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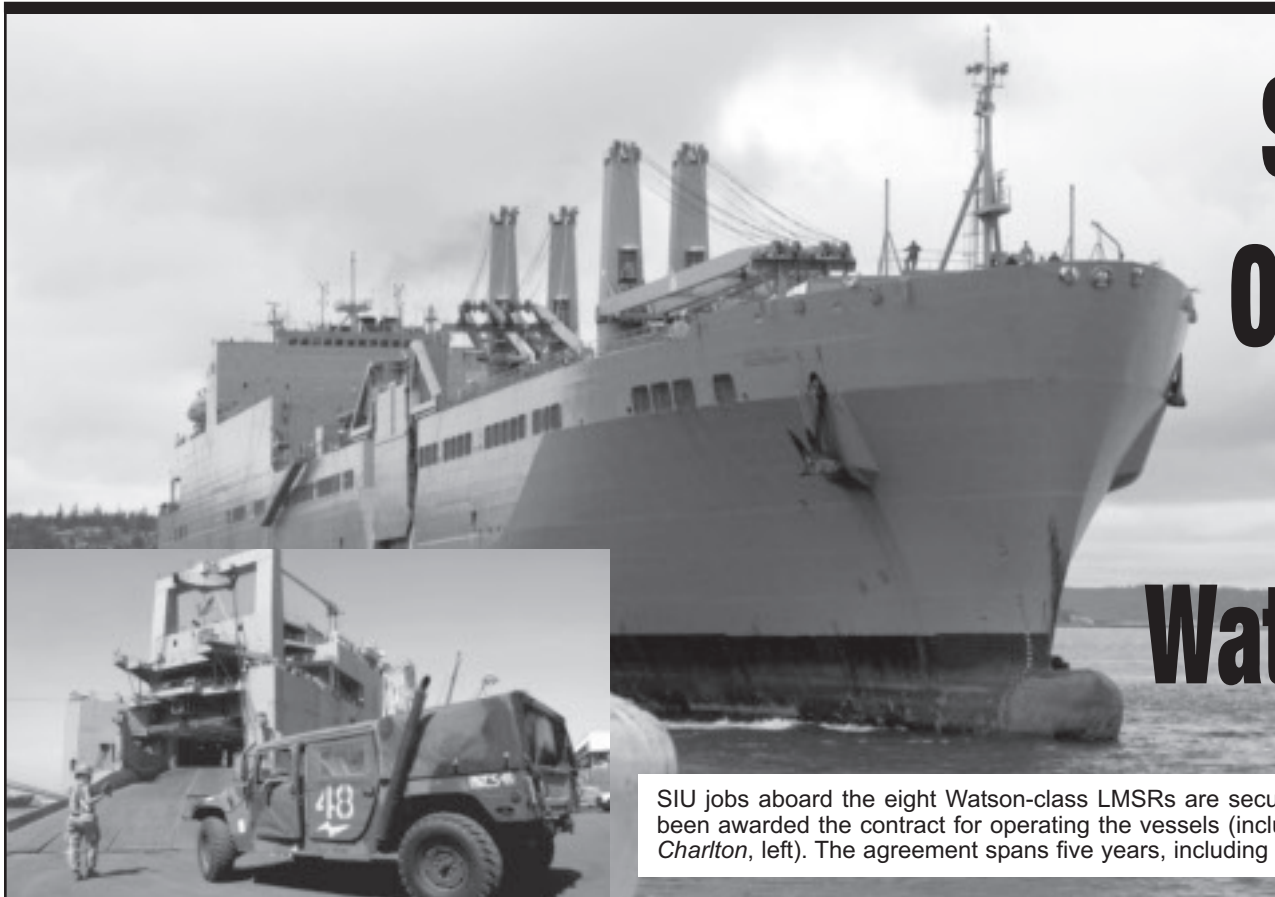
www.seafarers.org

Volume 70, Number 10

October 2008

# Seafarers Log

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



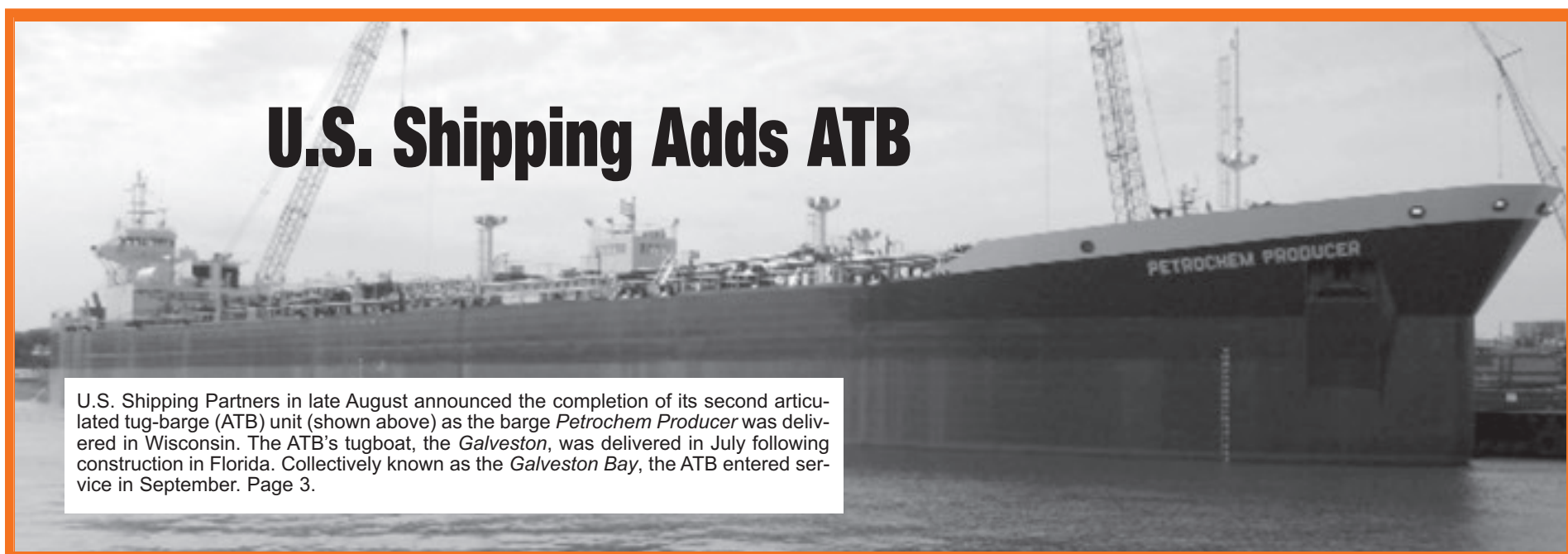
## SIU-Contracted Ocean Ships Inc. To Operate Watson-Class LMSRs

SIU jobs aboard the eight Watson-class LMSRs are secure as Seafarers-contracted Ocean Ships, Inc. has been awarded the contract for operating the vessels (including the *USNS Soderman*, above, and the *USNS Charlton*, left). The agreement spans five years, including a series of one-year options. Page 3.



## Union Reaches 70th Anniversary

This month, the SIU turns 70. Pictured from left to right are members in Marcus Hook, Pa., during the general strike in 1946; trainees and officials at the union-affiliated school in Piney Point, Md., in 1983; and then-SIU President Paul Hall (sitting third from left) with former President Harry Truman (seated closest to camera) in 1960. For a year-by-year summary of the union's history – along with more photos from different eras – turn to pages 13-16.



## U.S. Shipping Adds ATB

U.S. Shipping Partners in late August announced the completion of its second articulated tug-barge (ATB) unit (shown above) as the barge *Petrochem Producer* was delivered in Wisconsin. The ATB's tugboat, the *Galveston*, was delivered in July following construction in Florida. Collectively known as the *Galveston Bay*, the ATB entered service in September. Page 3.

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## President's Report

### Recovering, Rebuilding after Hurricanes

There is no shortage of important news this month, but let me begin with the most significant item: the safety of SIU members and their families.

I am relieved to report that all indications are no SIU members were among the dozens of reported casualties in the U.S. from Hurricane Ike or Hurricane Gustav.

Of course, that doesn't mean the storms didn't affect the SIU family. As reported elsewhere on this page, Seafarers answered the call before and during both hurricanes. They crewed up ships and tugboats and performed in the finest traditions of the Brotherhood of the Sea. I applaud every one of you.

Unfortunately, some members suffered terrible material losses. I know of at least one Seafarer who went to check on his house in Texas after Ike, and he literally couldn't find a trace of it. That situation isn't the only instance of storm-related loss experienced by the membership, and that is why we have restarted the voluntary Seafarers Disaster Relief Fund. The SDRF came into existence after hurricanes Rita and Katrina back in 2005. It's something we wish we didn't need, but at times like this one, the SDRF is a helpful, practical way for union members, officials and employees to reach out and assist each other in difficult circumstances.

