 70 feet in breadth. Their total cost in 1946 was over \$7,000,000 each. After entering service between November 1946 and June 1947, the "Del" trio quickly established an enviable record for dependable sailings and were soon offering 44-day round-trip cruises to such ports of call as Rio de Janeiro, Santos, Paranagua and Buenos Aires.

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

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently

retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

JOSE ANDICOECHEA

Brother Jose Andicoechea, 65, joined the union in 1971. He initially sailed on an A&S Transportation vessel. Brother Andicoechea was born in Spain. He sailed in the deck department. His final ship was the *Dina Marie*. Brother Andicoechea resides in North Arlington, N.J.

DAVID FLORES

Brother David Flores, 52, became an SIU member in 1992 while in the port of New Orleans. The Honduras native shipped in the deck department. Brother Flores first went to sea aboard the *Stonewall Jackson*. In 2001, he visited the Piney Point school to enhance his seafaring abilities. Brother Flores most recently sailed on the *Florida*. He lives in Orlando, Fla.

DAVID HUDGINS

Brother David Hudgins, 64, started sailing with the Seafarers in 1976. His first voyage was aboard a Chesapeake & Ohio Railway vessel. Brother Hudgins was born in Richmond, Va. He often took advantage of educational opportunities available at the Paul Hall Center in Piney Point, Md. Brother Hudgins was last employed on the *USNS Sisler*. He makes his home in Mathews, Va.

NORMAN ISRAEL



Brother Norman Israel, 67, donned the SIU colors in 1988. He originally shipped aboard the *USNS Lynch*.

Brother Israel attended classes on numerous occasions at the Seafarers-affiliated school in Maryland. The engine department member was born in Rio Hondo, Texas. Brother Israel's final trip was on the *North Star*. He is a resident of Shelton, Wash.

HENRY PAQUIN

Brother Henry Paquin, 65, joined the SIU ranks in 1988 while in the port of Wilmington, Calif. His first vessel was the *Brooks Range*. Brother Paquin upgraded frequently at the Piney Point school. He was born in Attleboro, Mass., and



sailed in the engine department. Brother Paquin last worked aboard the *Horizon Trader*. He calls Warner Springs, Calif., home.

GILBERT RODRIGUEZ



Brother Gilbert Rodriguez, 55, was born in Texas. He began sailing with the union in 1972 while in the port of Piney Point,

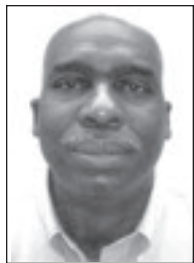
Md. Brother Rodriguez initially shipped on the *Del Sol* as a member of the engine department. He enhanced his skills often at the SIU-affiliated school in Piney Point. Brother Rodriguez's most recent voyage was aboard the *Houston*. He continues to reside in his native state.

PETER STERNBERG

Brother Peter Sternberg, 66, became a Seafarer in 1990. His first ship was the *Independence*; his last, the *Lighting*. Brother Sternberg attended classes on numerous occasions at the Paul Hall Center. The engine department member was born in Germany. Brother Sternberg settled in Sun City, Calif.

ROY WILLIAMS

Brother Roy Williams, 58, started his career with the SIU in 1971. He originally sailed on the *Western Planet* as a member of the deck department. Brother Williams was a frequent upgrader at the maritime training center in Piney Point, Md. He was born in Alabama.



Brother Williams' final trip to sea was aboard the *Horizon Challenger*. He makes his home in Mobile, Ala.

DEAN YANNUZZI



Brother Dean Yannuzzi, 59, joined the union in 1969. His first voyage was on the *Transerie*. Brother Yannuzzi

upgraded on three occasions at the Piney Point school. He was born in Texas and shipped in the deck department. Brother Yannuzzi's most recent trip to sea was aboard the *Resolve*. He lives in San Antonio, Texas.

SEYMOUR YARAS



Brother Seymour Yaras, 65, signed on with the SIU in 1980. He initially sailed on the *Santa Maria*.

Brother Yaras was born in Detroit and worked in the deck department. In 1984, he visited the Paul Hall Center. Brother Yaras was last employed aboard the *Senator*. He calls Wilmington, N.C., home.

MARVIN ZIMBRO

Brother Marvin Zimbrow, 55, began his career with the Seafarers in 1969. His earliest trip was on the *James*.



Brother Zimbrow's final ship was the *Horizon Challenger*. The deck department member attended classes often at the SIU-affiliated school. Brother Zimbrow is a resident of Ponchatoula, La.

INLAND

JOE EZERNACK



Brother Joe Ezernack, 56, was born in Converse, Va. He joined the SIU in 1970. Brother Ezernack's first ship was

the *Seabulk Tanker*. He worked in the deck department. Prior to retiring, Brother Ezernack shipped on a Higman Barge Lines vessel. He resides in Jasper, Texas.