If you are interested in donating to the fund, contact your port agent or call union headquarters at (301) 899-0675.

Meanwhile, I again commend those who stepped up during the activations, and I extend my most heartfelt best wishes to our brothers and sisters who are rebuilding after the storms.

### Setting the Record Straight on EFCA

Unless you completely avoid television, newspapers and radio, you know it is the season – the season for political ads, that is. And more ads and more ads, it seems.

There is one series of attack ads in particular that has caught my attention lately, and from what you've told me, many of you have questioned it as well. It involves deception on the part of those who oppose the Employee Free Choice Act. Maybe you've heard their lies about how EFCA supposedly would eliminate the secret ballot from union representation elections.

Brothers and sisters, don't buy into that baloney. The legislation would not – I repeat, would not – eliminate secret-ballot elections. It simply would leave it up to workers to decide whether they wanted to vote by secret ballot or instead use card-check recognition, which is a perfectly legal, straightforward system already in use in some organizing campaigns.

Right now, the deck is stacked against workers who want to join a union. Employers can and do get away with breaking the law – firing pro-union employees, bullying them into voting against union representation, and refusing to negotiate a first contract even after a majority of workers votes for the union. These tactics must stop. The Employee Free Choice Act will restore fairness to the process.

Don't let the anti-worker liars con you. The EFCA is a good bill for employees all across our nation.

### Get Out the Vote

Seafarers are turning out in large numbers to support pro-maritime, pro-worker candidates in next month's elections.

Keep it up! This is an especially important election year for the U.S. Merchant Marine. We cannot afford to sit on the sidelines. Our livelihoods depend on electing people who will support our industry.

In case you didn't check out last month's *LOG* or you missed the announcement on our web site, the SIU has endorsed Barack Obama for president. Senator Obama has come out very, very strong in support of our industry's key laws and programs, including the Jones Act, cargo preference and the Maritime Security Program. He's got my vote.

### The SIU Turns 70

Lastly, I encourage all Seafarers to take a look at the SIU timeline contained in this edition as our union reaches its 70th anniversary. This is a great milestone, and I salute the leadership of our past presidents – Harry Lundeberg, Paul Hall and Frank Drozak – along with the steady professionalism of our rank-and-file membership for helping the SIU not just survive but prosper in an often turbulent industry.

Looking back on our history, we have a lot to be proud of.

Looking ahead, we have a bright future – as long as we remain willing to work for it. That has never been a problem in the SIU and I know it never will be.

Volume 70, Number 10

October 2008

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

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

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# Seafarers Weather Ike, Gustav

## Union Reactivates Seafarers Disaster Relief Fund

SIU members mobilized ships and tugboats as storms battered the Gulf Coast in late August and again in mid-September.

Hurricanes Gustav and Ike didn't cause as much damage as Rita and Katrina three years earlier, but Ike in particular left devastation in its wake. For example, Seafarers-contracted Moran Towing lost its office facilities in Port Arthur, Texas, while Seabulk Towing (also based in Port Arthur) and G&H Towing (Galveston) sustained significant water damage to their respective offices.

Individual Seafarers also suffered losses ranging from complete destruction of homes to lesser but still serious damage. With that in mind, the union has reactivated the Seafarers Disaster Relief Fund (SDRF) for members, pensioners, employees and family members of the SIU as well as the affiliated unions the United Industrial Workers (UIW) and the Seafarers Entertainment and Allied Trades Union (SEATU). Donations may be sent to: Seafarers Disaster Relief Fund, c/o Secretary-Treasurer's Office, SIU, 5201 Auth Way, Camp Springs, MD 20746.

Seafarers also may make a one-time donation to the fund from their vacation check, via a special check-off. Vacation applications and check-off forms are available at all SIU halls. Also, cash donations to the fund are being accepted at all SIU halls. Anyone making a cash donation will receive a receipt.

Please note that donations are not tax-deductible. For more information about the fund, contact headquarters at (301) 899-0675, extension 4438.

Members who have sustained damages to their personal property or are in need of assistance should contact their local officials to make application. The fund will review the needs of applicants and up to the extent of the fund's resources, make a

one-time cash donation to qualified applicants up to \$500 to assist in temporary housing and/or repairs.

SIU Vice President Gulf Coast Dean Corgey reported that Seafarers employed by G&H Towing went "beyond the call of duty" when Ike struck. Four ships (none of them SIU-contracted) were stuck in port during the storm. One broke loose, but the Seafarers-crewed tugs "got lines up and pushed her up into the mud in extreme conditions. Additionally, there were numerous barges and small vessels that were secured to maintain the safety of the port."

More SIU crew members were dispatched to the *Cape Victory*, *Cape Vincent*, *Cape Taylor*, *Cape Trinity* and *Cape Texas* in the Houston area before the hurricane arrived. The SIU-crewed *USNS Bellatrix* and *USNS Altair* crewed up in New Orleans before the storm.

Also, Maersk Line, Limited praised Seafarers aboard the *Maersk Nevada* who weathered Ike's full force while protecting the vessel, cargo and (in the words of the company) "most importantly, the crew."

Ike "was a scary thing," said SIU Assistant Vice President Jim McGee, whose home sustained major damage. "It sounded like a freight train coming through my house."

The Houston hall closed for a few days afterward but reopened in time for a rescheduled monthly membership meeting Sept. 19.

Earlier, Seafarers reported for duty aboard a number of ships activated on Labor Day weekend before Gustav arrived. Members climbed the gangways to the *Altair*, *Bellatrix*, *Cape Kennedy*, *Cape Knox*, *Cape Victory*, *Cape Vincent*, *Cape Taylor*, *Cape Texas* and *Cape Trinity*. They secured the ships during the storm and prevented damage.

## Seafarers Rally with Obama, Biden

SIU members last month turned out for separate events showing support for Senators Barack Obama and Joseph Biden. The event for Senator Biden took place Sept. 19 in Sterling, Va., while the rally for Senator Obama happened Sept. 20 in Jacksonville, Fla. Clockwise from right, Senator Barack Obama addresses the crowd in Jacksonville, while Senator Joseph Biden (left) is greeted by Seafarer Daniel Duncan, who serves as president of the Northern Virginia Area Labor Federation. SIU members participating in the Jacksonville rally included (kneeling, from left) Lamont Robinson, Juan Colon, Jose Garcia, Anthony Thomas, Kenneth Benton, Dannel Williams, (standing) Karen Pride, Emil Norales, Danyelle Boman, Brian Jackson, Mary Young, John Bimpong, Breon Lucas and Charles Ferguson. Seafarers and others listen to the message in Jacksonville's Metropolitan Park.





# Ocean Ships Inc. Wins LMSR Contract

## SIU Jobs Expected to Increase as Some Vessels Bump Up to FOS

The Defense Department in mid-September announced that SIU-contracted Ocean Ships, Inc. (OSI) has been awarded a contract to operate the eight Watson-class LMSRs. Altogether, the agreement spans five years, including a series of one-year options.

The award is major news for the SIU in more ways than one. First, Seafarers retain their jobs aboard all of the vessels – the *USNS Watson*, *USNS Watkins*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Charlton*, *USNS Dahl* and *USNS Pomeroy*. Additionally, over the life of the operating contract, each of the vessels will transition to full operating status (FOS). Currently, two of the ships are in FOS, while the others are in reduced operating status (ROS) carrying smaller crews.

“More than 80 companies were solicited for this bid and 10 proposals were received, according to the government,” noted SIU Vice President Contracts George Tricker. “There certainly was no guarantee that the award would go to an SIU-contracted company, so this is excellent news for Seafarers. The jump to FOS is a very big part of the story, too. Not only are we keeping the unlicensed jobs, we’ll actually be gaining.”

OSI President and COO James P. McGregor said the turnover was slated to start in early October, probably with the *USNS Sisler*.

“We’re hitting the ground running and we’re delighted the Navy and TRANSCOM (the U.S. Transportation Command) have the level of confidence in our company to award this contract,” McGregor said. “I’m personally encouraged that the Navy, TRANSCOM and the Marine Corps are working together to get these ships back to FOS and back into prepositioning.”

He added that the award reflects well on the SIU and AMO mariners already serving in the company’s fleet (aboard vessels including the *Lawrence Gianella*, *Richard Matthiesen*, *Paul Buck*, *Samuel Cobb*, *Cape May* and *Cape Mohican*).

“I firmly believe we don’t go it alone when we bid these contracts,” McGregor stated. “The capabilities of the unlicensed Seafarers and licensed officers from AMO, and our ability as a team to go forward and provide service the customers demand are vital.”

According to the Defense Department announcement, when in ROS, the ships will be stationed on the U.S. East Coast. When in FOS, they will operate “in the

Diego Garcia and Guam/Saipan areas in support of Army and Marine Corps prepositioning missions.”