GARNETT LEARY

Brother Garnett Leary, 64, first donned the SIU colors in 1970, originally sailing from the port of Philadelphia.



Brother Leary's earliest trip to sea was aboard a Gulf Atlantic Transportation Corporation vessel. His final voyage took place aboard the *Horizon Hawk*. Brother Davis, a member of the deck department, was born in Florida. He lives in San Francisco.

WILLIAM STOWE JR



Brother William Stowe Jr., 62, became a Seafarer in 1966. He shipped primarily with Virginia Pilot

Corporation during his career. Brother Stowe makes his home in Raleigh, N.C.

NELSON WALLACE

Brother Nelson Wallace, 69, started sailing with the union in 1968. His first ship was operated by Southern Carriers Corporation. Brother Wallace most recently worked on the *Charles H. Harper*. He settled in Belhaven, N.C.



Reprinted from past issues of the Seafarers LOG.

1941

Over 2,500 members of the Atlantic and Gulf District participated in the election of officers of the SIU's Atlantic and Gulf District. This was the first election conducted since the two districts were amalgamated into one district. The election covered the Atlantic District Representative, the Gulf District Representative, and Port Agents and Patrolmen in all ports from Boston to Texas City and including San Juan, Puerto Rico.

1959

SIU President Paul Hall protested the U.S. State Department's investigation into findings by the National Labor Relations Board and the courts that runaway ships should be subject to U.S. labor law. It was believed that the Department would attempt to overturn the NLRB rulings that U.S. unions can organize American-owned runaways. Hall said the runaway shipowners were trying to use the State Department as a shield to protect them from the "legitimate demands of

their crews" for union representation.

1963

Testimony began this week to discuss a plan to set up a special machinery to deal with maritime labor disputes. The AFL-CIO Maritime Trades Department, on behalf of the SIU, its affiliates and other maritime unions, will make a

full presentation of the opposition side of the bill before the Congressional committee. If enacted, the proposal would rob maritime unions of competitive bargaining and the right to strike

for better wages and working conditions.

1974

The SIU of Canada went on strike against the Canadian Lake Carriers Association after the refusal of shipowners to discuss better wages and working conditions. According to SIU of Canada President Roman Gralewicz, the biggest issue is management's stubbornness concerning the union's aim to scrap the traditional 30-day work month and "bring some simple dignity" to the job.

This Month In SIU History

Final Departures



DEEP SEA

ABNER ABRAMS



Pensioner Abner Abrams, 86, passed away Dec. 26. Brother Abrams became a Seafarer in 1942. He was born in Alabama.

Brother Abrams initially shipped in the engine department of the *John Line*. Prior to his retirement in 1979, he worked aboard a Delta Lines ship. Brother Abrams settled in his native state.

A. G. ALEXANDER

Pensioner A. G. Alexander, 84, died Dec. 11. Brother Alexander joined the SIU in 1947. His first ship was the *Catahoula*; his last, the *Champion*. Brother Alexander was born in El Dorado, Ark., and sailed in the deck department. He went on pension in 1986 and called Georgetown, Texas, home.



DON BUSBY



Pensioner Don Busby, 77, passed away Dec. 21. Brother Busby started shipping with the union in 1967. He was born in

Dry Prong, La. Brother Busby originally worked on the *Centerville*. The engine department member last sailed aboard the *LNG Capricorn*. Brother Busby retired in 1997 and continued to reside in Louisiana.

CARLOS CHEVARRIA

Pensioner Carlos Chevarria, 93, died Sept. 21. Brother Chevarria was born in Portugal. He shipped as a member of the engine department. Brother Chevarria was a resident of Tavares, Fla.



ERVIN DAVIS

Brother Ervin Davis, 56, passed away Oct. 29. He first donned the SIU colors in 1979. Brother Davis' earliest trip to sea was on the *USNS Dutton*. His final voyage took place aboard the *Horizon Hawk*. Brother Davis, a member of the deck department, was born in Florida. He lived in San Francisco.

MANUEL DEBARROS



Pensioner Manuel Debarros, 85, died Dec. 27. Brother Debarros signed on with the union in 1942. He initially sailed on a Waterman

Steamship Corporation vessel. Brother Debarros was born in New Bedford, Mass., and worked in the deck department. He was last employed aboard the *Ezra Sensib*. Brother Debarros became a pensioner in 1979 and continued to make his home in Massachusetts.

CHARLES FLETCHER

Pensioner Charles Fletcher, 85, passed away Nov. 13.



Brother Fletcher joined the MC&S (Marine Cooks & Stewards) in 1979 while in the port of San Francisco. He mainly shipped with American Ship Management on vessels such as the *President Taylor* and *President Wilson*. Brother Fletcher was a member of the steward department. He was born in Atkins, Ark., but called Portland, Ore., home. Brother Fletcher started collecting his retirement compensation in 1987.

ERIC JOSEPH



Pensioner Eric Joseph, 85, died Jan. 3. Brother Joseph started sailing with the SIU in 1951 from the port of New York. He initially sailed with

Waterman Steamship Corporation. Brother Joseph was born in India and shipped in the steward department. His final trip to sea was on the *San Juan*. Brother Joseph resided in New York and went on pension in 1986.

HOWARD LINDSEY

Pensioner Howard Lindsey, 81, passed away Jan. 7. Brother Lindsey first donned the union colors in 1966. His first voyage was aboard a Bulk



Transportation Inc. vessel. Brother Lindsey was a member of the deck department. He last worked on the *Archon*. Brother Lindsey retired in 1988 and continued to live in his native state of Alabama.

ARTHUR SEQUEIRA



Pensioner Arthur Sequeira, 78, died Dec. 8. Brother Sequeira joined the SIU ranks in 1963. His earliest trip to sea was

aboard the *Cantigny*. Brother Sequeira was born in Singapore and sailed in the deck department. Before retiring in 1995, he shipped on the *LNG Aquarius*. Brother Sequeira was a resident of Brooklyn, N.Y.

CALVIN STEVENS

Pensioner Calvin Stevens, 83, passed away Dec. 12. Brother Stevens became an SIU member in 1965. He originally worked aboard the *Alamar* as a member of the deck department. Brother Stevens' final voyage was on the *1st Lt. Baldomero Lopez*. He continued to make his home in his native state of Maryland. Brother Stevens began receiving his pension in 1991.



PRICE WILLOUGHBY



Pensioner Price Willoughby, 90, died Jan. 12. Brother Willoughby signed on with the Seafarers in 1951 while in the port of New York. He

was born in Maryland and worked in the engine department. Brother Willoughby initially sailed with Bloomfield Steamship. His final ship was the *Santa Cruz*. Brother Willoughby went on pension in 1981 and called Gettysburg, Pa., home.

ROBBIE WILLS

Brother Robbie Wills, 44, passed away Nov. 19. Brother Wills, a member of the engine department, began shipping with the SIU in 2008. He was



employed with Sealift Inc. aboard the *Cleveland* for the duration of his career. Brother Wills was born in North Dakota. He resided in Olongapo City in the Philippines.

INLAND

HERBERT HEBERT



Pensioner Herbert Hebert, 67, died Nov. 17. Brother Hebert first donned the SIU colors in 1979. He worked primarily on the

Crescent New Orleans. Brother Hebert was born in Louisiana. He was a member of the deck department. Brother Hebert started collecting his retirement compensation in 2003. He settled in New Orleans.

JACK MCNAIR

Pensioner Jack McNair, 89, passed away Dec. 20. Brother McNair began his employment with the union in 1961 while in the port of Philadelphia. He initially sailed with P.F. Martin Company. Brother McNair last shipped aboard a Taylor Marine Towing Company vessel. He was born in Red Springs, N.C., but lived in Maple Shade, N.J. Brother McNair went on pension in 1981.



FLOYD SIMMONS



Pensioner Floyd Simmons, 80, died Dec. 7. Brother Simmons was born in Virginia. He joined the SIU in 1948, originally

sailing from the port of Norfolk, Va. Brother Simmons' first ship was the *Southern States*. He worked in the engine department. Prior to his retirement in 1988, Brother Simmons shipped on a Moran Towing of Virginia boat. He made his home in Portsmouth, Va.

JOSEPH WEBBER

Pensioner Joseph Webber, 69, passed away Nov. 29. Brother Webber started shipping with the union in 1974. He was born in Arcadia, Texas. Brother Webber primarily worked in the engine department aboard G&H Towing vessels. He



called Danciger, Texas, home. Brother Webber became a pensioner in 2001.

GREAT LAKES

CLINTON ROSS

Pensioner Clinton Ross, 67, died Dec. 12. Brother Ross joined the SIU ranks in 1975. He mostly sailed on vessels operated by Great Lakes Towing



Company. Brother Ross was born in Wisconsin. He was a deck department member. Brother Ross retired in 2003 and continued to reside in his native state.