LMSR stands for large, medium-speed, roll-on/roll-off vessel. The ships covered under this contract were built at NASSCO in San Diego from 1998 to 2002. Each of the vessels is 950 feet long, with a beam of 105 feet. Each is equipped with two 110-ton single pedestal twin cranes, making it possible to load and unload cargo where shore-side infrastructure is limited or nonexistent.



Seafarers will remain aboard the *USNS Charlton* and the other Watson-class LMSRs.



The *USNS Soderman*'s discharge ramp is used to load equipment onto a Navy lighterage system during an exercise in Guatemala last year.

Additionally, each ship is equipped with six decks and a cargo-carrying capacity of about 393,000 square feet. The Military Sealift Command pointed out that each vessel can carry an entire U.S. Army Armor Task Force including 58 tanks and 48 other tracked vehicles, plus more than 900 trucks and other wheeled vehicles.



An amphibious assault vehicle is lifted by crane into a cargo bay aboard the *USNS Charlton* while the vessel is docked in Kuwait for Operation Iraqi Freedom.

# U.S. Shipping Partners Adds ATB Galveston Bay

Seafarers-contracted U.S. Shipping Partners in late August announced the completion of its second articulated tug-barge (ATB) unit as the barge *Petrochem Producer* was delivered by Bay Shipbuilding at Sturgeon Bay, Wis. The ATB's tugboat, the *Galveston*, was delivered in July following construction at Eastern Shipbuilding of Panama City, Fla.

The ATB – collectively known as the *Galveston Bay* – entered service last month.

A third ATB is scheduled for delivery to U.S. Shipping in November while a fourth ATB is slated for November 2009.

The company's Seafarers-contracted fleet also includes the ITBs *Groton*, *New York*, *Baltimore*, *Philadelphia*, *Mobile* and *Jacksonville*, the *Houston*, *Sea Venture*, *Chemical Pioneer*, *Charleston* and *ATB Freeport*.

In addition to the new ATBs, U.S. Shipping expects the first in a series of tankers being constructed at the NASSCO shipyard in San Diego to be delivered in January 2009.

NASSCO also built the Alaska-class tankers operated by SIU-contracted Alaska Tanker Co. and currently is constructing the T-AKE vessels that are crewed by members of the SIU Government Services Division.



The new ATB consists of the tug *Galveston* and the barge *Petrochem Producer*.



Pictured near the new vessel are (from left) Capt. Chris Mercier, ABs Edilberto Guerrero, Romeo Codillero and Robert Taylor, 3rd Asst. Engineer Paul Braemer, 1st Asst. Engineer David Marshall, Chief Engineer John Francis, Chief Mate Robert Corbett and U.S. Shipping VP Jan Ziobro.

# NY Waterway Crews Handle Two Rescues

Seafarers employed by NY Waterway recently performed two rescues in the Hudson River.

The first incident occurred Aug. 13 as the ferry *Frank Lautenberg* pulled into a pier at Jersey City. Deckhands **Nestor Martinez** and **Cruz Marciano** descended the ship's ladder and rescued a man who was struggling in the water, while Captain **Thomas Colomara** contacted local authorities.

According to news reports, the man had intentionally jumped from the ferry and wasn't initially cooperative in the rescue.

No such resistance took place on Aug. 22, when a local

man was rescued from the river as his motorboat took on water. Captain **Vincent Lombardi** and Deckhand **Thomas Lennane** (aboard the *Admiral Richard Bennis*) were sailing between the New York locations of Haverstraw and Ossining when they received a distress call from the smaller boat via a Coast Guard frequency.

Lombardi answered the call, and the agency – upon learning that the SIU-crewed vessel was close to the distressed 26-foot boat – directed the ferry to its location. Moments after the Seafarers assisted the boat owner in climbing aboard, a private towboat arrived to pump and tow the foundering vessel.



Seafarers sailing onboard NY Waterway passenger ferries recently rescued two people.



# Union Testifies on Inland Waterway Safety

SIU Executive Vice President Augie Tellez testified Sept. 16 at a hearing conducted by a U.S. House of Representatives subcommittee that focused on inland waterway safety in general and a July 23 accident and oil spill in New Orleans in particular.

Tellez's panel also included representatives from the National Mariners Association (formerly Gulf Coast Mariners Association), American Commercial Lines, Northeast Maritime Institute and American Waterways Operators. The other panel consisted of Rear Adm. James Watson of the U.S. Coast Guard and David Westerholm of the National Oceanic and Atmospheric Administration.

The hearing was conducted in Washington, D.C., by the Subcommittee on Coast Guard and Maritime Transportation, which is part of the House Transportation and Infrastructure Committee.

Much of the testimony focused on details of the oil spill – a widely publicized disaster involving a non-union tugboat which pushed a barge into the path of a Liberian-flag tanker. The tugboat *Mel Oliver* didn't have a captain aboard when the incident occurred; it was illegal for the steersman apprentice at the helm to operate the boat without the captain's presence in the wheelhouse.

The spill that resulted from the barge splitting in half dumped more than 282,000 gallons of oil into the Mississippi River near New Orleans.

Tellez urged the subcommittee to push for inland documentation for all crew members (a position the union has advocated for many years). He also said it is past time to sensibly regulate the entire inland industry, rather than just segments of it.

"In a perfect world, the self-policing culture prevalent in the tug and barge industry on the inland waterways may have some value," Tellez said. "Unfortunately, in the real and imperfect world, there are companies that will choose short-term commercial expedience and financial gain above marine safety and protection of the environment, to the detriment of responsible carriers who make the effort to provide safe marine transportation on the rivers of the United States.

"While the investigation into the *Mel Oliver* incident is ongoing and not all penalties have been assessed, what are the immediate consequences to the company stemming from the self-policing culture of the towing industry? The company's membership in a private asso-



U.S. Rep. Elijah Cummings begins the hearing.

ciation which acts as the de facto regulator of the towing industry has been revoked because of its failure to pass a third-party safety audit and failure to submit a letter agreeing to mandatory annual audits. However, despite this action, the company can still operate in the inland marine environment along with hundreds of other operators that do not participate in the program."

The SIU official pointed out that while the Coast Guard is responsible for promoting marine safety and protecting the environment on the inland waterways, the agency "has been unable to adequately regulate the towing industry, due to lack of sufficient resources."

He said that manpower shortages in the inland sector have led some companies to skirt the rules (such as in the case of the *Mel Oliver*) and cut back on training. "The result can be seen in an inexperienced steersman operating a vessel that runs right down the Mississippi River through New Orleans and causes a catastrophe."

In an aside, he mentioned that the SIU-affiliated Paul Hall Center for Maritime Training and Education offers comprehensive training for inland boatmen. Tellez also credited SIU-contracted inland companies for consistently promoting high levels of personal shipboard safety and

environmental standards.

Finally, he pointed out that the Coast Guard's own five-year "Marine Safety Performance Plan" categorizes the towing industry under the heading "Significant Residual Risks." He said the designation "makes it abundantly clear that the U.S. Coast Guard must regulate all aspects of the tug and barge industry. Their marine safety program for towing vessels must include on-site towing vessel inspections, documentation for all crew members, setting of manning levels, establishing training requirements and standards, etc. The Coast Guard should work with the tug and barge industry in a mutual cooperative effort to enhance safety on the inland waterways. But under no circumstances should the towing and barge industry be permitted to practice self-policing in crucial areas."

Subcommittee Chairman U.S. Rep. Elijah Cummings (D-Md.) in his opening statement noted that DRD Towing, the *Mel Oliver's* operator, "has a history of operating vessels without properly licensed personnel. Less than two weeks before the accident involving the *Mel Oliver*, DRD was apparently illegally operating the towing vessel *Ruby E* with a person holding only the apprentice mate's license when the vessel sank. DRD Towing has also been cited by the Coast Guard for operating towing vessels without properly licensed personnel on several previous occasions." The company also failed its American Waterways Operators safety audit in May, he added.

He further charged that American Commercial Lines, the tugboat's owner, chartered the vessel to DRD not to generate revenues but instead to apparently allow "ACL to operate its vessel at the cheapest possible costs, by shifting maintenance responsibilities and, more importantly, the hiring of crew members onto DRD, a firm that was obviously ill-prepared to meet these responsibilities but with which ACL had nonetheless done business for a decade."

U.S. Rep. James Oberstar (D-Minn.), who chairs the full committee, said, "The Coast Guard has 100 Notices of Proposed Rulemakings that are backlogged, and the rulemaking that will create an inspection process for towing vessels is amongst those that have been overdue for over four years.... When laws are not created based on lessons learned from the past, it allows accidents like these to continue to happen where they may have been prevented if the law was in place."