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

Name	Age	DOD
Alston, William	83	Dec. 8
Alvarez, Jose	90	Dec. 4
Ayala, Francisco	90	Dec. 11
Barron, Robert	82	Nov. 19
Bryant, Alvie	91	Nov. 29
Caldwell, Leroy	80	Nov. 17
Cancel, Elias	88	Dec. 7
Elipe, Rafael	86	Dec. 12
Esturio, Julio	84	Jan. 2
Ferrer, Francisco	90	Nov. 27
Gallo, Rodolfo	69	Nov. 28
Gistand, Archie	78	Jan. 1
Gordon, Marcus	87	Dec. 7
Hamilton, Jerry	83	Dec. 2
Han, Carl	87	Dec. 20
Hernandez, Jose	76	Nov. 29
Hilbig, John	69	Dec. 21
Jemmott, Clive	90	Dec. 8
Jenkins, Ward	81	Dec. 3
Kelly, John	63	Nov. 30
Killilea, Noreen	79	Dec. 2
Lightsey, James	75	Jan. 21
Lowry, Frank	84	Nov. 30
Manzo, Luis	88	Oct. 20
McSwegan, Theodore	75	Jan. 3
Michelsen, Frederick	86	Dec. 16
Molina, Manuel	93	Dec. 21
Nieves, Felix	86	Dec. 12
Pawelchek, Michael	93	Dec. 28
Poventud, Francisco	90	Dec. 31
Pregal, Luis	82	Jan. 6
Presti, Frank	90	Oct. 25
Redding, Newburn	93	Dec. 10
Rodriguez, Domingo	84	Dec. 10
Roman, Rafael	95	Dec. 9
Rost, Debetta	95	Jan. 31
Sadler, Pat	79	Jan. 2
Smith, Alfred	84	Jan. 12
Smith, Harry	91	Nov. 23
Smith, Wilburn	84	Nov. 5
Solano, Juan	87	Dec. 14
Speights, R.L.	88	Nov. 26
Stevens, Carlos	86	Nov. 13
Swain, Melford Jr.	82	Dec. 10
Tuata, Joe	64	Dec. 5
Van Lear, Bernard	83	Dec. 9
Williams, Charles	88	Dec. 12

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.

AMERICAN MARINER (American Steamship Company), Dec. 27 – Chairman **Albert J. Brzezinski**, Secretary **Daniel J. Kane**, Educational Director **Mark A. Macrury**. Chairman explained absentee ballot procedure and discussed some differences between the two candidates who ran for president of the U.S. He also urged Seafarers to visit the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Secretary reported that everything was running smoothly. No beefs or disputed OT reported. Communication regarding union elections was read; all members were reminded to vote at a union hall by December 31 if not voting absentee. Crew talked about vacation benefits and what was required when applying.

CHEMICAL PIONEER (USCS Transport), Dec. 28 – Chairman **Timothy D. Koebel**, Secretary **Grant Balik**, Educational Director **Kelly L. Mayo**, Engine Delegate **Antonio F. Simon**, Steward Delegate **Jorge L. Ellis**. Chairman made wage scale available to crew and familiarized crew with family leave regulations. He stated he would discuss ground transportation in Houston with captain. Educational director reminded mariners that they will be required to have TWIC cards in April 2009. Treasurer reported \$1,180 in the ship's fund. No beefs or disputed OT reported. Steward department was thanked for fine holiday cuisine. Next ports: Bayonne, N.J., Jacksonville, Fla., and Houston.

EL FARO (International American Shipping), Dec. 8 – Chairman **Eric A. Berry**, Secretary **Kenneth Whitfield**, Educational Director **Joseph H. Brown**, Deck Delegate **Zinnonnon Jackson**, Engine Delegate **Marcus A. Pittman**. Chairman went over ship's policy on trash and thanked crew for their hard work prepping vessel for shipyard. He asked them to clean rooms and report any needed repairs. Secretary stated payoff would take place in Mobile, Ala., on December 22. Educational director discussed the importance of upgrading at the Piney Point school. No beefs or disputed OT reported. Crew expressed gratitude to steward department for a job well done. Suggestions were made regarding medical and dental benefits. Next port: Mobile, Ala.

HORIZON EAGLE (Horizon Lines), Dec. 11 – Chairman **Glenn R. Christianson**, Secretary **Rang V. Nguyen**, Educational Director **John E. Conn**, Deck Delegate **Abdulhamid F. Musaed**, Engine Delegate **Jesse Canales Jr.**, Steward Delegate **Charles Atkins**. Chairman reported smooth sailing and stated ship was in excellent sanitary condition. Secretary encouraged

all Seafarers to contribute to SPAD (Seafarers Political Activity Donation) fund. Members were asked to leave rooms clean and supplied with fresh linen for reliefs. Beefs reported in the deck department; No disputed OT reported. Request was made for a dart board in the crew lounge. Next port: Oakland, Calif.