## CIVMAR-Crewed Lewis and Clark Wins Navy Safety Excellence Award

The U.S. Military Sealift Command dry cargo/ammunition ship *USNS Lewis and Clark*, which carries an unlicensed crew of SIU Government Services Division members, won the 2008 Department of the Navy safety excellence award in the MSC category, Secretary of the Navy Donald C. Winter announced on Aug. 20.

The 689-foot ship is currently operating out of Norfolk, Va., and is crewed by 124 civil service mariners and a military detachment of 11 active-duty Navy sailors.

In announcing the award, MSC said the *Lewis and Clark's* crew "was recognized for developing new operational procedures upon delivery of the new class of ship that set the standard for on-board, high-risk operations across the entire class of T-AKE ships and have become a prototype model for the maritime industry. MSC's engineering directorate lauded the crew for stepping up to the task of identifying, assessing and addressing safety issues during the ship's break-in period."

"This award reflects a collaborative effort from the crew, who made sure to implement realistic safety standards as a social norm," said Capt. Randall H. Rockwood, the *Lewis and Clark's* civil service master from October 2007 to August 2008. "My goal was to set up a positive environment for my crew to develop safe operational procedures and in it, we made sure that each crew member understood the inherent dangers on board the ship."

The Department of the Navy safety excellence award program recognizes Navy and Marine Corps teams, ships and installations for exceptional commitment to safety and operational risk management, according to MSC.

Winter's message to the crew said in part, "Your integration of mission first, safety always into your command culture was superlative and your commitment to the safety of one another has no doubt prevented the loss of life and precluded numerous injuries and damage to our material assets."

Delivered in 2006, the *Lewis and Clark* is the first of a new class of 14 ships dedicated to MSC's Naval Fleet



The *USNS Lewis and Clark*, built at NASSCO, was delivered in 2006.

Auxiliary Force. These ships are designed to operate for extended periods at sea and to deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's carrier strike groups and other naval forces worldwide.

## CIVMARS Provide Humanitarian Relief to Georgian Hotspot

Carrying on the U.S. tradition of helping those in need around the world, SIU Government Services Division CIVMARS aboard the *USS Mount Whitney*, along with members of the MEBA and MM&P, respectively, delivered humanitarian relief supplies to the people of Poti, Georgia, Sept. 5, 2008 in support of "Operation Assured Delivery."

The delivery is part of the larger U.S. response to the Georgian government's request for humanitarian assistance after the conflict with Russian forces.

Overall, the *Mount Whitney* was expected to deliver more than 17 tons of aid, including 4,000 blankets donated by the U.S. Agency for International Development. Other cargo included juice, powdered milk and hygiene products.

According to news accounts, Russian troops kept a close watch on the delivery. The Associated Press report-

ed that a Russian warship trailed the *Mount Whitney* across the Black Sea, and Russian military personnel on shore (approximately three miles from where the vessel docked) observed the cargo operations.

From late August to early September, the *USS McFaul* and U.S. Coast Guard cutter *Dallas* carried more than 115 tons of humanitarian supplies to the port in Batumi, Georgia, while U.S. Navy C-9, C-40 and C-130 aircraft flew 20 continuous missions airlifting 325 tons of humanitarian aid into the Georgian capital of Tbilisi.

The *USS Mount Whitney* carries a hybrid crew of U.S. Navy sailors and civilian mariners, and is home-ported in Gaeta, Italy. The ship is 636 feet long, with a beam of 108 feet. It can travel at up to 23 knots.



CIVMARS aboard the *USS Mount Whitney* assisted in delivering aid to the people of Georgia after a Russian invasion.



# Ads Explain Why Nation Needs Free Choice Act

## Big Business Tries to Hoodwink Public with 'Secret Ballot' Claims

On Labor Day, a leading worker advocacy group launched a national television advertising campaign to educate the public on critical issues facing America's middle class.

The ads, which begin airing on Sept. 1, are designed to build on the broad public support for the Employee Free Choice Act (EFCA), a bipartisan bill in Congress that will help workers achieve the American dream by giving them the freedom to choose a union.

In announcing the campaign, American Rights at Work noted it is releasing these ads "in celebration of Labor Day as part of a huge, new coordinated effort among workers' rights advocates, progressives, and labor unions to champion this legislation, which passed the House last year and garnered majority support in the Senate. The effort includes paid advertising through national cable outlets and states throughout the country.... As workers' paychecks shrink and health care costs skyrocket out of control, CEOs average \$6,153 an hour and their overall salaries have soared to 180 times that of an average worker. The Employee Free Choice Act will help level the playing field for America's workers by giving them a fair and direct path to form unions. It will also help employees secure a contract in a reasonable period of time and toughen penalties against employers who violate the law."

According to Mary Beth Maxwell, executive director of American Rights at Work, "When workers are free to choose to join a union, our economy can work for everyone again."

The national ad campaign also comes out to set the record straight in response to anti-union, corporate-funded front groups stopping at nothing to mislead the American public about the EFCA. The corporate special interests that are against improving workers' standard of living do not represent a majority of the public. A poll released in late August by the nonpartisan Drum Major Institute

found that 68 percent of middle class Americans wish their member of Congress had voted in favor of the bill.

"Despite the millions of dollars already spent to deceive voters on the Employee Free Choice Act, the American public isn't buying it," says Maxwell. "The reality is a majority of Americans want policies like the Employee Free Choice Act that will help restore the middle class. These ads will show viewers the truth."

Publicly, the most common tactic of EFCA opponents has been to suggest that the legislation somehow would deprive workers of the right to vote by secret ballot in union elections. In reality, the bill would require employers to honor an already legal system called majority sign-up or card-check recognition. Under that process, when more than 50 percent of workers sign cards indicating they want to join a union, the employer may honor their wishes without the additional steps involved in an election. But, workers may still opt for an election.

Pro-labor groups point out that since 2003, more than half a million Americans formed unions through majority sign-up. Although commonly misrepresented by the bill's

opposition as a radical proposal, these findings show that majority sign-up is a widely used and proven means of organizing, giving hundreds of thousands of workers free choice and a fair chance to form a union. Further, the EFCA does not eliminate the option of a secret-ballot election.

As noted by a spokeswoman for American Rights at Work, "While anti-union interests claim the National Labor Relations Board election system protects the right to vote, the grim reality remains that our broken system denies an overwhelming number of employees the opportunity to ever have a choice. According to [recent] research, employers engage in such rampant violations of the law to fight the union that in four out of 10 cases, workers never even get a chance to vote for a union. It's not that 40 percent of the time, unions lose. It's that our labor laws are so broken that 40 percent of the time after saying they want a union, workers never get a chance to even have a vote."

Additionally, in 46 percent of elections, workers report that employers interfere with the NLRB-supervised election process by firing pro-union employees, cutting back on workers' hours, making groundless demotions, and using other intimidating tactics. The EFCA fixes these problems by guaranteeing recognition of a union if a majority of workers want one; establishing stronger penalties for employers who break the law; and cutting out employers' delay tactics so that workers can have a straightforward path to securing a contract once they form a union.

As previously reported, many SIU members have stepped up in support of the AFL-CIO sponsored Million-Member Mobilization, a grassroots campaign to get at least 1 million signatures in support of the EFCA. As part of that project, postcards were sent to union halls around the country and overseas providing Seafarers the opportunity to offer their signatures.



Aboard the *Pride of America*, AB Gary Hunt (left) and Asst. Refrigeration Engineer Michael Jones sign postcards supporting the Employee Free Choice Act.

# MarAd Reports Examine State of Industry

## Agency: Maritime Laws Help Generate Hundreds of Thousands of Jobs, Billions in Revenue

According to the U.S. Maritime Administration (MarAd), the future looks bright for seafarers and the maritime industry – but the industry also must take the lead in developing and protecting the nation's shipping and waterways.

The agency recently issued two new reports – one an annual submission, the other titled "Strategic Plan for 2008-2013." In the latter document, MarAd explains, "The industry is in a period of renewal and expansion, with a 24-percent increase in industry fixed assets and more than 10,000 jobs added in the past five years."

Since 2000, says that report, the total value of international trade has risen by over 40 percent, and it is becoming a larger part of the national economy. The combined value of foreign trade (imports and exports) represented 13 percent of U.S. Gross Domestic Product (GDP) in 1990, rising to nearly 22 percent in 2006. According to MarAd, if this trend continues, it is projected that the value of U.S. foreign trade will be equivalent to 35 percent of the nation's GDP in 2020, and 60 percent in 2030.

What this means to the maritime industry is that marine transportation will become even more important to the nation's economy, since 95 percent of America's foreign trade is moved by ship.

America's network of waterways moves more than 2.3 billion tons of domestic and foreign cargo each year. The top 50 ports in the U.S. handle about 84 percent of all waterborne domestic and international cargo tonnage (more than 1.9 billion tons annually). In the coming years, demand at almost all U.S. ports will at least double, according to the agency.