HORIZON NAVIGATOR (Horizon Lines), Dec. 11 – Chairman **Joseph A. Gierbolini**, Secretary **Johnny Cruz**, Educational Director **Christopher M. Devonish**, Engine Delegate **Eddie J. Pittman**, Steward Delegate **Carlos Sanchez**. Chairman explained why air conditioner was down and informed crew that company agreed to pay for steel-toed shoes. Educational director advised mariners to take advantage of Piney Point school to enhance your skills. Treasurer stated ship fund was used for satellite TV and radio. No beefs; disputed OT reported in engine department. Recommendation was made to raise pension amount. Crew members expressed need for a new commercial dryer in laundry room. Request was also made for fans in crew rooms. Vote of thanks was given to all departments for working well together and keeping ship clean. Next ports: Jacksonville, Fla., San Juan, P.R., and Elizabeth, N.J.

HORIZON PACIFIC (Horizon Lines), Dec. 29 – Chairman **Gregory A. Agren**, Secretary **Robert P. Mosley**, Educational Director **John A. Osburn Jr.**, Deck Delegate **Martin H. Zeidenberg**, Engine Delegate **Allen E. Ward**, Steward Delegate **Benjamin M. Ferial**. Bosun discussed year-end payoff and urged members to donate to SPAD. He suggested all members check in with their port agents and also keep documents current. Departing mariners were asked to leave rooms neat for arriving crew. Secretary advised Seafarers to upgrade skills often at the maritime training center in Piney Point, Md. He also reminded everyone to get their TWIC card as soon as possible. Treasurer noted \$219.33 in cookout fund. No beefs or disputed OT reported. Vote of thanks was given to President Sacco and his staff for a job well done. Crew members and Captain John Jablonski expressed gratitude to the steward department for outstanding cookouts and holiday meals. Crew was asked to keep noise down while watch-standers are resting. Next ports: Tacoma, Wash., Oakland, Calif., and Hawaii.

HOUSTON (USS Transport Lines), Dec. 14 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox**, Educational Director **Ronald Gordon**, Deck

Meal Preparation Time Aboard the MV Resolve



Meal time is always an exciting point in the day aboard the SIU-contracted *MV Resolve*. Regardless of the meal being served, members of the crew never have to worry about having something wonderful to tickle their taste buds while they relax from their normal duties and catch up on the latest shipboard chatter. Demonstrating their respective skills in the culinary arts in these photos are galley gang members Steward Baker Robert Owens (above, left), Steward Assistant Charles Collier Jr., (above, right) and Chief Cook Robert Maschmeier. Members of the galley gang take great pride in preparing three squares for their hard-working shipmates.



Delegate **Nanwanko Sunday**, Engine Delegate **Daniel Daligcon**, Steward Delegate **Alex Cordero**. Bosun reported ship was running well and expressed his satisfaction with the work being performed by crew. He stressed the importance of safety first and reported non-skid material was applied to deck port side. Secretary thanked crew for helping keep pantry and mess hall clean. He reminded everyone to clean lint filters in dryer to prevent fires and make the dryer work more efficiently. Steward noted that food costs are up due to higher fuel and delivery costs and that food budget needs to be updated. Educational director reiterated the need to keep all necessary shipping documents current and noted TWIC deadline coming soon. Beefs and disputed OT reported in deck department. Port Agent Kenneth Moore has visited ship to try and resolve beefs. Crew expressed their appreciation for good food and hard work by steward department. Suggestion was made to reimburse members for added baggage fees when joining vessel. Next ports: Corpus Christi, Texas, and Houston.

LIBERTY GLORY (Liberty Maritime), Dec. 21 – Chairman **Victor M. Beata**, Secretary **Grant H. Armstead**, Educational Director **Charles Sneed**, Deck Delegate **Lou L. Teferi**, Steward Delegate **Julio Guity**. Chairman announced payoff on December 24 in Corpus Christi, Texas. He went over ship's itinerary and thanked crew for a safe voyage. Secretary reported stores to be received December 23. Educational director discussed the need for crew members to keep documents up-to-date. Treasurer stated \$900 in ship fund, which is to be used to purchase TVs and DVD players for crew cabins. No beefs or disputed OT reported. Request was made for a new heavy-duty dryer. Next port: Corpus Christi, Texas.

LIBERTY SPIRIT (Liberty Maritime), Dec. 21 – Chairman **Rudy A. Santos**, Secretary **Clyde D. Thompson**, Educational Director **Charles G. Sadler**, Deck Delegate **Lionel Rivas**, Engine Delegate **Charles G. Sadler**. Chairman discussed the procedure for separating trash and asked mariners to keep wash room

clean. Secretary urged crew members to keep all paperwork current. Educational director reported the need for new dryers in wash rooms. No beefs or disputed OT reported. Motion was made concerning investment plans and Seafarers 401(k) Plan. Some crew members noted need for new mattresses.