The domestic Jones Act component, a fleet of more than 38,000 vessels, is "Made in America" and represents an aggregate \$48 billion investment, states the report. Building and maintaining the Jones Act fleet sustains roughly 150,000 jobs throughout the U.S. economy, MarAd observes. This fleet is being continuously upgraded and renewed, with domestic maritime carriers moving almost one billion tons of cargo annually along U.S. coasts, rivers and lakes, on the Great Lakes, and both to and from Alaska, Hawaii, Puerto Rico and Guam.

In addition to commercial functions, says MarAd, U.S.-flag ships and the connecting intermodal systems play an integral but often unheralded role in bringing critical supplies to military missions across the globe. The nation's seafarers, strategic ports and supporting infrastructure are key links in the defense-logistics chain and the projection of American power.

The U.S.-flag industry also brings life-saving food to the world's most impoverished people, the agency points out. U.S. ships furnish support during times of need, such as using vessels in the aftermath of Hurricanes Katrina and Rita to support first responders and those involved in the rebuilding efforts.

In the strategic report, MarAd says it is developing a framework to help guide involvement and investment in the overall marine transportation system.

One of the items of importance the agency points out is that there is too much congestion in U.S. ports and the gateways. MarAd states that more private and public funds are required for port development improvements such as dredging. Repeating its previous calls, MarAd says there is a need for targeted, regional, major freight corridor cooperation involving water and ground transportation. The agency also calls for development and improvement of the nation's intermodal waterways – what it describes as "marine highways."

MarAd also encourages global connectivity along with an increase of global trade to sustain American growth and the American shipping industry. "It is critically important to encourage and sustain American involvement and investment in it. This is important for the economy during times of peace and a matter of survival during times of war or national emergency," the agency notes.

"The maritime industry is also an important source of jobs and positive revenue for America's balance of payments," it continues. "The Maritime Administration must preserve and expand the U.S. maritime industry and increase investment in U.S. marine transportation infrastructure, including domestic shipping, shipyards and maritime personnel."

Concerning the Maritime Security Program, cargo preference, shipbuilding loan guarantees, tax-deferred funds, training of entry-level licensed mariners, and enforcement of U.S. cabotage laws, MarAd says these

programs are intended to foster a strong merchant marine and protect American jobs and investment.

Cargo preference is a good example of how these programs can succeed. For example, says the agency, in 2007, 118 U.S.-flag vessels carried preference cargoes. That figure translated to more than 5,500 ship-board jobs and a larger number of shore-side maritime and transportation-related jobs. The cargo preference programs generated more than 10 million tons of cargo and \$1.4 billion of ocean freight revenue, according to U.S. government figures. These cargoes represent from seven percent to more than 50 percent of some U.S. carriers' annual revenues and are vital to retaining vessels under the U.S. flag.

The U.S.-flag domestic fleet of more than 38,000 vessels transports about a billion metric tons of cargo between U.S. ports on the oceans and along the coasts, inland waterways and the Great Lakes. The business opportunities provided by U.S. cabotage laws including the Jones Act have encouraged large investments in vessels, shipyard modernization and other marine transportation assets, says MarAd.

The agency in its strategic plan says the U.S. marine transportation system must meet the some of the following critical needs now and in the future:

- ◆ It must move a larger volume of goods and people with high levels of reliability and efficiency
- ◆ It must be safe, flexible, resilient, cost-effective and environmentally friendly
- ◆ It must encourage the constant renewal of a highly qualified workforce that fully meets systemic needs for skilled labor
- ◆ It must promote innovative financing mechanisms and investment in partnership with the private sector to improve and expand U.S. maritime infrastructure
- ◆ It must ensure a stable shipyard industrial base to effectively build and repair the ships, vessels and barges that serve the marine transportation system
- ◆ It must be available to serve American interests in time of national or international emergency
- ◆ It must preserve and promote American economic interests and encourage American content and participation.

To read the report and plan, go to MarAd's web site: [www.marad.dot.gov](http://www.marad.dot.gov)



# Information for the 2008 Election of Officers SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

## Balloting Begins Nov. 1 for Union Officers

Voting starts Nov. 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District/NMU. SIU members will be able to cast secret ballots at union halls or by mail through Dec. 31, 2008.

Seafarers eligible to vote in this election to determine union officials for the 2009-2012 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot appears on pages 7 and 8.

The credentials committee report, which was prepared Aug. 16, and submitted to the membership at the September monthly meetings, indicated 29 candidates had qualified to run for 25 positions. (The committee's report was published in the September 2008 *Seafarers LOG*.)

The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

### 21 Polling Places

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 21 union halls around the country. (See list of voting locations on this page.)

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot"

and mailing envelopes at these halls between 9:00 a.m. until 12:00 noon, Monday through Saturday, except legal holidays, from Nov. 1 to Dec. 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer receives the ballot and envelopes, his or her book will be marked with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenged." His or her book will be stamped with the words "Voted Challenge" and the date.

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters - 5201 Auth Way, Camp Springs, MD 20746.

### Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections.

All ballots will be counted by the rank-and-file committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene in early Jan. 2009.

## NOTICE OF 2008 ELECTION FOR ELECTION OF 2009-2012 OFFICERS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA Atlantic, Gulf, Lakes & Inland Waters District/NMU

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 a.m. to 12 noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2008 and shall continue through Dec. 31, 2008.

### VOTING LOCATIONS

ALGONAC	520 St. Clair River Dr., Algonac, MI 48001
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503
BALTIMORE	2315 Essex St., Baltimore, MD 21224
BOSTON	5 Drydock Ave., Boston, MA 02210
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	Cliffline Office Ctr., Suite 103B, 422 West O'Brien Dr., Hagatna, Guam 96910
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	3315 Liberty St., Jacksonville, FL 32206
JOLIET	10 East Clinton, Joliet, IL 60432
MOBILE	1640 Dauphin Island Pkwy., Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd., Harvey, LA 70058
NEW YORK	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	115 Third St., Norfolk, VA 23510
OAKLAND	1121 7th St., Oakland, CA 94607
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lindeberg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave., Santurce, PR 00907
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

### Notice on Unopposed Candidates

One part of the article of the SIU constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU constitution reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

### Procedures for Voting

All Seafarers eligible to vote in the union's 2008 election of officers and job holders for the term 2009-2012 may vote by secret ballot from Nov. 1 through Dec. 31, 2008.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU constitution, which is printed verbatim on pages 9 and 10 of this issue of *Seafarers LOG*.

In summary, here is the procedure for voting:

- Eligible Seafarers may pick up ballot and mailing envelopes from 9:00 a.m. to 12 noon (local time), Monday through Saturday, excluding legal holidays, from Nov. 1 through Dec. 31, 2008 at designated union halls (see list on this page).

- When a full-book member arrives to vote, he or she should present his or her book to the port agent of his duly designated representative.

- The member will be asked to sign a roster

sheet indicating the date, the number of the ballot given the member and his or her book number.

- The member will have his book stamped with the word "Voted" and the date.

- At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

- The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

- In case where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will also be stamped "Voted Challenge" and the date.

- After a member has voted, he or she puts the ballot in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

### Procedure For SIU Absentee Ballots

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2008 voting period, absentee ballots will be available.

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

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

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail or the equivalent mailing service.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2008 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2008.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2008.
6. Upon receiving the ballot and envelopes, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2008 and received by the bank depository no later than Jan. 5, 2009.

# ELECTION NOTICE OF 2008 ELECTION

Section 401 (e) of the Labor-Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) requires the mailing of an election notice to each member entitled to vote at his last known address. This notice is being sent to you in compliance therewith and, in addition, contains information of interest to all candidates and members.

SEE REVERSE SIDE FOR VOTING LOCATIONS AND PROPOSED CONSTITUTIONAL REVISIONS

No. 00000

FOR ELECTION OF 2009-2012 OFFICERS  
VOTING PERIOD NOVEMBER 1st, 2008 THROUGH DECEMBER 31st, 2008

## OFFICIAL BALLOT

### For Election of 2009-2012 Officers and Constitutional Amendments

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-  
Atlantic, Gulf, Lakes and Inland Waters District/NMU

VOTING PERIOD NOVEMBER 1st, 2008 THROUGH DECEMBER 31st, 2008

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH INK OR INDELIBLE PENCIL



<p><b>PRESIDENT</b> <b>Vote for One</b></p> <p>1 <input type="checkbox"/> Charles Burdette Collins, C-1652</p> <p>2 <input type="checkbox"/> Michael J. Sacco, S-1288</p> <p><b>EXECUTIVE VICE PRESIDENT</b> <i>(Vote for One)</i></p> <p>3 <input type="checkbox"/> Augustin Tellez, T-764</p> <p><b>SECRETARY-TREASURER</b> <i>(Vote for One)</i></p> <p>4 <input type="checkbox"/> David W. Heindel, H-1443</p> <p><b>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b> <i>(Vote for One)</i></p> <p>5 <input type="checkbox"/> George Tricker, T-919</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b> <i>(Vote for One)</i></p> <p>6 <input type="checkbox"/> Joseph T. Soresi, S-2658</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b> <i>(Vote for One)</i></p> <p>7 <input type="checkbox"/> Dean E. Corgey, C-5727</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b> <i>(Vote for One)</i></p> <p>8 <input type="checkbox"/> Nicholas J. Marrone, M-2308</p> <p><b>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> <i>(Vote for One)</i></p> <p>9 <input type="checkbox"/> Thomas Orzechowski, Jr., O-601</p>	<p><b>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b> <i>(Vote for One)</i></p> <p>10 <input type="checkbox"/> Kermet T. Mangram, M-2394</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b> <b>Vote for One</b></p> <p>11 <input type="checkbox"/> Joseph Mieluchowski, M-2933</p> <p>12 <input type="checkbox"/> Archie Ware Jr., W-1169</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b> <i>(Vote for One)</i></p> <p>13 <input type="checkbox"/> Nicholas A. Celona, C-1578</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b> <i>(Vote for One)</i></p> <p>14 <input type="checkbox"/> Ambrose L. Cucinotta, C-1795</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b> <i>(Vote for One)</i></p> <p>15 <input type="checkbox"/> Bryan D. Powell, P-1987</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> <i>(Vote for One)</i></p> <p>16 <input type="checkbox"/> James P. McGee, M-5945</p> <p><b>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b> <i>(Vote for One)</i></p> <p>17 <input type="checkbox"/> Chester Wheeler, W-25058</p>	<p><b>PINEY POINT PORT AGENT</b> <b>Vote for One</b></p> <p>18 <input type="checkbox"/> Michael D. Murphy, M-2483</p> <p>19 <input type="checkbox"/> Patrick Vandegrift, V-488</p> <p><b>NEW YORK PORT AGENT</b> <i>(Vote for One)</i></p> <p>20 <input type="checkbox"/> Robert Selzer, S-1258</p> <p><b>PHILADELPHIA PORT AGENT</b> <b>Vote for One</b></p> <p>21 <input type="checkbox"/> Joseph T. Baselice, B-2795</p> <p>22 <input type="checkbox"/> Edward J. O'Connor, O-599</p> <p><b>BALTIMORE PORT AGENT</b> <i>(Vote for One)</i></p> <p>23 <input type="checkbox"/> Georg Kenny, K-1041</p> <p><b>MOBILE PORT AGENT</b> <i>(Vote for One)</i></p> <p>24 <input type="checkbox"/> Thornton H. Elliott Jr., E-15001</p> <p><b>NEW ORLEANS PORT AGENT</b> <i>(Vote for One)</i></p> <p>25 <input type="checkbox"/> Chris Westbrook, W-5787</p> <p><b>HOUSTON PORT AGENT</b> <i>(Vote for One)</i></p> <p>26 <input type="checkbox"/> Kenneth Moore, M-6084</p> <p><b>OAKLAND PORT AGENT</b> <i>(Vote for One)</i></p> <p>27 <input type="checkbox"/> Tracey Mayhew, M-3487</p> <p><b>ST. LOUIS PORT AGENT</b> <i>(Vote for One)</i></p> <p>28 <input type="checkbox"/> Rebecca J. Sleeper, S-2497</p> <p><b>DETROIT-ALGONAC PORT AGENT</b> <i>(Vote for One)</i></p> <p>29 <input type="checkbox"/> Todd R. Brdak, B-2684</p>
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OFFICIAL BALLOT 2009 - 2012

OFFICIAL BALLOT 2009 - 2012



OFFICIAL BALLOT 2009 - 2012

OFFICIAL BALLOT 2009 - 2012

See Reverse Side for  
Voting Locations  
and  
Proposed Constitutional Revisions

**NOTE:** Because of the appeals deadline, the final version of the ballot may be different than this sample ballot. If so, the updated ballot will be printed in the November 2008 issue of the Seafarers LOG.

OFFICIAL BALLOT 2009 - 2012

OFFICIAL BALLOT 2009 - 2012



OFFICIAL BALLOT 2009 - 2012

OFFICIAL BALLOT 2009 - 2012





## ELECTION NOTICE OF 2008 ELECTION

### FOR ELECTION OF 2009-2012 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 2008 and shall continue through December 31st, 2008.

#### VOTING LOCATIONS

ALGONAC	520 St. Clair River Drive, Algonac, MI 48001	NEW ORLEANS	3911 LaPalco Blvd., Harvey, LA 70058
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503	NEW YORK	635 Fourth Avenue, Brooklyn, NY 11232
BALTIMORE	2315 Essex Street, Baltimore, MD 21224	NORFOLK	115 Third Street, Norfolk, VA 23510
BOSTON	5 Drydock Ave., Boston, MA 02210	OAKLAND	1121 7 <sup>th</sup> Street, Oakland, CA 94607
FT. LAUDERDALE	1221 South Andrews Avenue, Ft. Lauderdale, FL 33316	PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
GUAM	422 W. O'Brien Dr., Cliffline Office Ctr., Hagatna, Guam 96910	PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
HONOLULU	606 Kalihi Street, Honolulu, HI 96819	PUERTO RICO	1057 Fernandez Juncos Avenue, Santurce, PR 00907
HOUSTON	1221 Pierce Street, Houston, TX 77002	ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
JACKSONVILLE	3315 Liberty Street, Jacksonville, FL 32206	TACOMA	3411 South Union Street, Tacoma, WA 98409
JOLIET	10 East Clinton, Joliet, IL 60432	WILMINGTON	510 North Broad Avenue, Wilmington, CA 90744
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605		

WHEREAS, the Executive Board of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District/NMU met on February 27, 2008 to discuss the current needs and conditions of the Union, its membership and the maritime industry in this country;

and

WHEREAS, among their discussions and deliberations was the subject of proposed revisions in the Union's Constitution which would enable the Union to function more efficiently and to continue to fulfill its obligations to the membership; and  
 WHEREAS, the majority of the membership concurred with the proposed amendment at the regular membership meetings in May 2008; and  
 WHEREAS, a Constitutional Committee was elected on August 14, 2008, in accordance with Article XXV, Section 2 of our Constitution. They studied the proposed Constitutional Amendments Resolution and unanimously concurred on all proposed constitutional revisions; and  
 WHEREAS, the report of the Constitutional Committee was approved by the membership at the regular membership meetings in September 2008.  
 NOW, THEREFORE, IT IS RESOLVED

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITIONS, TO BE VOTED UPON, IF ADOPTED, WOULD AMEND THE CONSTITUTION AS FOLLOWS:

### PROPOSITION #1

Are you in favor of amending Article X, Section 14 (c) 5; Article XIII, Section 2; Article XIII, Section 4 (c) and Article XXV to include the following language relating to union members who serve on union finance, credentials, tallying and constitutional committees.

“Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.”

Be advised, however, that when a constitutional amendment is being considered at the same time that an election for officers is taking place, there shall be only one tallying committee used for both tallies and that Committee will be the one elected to serve as per Article XIII, Section 4.

PLACE "X" IN BOX OF YOUR CHOICE

YES  NO



# Information for the 2008 Election of Officers

## SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

### SIU Constitution Spells Out Rules on 2008 Elections

The section of the union's constitution outlining voting procedures in the SIU's elections, which are held every four years, appears here and on page 10 in its entirety.

#### Article XIII

#### Elections for Officers, Assistant Vice-Presidents and Port Agents

##### Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

- (a) The name of the candidate.
- (b) His home address and mailing address.
- (c) His book number.
- (d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.
- (e) Proof of citizenship.
- (f) Proof of seafaring and/or employment as required for candidates.
- (g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- (h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit any such crimes.

Dated \_\_\_\_\_  
Signature of Member \_\_\_\_\_

Book No. \_\_\_\_\_

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

##### Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at either the regular meeting in August of the election year or at a special

meeting convened in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of the Deck, Engine and Steward Departments. No officer, Assistant Vice-President, or Port Agent, or candidate for office of the job of Assistant Vice-President, or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one (1) member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram, overnight mail, air mail, special delivery, or an equivalent mail service at the address listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by airmail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two (2) days after the day on which the telegram, overnight mail, air mail, special delivery or an equivalent mail service is sent to correct his application or argue for his qualification.

The Committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President or Port Agent has met all the requirements of Section 1(a) of Article XII.

##### Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If November 1st and December 31st falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five (5) columns. The Secretary-Treasurer shall also send a sufficient

amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the prepaid postage-mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot," seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "Voted Challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge." At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballots Stubs," the roster sheet or sheets executed by the members that day together with the numbered perforated slips removed from the ballots which

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# Information for the 2008 Election of Officers

## SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

### Article XIII Constitutional Rules

Continued from page 9

had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Section 3(a) of this Article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested or an equivalent mail service, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

#### Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of twenty (20) full book members. Two (2) shall be elected from

each of the ten (10) Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports, on the first business day of the last week of said month. No officer, Assistant Vice-President, Port Agent, or candidate for office, or the job of Assistant Vice-President, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to the duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amount and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the Port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten (10). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissent therefrom, if any, shall be open to any member provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election

year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute thereof shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the committee shall be made up in sufficient copies to comply with the following requirements: two (2) copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one (1) copy of the report on the bulletin board in a conspicuous manner and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within seventy two (72) hours of the occurrence of the claimed violation notify the Secretary-Treasurer at Headquarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution affected the results of the vote for any office or job, in which event

the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one (1) calendar month.

#### Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

#### Section 6. Installation into Office and the Job of Assistant Vice-President or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one (1) person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

#### Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.



# REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at a Special Meeting held in Piney Point on August 14, 2008, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, the proposed Constitutional Amendments Resolution submitted by our Executive Board.

This Resolution, containing the proposed amendment, prior to its submission to us, was adopted by a majority vote of the membership at Headquarters and all ports. The provisions of the Resolution including its "WHEREAS" clauses, are contained in this report so that all members will have available to them its full text for their review and study at the same time that they read this, our Report and Recommendation.

*Whereas, the current Constitution and By-Laws of the Seafarers International Union, AGLIWD/NMU currently provides for the election of members to serve on finance, credentials, tallying and constitutional committees; and*

*Whereas, the relevant Constitutional provisions contain language pertaining to the payment of committee members during their time of service; and*

*Whereas, the afore-mentioned Constitutional Sections have conflicting provisions relating to the payment of committee members when all such committee members are, in practice, routinely paid the same amounts which have been comparable to eight hours a day at prevailing contractual standby rates of pay; and*

*Whereas, such pay rates no longer exist in the industry wide contracts and all Constitutional Sections providing for payment of committee members for these four committees should be identical; and*

*Whereas, the committee members of these four committees are, in actuality, not being paid for work performed but are instead receiving a per diem from the Union to compensate them for miscellaneous expenses incurred over and above travel, meals and lodging;*

## **NOW THEREFORE BE IT RESOLVED THAT:**

*The following language shall modify existing language or shall be added to existing language to reflect the intent and practices of the Union concerning members who serve on the Finance, Credentials, Tallying and Constitutional Committees:*

*"Committee members shall receive a per diem in an amount determined by the Secretary Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected."*

*To effectuate the above changes, Article X, Section 14(c), number 5 shall be amended by deleting the next to last sentence of the first*

*paragraph and by adding in its place, the above quoted language; Article XIII, Section 2, shall be amended by adding a new subsection which shall be lettered (f) and which shall contain the above quoted language; Article XIII, Section 4, (c) shall be amended by deleting the last sentence of the first paragraph and by adding in its place the above quoted language and Article XXV, shall be amended by adding a new Section which shall be numbered 4 and which shall contain the above quoted language. In addition the following sentence shall also be added to this new Article XXV, Section 4 "When a Constitutional Amendment is being considered at the same time that an election for officers is taking place, there shall be only one tallying committee used for both tallies and that Committee will be the one elected to serve as per Article XIII Section 4."*

We further recommend, if it is reasonably possible, that a copy of our Committee's Report containing the proposed Resolution and mem-

bership action taken to date, be printed in the *Seafarers LOG*, October 2008 issue so that the membership will be kept abreast as to all facts and actions taken as of this time. In addition, we recommend that copies of such *LOG* issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2008.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolution will serve the needs of the Union and the membership.

Fraternally submitted,  
Constitution Committee

August 16, 2008

## PROCEDURE FOR ABSENTEE BALLOTS

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2008 voting period, absentee ballots will be available.

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

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

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail or the equivalent mailing service.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2008 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2008.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2008.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelopes marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2008 and received by the bank depository no later than Jan. 5, 2009.

*All Seafarers who believe they will be at sea during the voting period - Nov. 1 through Dec. 31, 2008 - should request an absentee ballot. Here's how to be sure your vote counts.*



# Nine Seafarers Complete Recertification

Nine Seafarers recently graduated from the steward recertification course offered at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

Successfully completing the course were **Denis Burke, Michael Carello, Willie Massaline, Audrey Brown, Rachael Figueiredo, Joel Molinos, Mohamed Shibly, Carlos Sanchez** and **Wayne Wilson**.

Each of the graduates received a certificate during the Sept. 8 union membership meeting at the school in Piney Point, Md.

In keeping with tradition, the steward addressed their fellow members, SIU officials, school employees and guests at the meeting.

Carello, who was a member of the National Maritime Union until its merger with the SIU in 2001, stated, "If it wasn't for the SIU, I probably wouldn't be sailing. I've been to Piney Point twice for BST (basic safety training) and once for gallery operations and I realize the importance of the education this school affords. This is the best way to improve ourselves."

Speaking about the union, Carello, whose home port is Boston, said, "I've learned how important the SIU is to all of us. If it wasn't for the strength of the SIU, I think none of us would be sailing today. Six months ago I made my will and included the SIU Scholarship Fund as a recipient because the program and the SIU are that important to our families and our future."

Shibly has in-depth knowledge of the benefits of the SIU not only because he joined the union in Seattle in 1984, but also because his daughter graduated from George Washington University in Washington, D.C., with the help of a Seafarers scholarship grant. "The SIU is an inspiration to us all," said Shibly, who has upgraded three times in Piney Point. "We've learned to work hard together and it helps our families' future. I've learned a lot about our union and industry at the school and feel I'm equipped to help answer my shipmates' questions."

"All of the courses I have attended have helped me learn how to make a safer and more pleasant work environment," explained Brown, who ships out of Mobile, Ala., and was brought into the SIU by her older brother 19 years ago. "The SIU has been good to me and has enabled me to lead a good life. I used to work three jobs but now the SIU has given me good job and life stability."

Brown described her three times attending the SIU-



The recertified stewards stand with Paul Hall Center Vice President Don Nolan (second from right) following the September membership meeting in Piney Point, Md. Pictured from left to right are Wayne Wilson, Michael Carello, Audrey Brown, Rachael Figueiredo, Willie Massaline, Joel Molinos, Denis Burke, Mohamed Shibly, Nolan and Carlos Sanchez.

affiliated school as "a wonderful experience that all members should take advantage of any chance they get. The school and the union have changed my life. Thanks so much to the SIU leadership for keeping us strong and keeping jobs plentiful. To the apprentices in attendance, don't be afraid to ask questions – it could save lives."

Another veteran of the school, Sanchez (who sails from San Juan) said he would have never had the opportunity to see the world if he hadn't gone to sea with the SIU.

"This has been the greatest opportunity in my life!" he exclaimed. "I've learned how to be a leader and have seen how wonderful the people are on board. The union gives all of us the chance to get ahead by being the best we can be and encourages us. You have everything with the SIU."

Commenting on the school, Sanchez said, "Everyone here is the best. From the instructors to the people on the phones trying to help, to the learning material to the equipment, they are the best."

Burke has been sailing out of Honolulu since 1982 and is a regular at the Paul Hall Center, having upgraded many times. "The SIU has opened a lot of doors for me," he said. "I was swinging pizza before I went to sea. I left the industry once and missed it so much, I went back."

Burke noted that he learns something different and useful about his job every time he visits the school. "I feel confident to help teach my shipmates," he stated. "I've also learned about the importance of our contributions to the Seafarers Political Action Donation (SPAD) program and how essential they are to our existence. When it comes to hands-on training to supplement our hands-on careers, you can't do better than this school."

During the ceremony, Burke thanked SIU officials for all they do and thanked family, friends, mentors and a num-

ber of SIU-contracted companies for the difference they have made in his life.

One "salt of the sea" who recertified was Wilson, who joined the SIU in 1993 in Jacksonville when he retired from the U.S. Navy after 23 years. "I couldn't resist the opportunity SIU gave me to go back to sea," he explained. "We are paid well and the union gives me life security. This is a great and professional school with the highest standards. The SIU and the school are a wonderful family. I encourage anyone who gets the chance to come here and take advantage of it."

"To my fellow members, stay clean, work hard, ask questions, contribute to SPAD and vote. They're all vital to our lives and to labor."

"The union has stood by me and my family during some difficult times," said another Paul Hall Center veteran,

Figueiredo, who ships from Brooklyn. "I have always had a family here at the school and in SIU. My six-year-old twins and I are grateful for the quality of life union membership has given us."

Figueiredo said that her experiences at the school have taught her a lot about the importance of unions in the maritime industry, along with helping her hone her job skills.

Molinos ships from Wilmington, Calif., and joined the SIU in 1992 in Honolulu. He has been to the Piney Point on numerous occasions and says every time he attends he learns more. "I feel truly blessed that I was selected for this recertification program and to be an SIU member."