MAERSK MISSOURI (Maersk Line, Limited), Dec. 7 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Jeffrey D. Levie**, Deck Delegate **Paul Castillo**, Engine Delegate **Emilio C. Ordaniel**, Steward Delegate **Brian T. McEleney**. Chairman reported smooth trip and announced payoff December 8 in Elizabeth, N.J. Secretary reminded crew to leave cabins clean for reliefs. Educational director advised all mariners to enhance their seafaring abilities at the Paul Hall Center. Treasurer stated \$2,000 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for excellent Thanksgiving feast. Next ports: Elizabeth, N.J., Norfolk, Va., Charleston, S.C., and Malaga, Spain.

Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or emailed to webmaster@seafarers.org.



Seafarer Appreciates Scholarship Program

I want to thank my SIU brothers and sisters and the Seafarers Health and Benefits Plan for supporting the annual SHBP Scholarship program. My daughter, Glenys I. Castro, graduated from Louisiana State University on Dec. 19, 2008 with a Bachelor of Science degree in biological sciences/chemistry (with a minor in Spanish). She graduated with a GPA of 3.8 and made the honor roll all four years. She has been accepted to the University of Ohio Medical School; she intends to become a cardiologist after she graduates from there.



Glenys I. Castro (in cap and gown, both photos) is all smiles on graduation day at LSU. She is pictured with her mother (photo at left), Glenys M. Castro, and with her father, engine-department Seafarer Salome Castro (far left), and her brothers.

If it weren't for the Seafarers scholarship, she would not have been able to attend LSU. I appreciate everyone's efforts to keep this scholarship active, which in turn helps many members provide a means of education for their families.

Salome Castro
C-2142
Gibsonton, Florida

Editor's note: The deadline to apply for the 2009 SHBP Scholarship is April 15. Additional information was published in the last several issues of the LOG and also is available on line at www.seafarers.org

Backing Legislation For Majority Sign-Up

With the recent national elections, the SIU and other unions have an unprecedented opportunity to support sweeping changes regarding union recruiting efforts. In many cases, current labor laws have been loosely enforced (at best) during membership drives. This practice has allowed companies to harass, intimidate and even fire workers who voice support for union representation.

A proposed law to help rectify this situation, cosponsored by President Obama when he was a senator, is called the Employee Free Choice Act (EFCA). This bill will allow for a more simple method for workers to express support for union representation,

free of intimidation by the companies.

Many companies and business groups have pledged millions of dollars to fight against passage of the EFCA. This will be an uphill battle, and I urge SIU members to contact their representatives and ask them to support the bill. Members also may sign an online petition at www.freechoiceact.org/page/s/petition in support of the legislation.

This bill offers the best chance in decades to increase union membership, and I hope all members will help push for its passage.

Michael Duggan
D-1478
Harrison, Tennessee

Support 'Belated Thank You' Bill

The fight is on. The Just Compensation Committee is in its fourth year of trying to get our remaining World War II U.S. Merchant Marine veterans their just dues.

Now is the time to show our support. Now is the time to step up to the breach. I urge all union members to contact their senators and congressmen and to ask for their support of The Belated Thank You To The Merchant Mariners Of World War II Act Of 2009.

This legislation calls for a monthly benefit to be paid to WWII mariners or their widows in lieu of benefits not received after World War II.

When the House passed the bill in 2007, Congressman Bob Filner (D-Calif.) stated, "These veterans kept their promises to serve our country and it is not too late to keep our promises to those that have fought for our country."

Ian T. Allison
Santa Rosa, California

Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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

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

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

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

PAYMENT OF MONIES. No monies

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

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

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

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

SEAFARERS POLITICAL ACTIVI-

TY 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.

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 next few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 27 June 22	May 22 July 17
Automated Radar Plotting Aids (ARPA)	April 13	April 17
Fast Rescue Boat	June 29	July 3
Government Vessels	April 6 June 1 July 27	April 10 June 5 July 31
Lifeboatman	March 9 June 8	March 20 June 19
Radar	March 30	April 10
Radar Renewal	April 20	April 20
Specially Trained Ordinary Seaman	May 4	May 15
Tank Ship Familiarization/Assistant Cargo DL	May 18	May 29
Tank PIC Barge DL	May 11	May 15

Engine Upgrading Courses

Course	Start Date	Date of Completion
Advanced Refrigerated Container	March 30 June 22	April 24 July 17
Basic Auxiliary Plant Operations (BAPO)	March 30 May 25	April 24 June 19
FOWT	April 27 June 22	May 22 July 17
Junior Engineer	March 9	May 1
Marine Electrician	May 11	July 3
Marine Refrigeration Technician	February 9 May 4	March 20 June 12
Machinist	June 1	June 19

Course	Start Date	Date of Completion
Pumpman	June 22	July 3
Welding	April 6 May 4 June 1	April 24 May 22 June 19

Safety Specialty Courses

Advanced Firefighting	March 9	March 20
Basic Firefighting/STCW	March 30 May 4 May 11 May 25 July 20	April 3 May 9 May 15 May 29 July 24
Basic & Advanced Firefighting	March 9	March 20
Medical Care Provider	March 23	March 27
MSC Small Arms (Company designees)	March 16 April 20 May 18	March 20 April 24 May 22

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations
These modules start every Monday.
Certified Chief Cook/Chief Steward
These classes start every other Monday. The most recent class began February 23.

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

Online Distance Learning Courses

Five new online "distance learning" (DL) courses now are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education.

The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The new online courses are: Communications, First Aid Preparation, Bloodborne Pathogens, Basic Culinary Skills, and Basic Math Refresher. Also available in the DL program are Hazardous Material Control and Management, Hearing Conservation, Respiratory Protection, Heat Stress Management, Environmental Awareness, Shipboard Pest Management, and Shipboard Water Sanitation (for a total of 12 courses).

Students MUST have access to the internet with an e-mail address in order to take the foregoing classes. Each must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the form below.

UPGRADING APPLICATION

Name _____

Street Address _____

City _____ State _____ Zip Code _____

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 _____ E-mail _____

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, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

3/09

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class – Unlicensed apprentices from Class 712 recently completed requirements for graduation from the water survival course. Those completing the course (above, in alphabetical order) were: Tousif Ahmed, Monserrate Blas, Matthew Bryant, Timothy Bryant, Casimir Cain, Eric Cunanan, Johnathan Diaz, Sarrof Dognia, Tyler Egan, Ray Fugit, Timothy Hess, Jordache Hunter, Louis Hutchins, Patrick Leming, Rafael Leon, Marcus Logan, Tremain McCoy, William Philpot, Rosalind Sparrow, Jerald Salas, Jesus Sifuentes, Kenneth Stearns, William Waldemann and Clayton Walker. (Note: Not all are pictured.)



Unlicensed Apprentice Water Survival Class – Unlicensed apprentices from Class 713 recently graduated from the water survival course. Those graduating (above, in alphabetical order) were: Bryan Alvarez, Roberto Borrás Valencia, Latiffe Brooks, Derrick Clark, Kenneth Ennenga, Daniel Etchevers Vargas, Jeremy Farlow, Kelvin Fussell Jr., Michael Hernandez, Keith Jordan Jr., Patrick Kirkland, Jordan Lawhon, Adam Lloyd, Shane Meely, Matthew Mike, Aaron Riggs, Peter Roth and Justin Spadoni.



Advanced Container Maintenance – The following individuals (above, in alphabetical order) on Dec. 5 graduated from this course: Ursel Barber, George Bieselin, Gregorio Blanco, Jess Cooper, James Demouy, Ron Embody, Robert Flesey, Gregory Johns and Dasril Panko. Their instructor, Calvin Beal, is standing second from left.



Able Seaman – Sixteen upgraders on Dec. 5 completed this course. Those graduating (above, in alphabetical order) were: Fermin Baltazar, Dennis Barbosa, Satchel Caffy, Sean Fitzgerald, Thomas Halliburton Jr., Shantaz Harper, Ryan Kinser, Glenn Lopez, David Pacheco, James Petite, William Redinger, Scott Rosseel, Amer Saleh, Leroy Sierra Ramos, Andrew Thompson III and Daron Tinney. Their instructor, Bernabe Pelington, is at far right.



Marine Refrigeration Technician – The following individuals on Nov. 11 completed training in this course. Graduating (above, in alphabetical order) were Jess Cooper, Erik Nappier and Scott Spilman. Their instructor, Calvin Beal, is at far right. (Note: Not all are pictured.)



Junior Engineer – The following mariners (above, in alphabetical order) on Oct. 24 graduated from this course: Ray Avie Jr., Steven Benavides Jr., James Cedeno, Eugene Davis Jr., Nicholas Dippel, Arlyn Fernandez, Oscar Garcia, Nicholas Gattuso, Adam Hansen, Latisha May-Christopher, Joshua McDaniel, Tomas Merel, Sandra Niegabauer, Pedro Santos, David Spaulding, Steven Torres, Mark Wertz and Edward Zimich. Jay Henderson, their instructor, is at far right.

Paul Hall Center Classes



Government Vessels – Ten upgraders completed this course Dec. 19. Those graduating (left, in alphabetical order) were: Fermin Baltazar, Araceli Brunson, Glenn Lopez, Rashaad Mangram, Sedell Mitchell, Karen Suzuki, Kareem Walters, Luchi Watson, Mary Whatley and Michele Woodley. Their instructor, Stan Beck, is at far right.

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



Specially Trained Ordinary Seaman – The following Phase III apprentices (above, in alphabetical order) on Dec. 5 completed this course: Martin Baker, Reginald Berkes, Phillip Clemon, Jason Davis, Christopher Gonseth, Heather Hammons, Joshua Hansen, Kevin McCrea, Jarred Moylan, Tierra Noble, Robert Rothwell, Adam Sanders, Joshua Sanders, Ignacio Santos Aponte, Kenneth Summerford, Nelson Velez and Stephen Wood. Their instructor, Tom Truitt, is at left front, kneeling.



Welding – The following individuals (above, in alphabetical order) graduated from this course Dec. 19: Milton Carmichael, Michael Gacalia, John McKay, Peter Meglow, Arnel Rusurreccion, Mario Suazo, Donato Surrell and Ruben Toledo Jr. Their instructor, Buzzy Andrews, is fourth from left.



Celestial Navigation – Seven individuals on Dec. 19 completed this 126-hour course. The graduates (above, in alphabetical order) were Eugene Arcand, Patrick David, Jeffrey Jones, Mark Kane, David Nimmer, Michael Sherman and Gregory Smith. Stacey Harris, their instructor, is at far left.



BST/STCW (Hawaii) – The following individuals (above, in no particular order) on Dec. 20 graduated from this course at the Seafarers Training Center at Barbers Point, Hawaii: Anthony Morris, Dayron Hawkins, Sara Washington, Rachael Ramos, Corey Nash, Michael Johnson, Nicholas Gatewood, Michael McClain, Raphael Holt, Darwin Rondon, Omar Tricoche, Kevin Reeves, Chrisler Blaise, Andrew Rathnow, Antwone Fentress, Casey Hermanson, Edwin Claudio, Austin Bjerke and Amy Lee

BST/STCW (Hawaii) – The following individuals (photo at right, in no particular order) on Dec. 13 completed their training requirements in this course at the Seafarers Training Center at Barbers Point, Hawaii: Krista Kriewald, Jeremy Scott, Tamara Perrin, Brandi Abele, Jason McReynolds, Pedro Morales, Rhonda Ubl, Daniel Rippberger, James Carter, Leonardo Baker, Anthony Collins, Martine Braddy, Todd Tripp, Solomon Davis, Adam Dillon, Elyse Edwards and Pamela Chareun





The

www.seafarers.org

Volume 71, Number 3

March 2009

Seafarers Log

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

**TWIC News
And Reminders
- Page 14**



SIU VP Gulf Coast Dean Corgey addresses those in attendance during the inauguration event at the union hall in Houston.



More than 300 Democrats and union members converged on the union hall to witness the inauguration of President Barack Obama.



Gerald Birnberg, chairman of the Harris County Democratic Party addresses the audience.

Port of Houston 'Big Screens' Historic Inauguration

People all across the country—in a variety of personal and public settings—on Jan. 20 experienced with excitement and great expectation the historic inauguration of President Barack Obama, the nation's 44th president and first African-American commander-in-chief.

The atmosphere at the SIU's union hall in Houston, Texas, on that date was no exception as a multi-racial group of more than 300 Democrats and union members gathered at the Pierce Street location to witness the momentous event. According to a report by *The Houston Chronicle*, the hall—decked out with the American Flag, folding tables

covered in blue vinyl and two large TV screens—was designated as the “official” Democratic Party watch site in Houston. Former President Bill Clinton once campaigned in the hall during his 1992 run for the White House.

While waiting for the inauguration events to commence in Washington, those in attendance listened attentively to several speakers—among them SIU VP Gulf Coast Dean Corgey—who collectively celebrated the coalition of Houston labor unions and the Democratic Party. In addition to Corgey, official members of the dais during the event included Gerald Birnberg, chairman,

Harris County Democratic Party; County Attorney Vince Ryan; County Judge Jim Sharp and District Courts Judge Steven E. Kirkland.

At 10:27 a.m.—some 38 minutes before President Obama took his oath of office—Birnberg asked those in attendance to stand and repeat the following pledge:

“I do solemnly swear or affirm that I will faithfully execute the duties of the office of citizen of the United States and will to the best of my ability preserve, protect and defend the Constitution of the United States by participating actively, voting and doing what I can to keep the dream alive.”



Bosun Francis Adams (left) and AB Earl Jones arrive at the hall to witness the inauguration.



Recertified Steward Lou Johnson (seated in photo at left) grants an interview to a Houston reporter who covered the inauguration event at the union hall in Houston. In photo above, union members serve food to fellow mariners and guests who attended the event.



More Happenings From the Port of Houston . . .

The union hall in Houston, Texas, and the surrounding area are hubs of non-stop maritime activity. Clockwise from the right, Patrolman Michael Russo presents SA Ron Jones with his full book while Safety Director Jimmy White does the same for SA Rose Ward. Crew members from a union-contracted Seabulk Tug gather during an off-duty moment in Port Arthur, Texas while AB Kenneth Bayle and Father Sinclair Oubre chat during the recent holiday event. Members serve food to guests who turned out for the annual holiday meal at the hall.