Molinos mentioned that he has learned so much about the industry and the union that he feels qualified to help fellow shipmates who have questions. "I share what I learn with my shipmates. The more everyone learns, the better we all are off."

Massaline, who ships from Jacksonville, has seen a lot during his career. He was an NMU member until the merger with SIU and this was his second trip to the school. "I'm glad to be a part of this union," he said. "SIU officials do an outstanding and clear job explaining how the union, management and industry work. Everyone here was very helpful and detailed in their training and what is expected on the job."

Massaline also stressed the value of the coursework on food safety and prevention of food-borne illnesses.

The three-week recertification class blends practical training with classroom instruction.

## Hands-On Training During Recertification



The recertified steward class includes safety coursework in CPR and resuscitation (left), and fire extinguisher training, among other practical components.





# Ready Then, Ready Now!

## SIU Marks 70 Years of Promoting Mariners' Rights, Serving as Part of America's Fourth Arm of Defense

On October 14, the Seafarers International Union will reach its 70th anniversary.

This page and the three that follow contain a sampling of events and images from the union's history. SIU President Michael Sacco's column on page 2 of this edition also spotlights the anniversary and the union's steady progress.

The headline on this page is a tribute to the SIU's early history – specifically, an homage to the Seafarers who sailed in World War II. "Ready Then, Ready Now!" is the title of an old pamphlet written by the late SIU historian John Bunker. That booklet chronicles SIU members' efforts and sacrifices in the war. Altogether, 1,235 Seafarers lost their lives.

But World War II certainly wasn't the only time SIU members stepped up as part of the nation's fourth arm of defense. In every conflict since then, Seafarers reliably have answered the call and delivered the goods – from Korea to Vietnam to the first Persian Gulf War, right through to today's Operations Enduring Freedom and Iraqi Freedom. They have mobilized with equal dependability and professionalism during numerous humanitarian missions around the world.

Remaining equipped to "turn to" in peace and war requires the SIU keep up with constantly changing demands from various components of the industry. Heading that list are training requirements – and on that score, the SIU-affiliated Paul Hall Center for Maritime Training and Education takes a back seat to no one. The school enjoys a well-earned reputation for staying ahead of the industry's needs, and currently offers more than 70 U.S. Coast Guard-approved courses in addition to academic support.

Grassroots political action also remains a must in this industry. Here again, SIU members historically have understood how politics affects their livelihoods. Accordingly, they volunteer their time and resources in support of not only maritime but also the labor movement as a whole.

The timeline below touches on other important activities, including the union's efforts in international affairs.

Where the SIU is concerned, perhaps the one thing that hasn't been altered since 1938 is the union's foremost objective. President Sacco summed it up 10 years ago, when the union turned 60, and his words are just as fitting today: "The SIU remains dedicated to providing jobs and job security to its membership. That is something that never has changed, and it never will change."

**1938** – American Federation of Labor (AFL) presents an international charter for mariners to Harry Lundeberg on October 14. The union is known as the Seafarers International Union of North America (SIUNA). It consists of three separate districts: Atlantic, Gulf and Great Lakes, which will be referred to as SIU.

**1939** – First contracts with shipping companies (Savannah Line, P&O Steamship and Colonial Navigation) are signed. Among the issues won by members are overtime pay for work on Saturday afternoons, Sundays and holidays, two weeks of vacation and hiring through the union hall. Union gains war bonuses for crews sailing into dangerous zones. Also, delegates from the Atlantic, Gulf and Great Lakes districts approve the SIU's first constitution.

**1940** – SIU's Atlantic and Gulf districts merge after ratification by membership. The SIU overwhelmingly wins an NLRB-conducted representation election for the crew of Calmar Line vessels.

**1941** – John "Whitey" Hawk is elected to head the SIU Atlantic and Gulf District as its secretary-treasurer. A German submarine sinks the SIU-crewed SS Robin Moor on May 21, the first time an American-flag vessel is torpedoed. Crew members were given 20 minutes to abandon ship.

**1942** – The SIUNA holds its first convention. Harry Lundeberg is elected president. The SIU joins with the Sailors' Union of the Pacific to oppose attacks on the Jones Act, the nation's freight cabotage law. War Shipping Administration takes control of U.S.-flag merchant fleet.

**1943** – Union members continue war effort risking life



SIU's first president Harry Lundeberg visits the crew on the Invader in 1942.

and injury to deliver needed supplies to troops around the globe.

**1944** – SIU fights effort by Maritime War Emergency Board to cut mariners' wages. With bonuses and overtime included, the average seaman's salary is \$32.25 a week. The SIU opens its new building at 51 Beaver Street, combining the New York hiring hall with the Atlantic and Gulf District headquarters.

**1945** – The SIU creates the position of Director of Organizing to prepare for the battle to recruit new members and sign non-union companies at the war's end. New York Port Agent Paul Hall is appointed. The SIU and other maritime unions fight an attempt by the U.S. Coast Guard to control the U.S.-flag merchant fleet in peacetime. The campaign to represent crews aboard the Isthmian fleet begins.

**1946** – Membership approves committee to investigate the possibility of establishing an upgrading training school in New Orleans. Voting for representation begins aboard Isthmian ships. The AFL creates the Maritime Trades

Department to give maritime-related unions equal status with the Building Trades and Metal Trades departments. The SIU shuts down the nation's ports with a general strike when negotiated wage increases are rejected by the federal Wage Stabilization Board. After eight days, the board approves the increases, which match those approved for West Coast unions, and the strike is called off.

**1947** – Paul Hall is elected to secretary-treasurer of SIU, the union's highest position. The SIU wins the campaign to represent Isthmian crews and signs a contract with the company, completing the two-year campaign. Seafarers march with members of the United Financial Employees to help them in their strike against the New York Cotton Exchange. This began the SIU's commitment to helping other non-maritime unions in time of need.

**1948** – Cities Service unlicensed tanker crews vote for SIU representation with more than 83 percent saying yes to the union. The vote followed a year-long organizing effort which met with stiff opposition from the company. However, labor laws call for another ballot to be conducted. New agreements with contracted companies retain the union hiring hall, a major issue during the negotiations.

**1949** – The forerunner of today's United Industrial Workers (UIW) is chartered by the SIU as the Marine Allied Workers Division. The SIUNA charts the SIU of Canada to restore democratic trade unionism in that country following threats of a communist takeover. Despite the anti-union campaign waged by Cities Service, 89 percent of the crew again voted for SIU representation. The company continues to fight despite NLRB certification that the SIU is the bargaining agent. Congress passes separate bill backed by the SIU calling for 50 percent of military cargo going to non-communist



The New York union hall, shown in 1946, also housed SIU headquarters.



This World War II Memorial to SIU members is located in Piney Point, Md.



A lifeboat class in New York



countries as well as 50 percent of goods headed to Europe under the Marshall Plan to be carried aboard U.S.-flag, U.S.-crewed vessels.

**1950** – The SIU becomes the first mariners' union to negotiate a company-financed welfare plan for its members. The plan would provide Seafarers with a \$500 death benefit and \$7 per week hospital benefits. Just days before a Senate hearing looking into Cities Service's anti-union campaign, the company signs a contract with the SIU, thus ending the union's four-year effort to organize the tanker fleet. Korean Conflict begins and SIU-crewed ships are delivering the goods to U.S. troops.

**1951** – The SIU gains an industry-wide vacation plan for its members. The program provides for the equivalent of two weeks' vacation pay for each 12 months of service. Union headquarters moves from Manhattan to 675 Fourth Avenue in Brooklyn.



Frank Drozak (left), the union's third president, is pictured with Sen. Joseph Biden during MTD meetings in 1987 in Bal Harbour, Fla.



SIU and NMU members picketing in support of a higher minimum wage



Aboard the Steel Maker in 1953



An early union meeting

**1952** – The first of three projected upgrading schools opens for Seafarers. Operating out of headquarters in Brooklyn, the first class qualifies members to obtain their AB certificates. Plans call for training to start soon for both engine and steward department members. Welfare plan expanded to include maternity and disability benefits. SIU membership overwhelmingly approves new constitution. Union implements scholarship program for members and their dependents.

**1953** – Two unions join the growing ranks of the SIUNA: the Marine Firemen, Oilers and Watertenders Union (MFOU) and the Marine Cooks and Stewards (MC&S). AFL calls on the Seafarers to help in the creation of a new longshoremen's union after the International Longshoremen's Association is removed from the national labor federation on corruption charges.

**1954** – SIU protests the transfer of 80 U.S.-flag Liberty ships (including 26 under contract to the SIU) to runaway flags by the U.S. maritime administrator. The union terms the action a "torpedo to the midships of the American Merchant Marine" because it not only means the loss of thousands of American jobs but also places the vessels in competition with the U.S. fleet.

**1955** – The SIU adopts its seniority system of A, B and C book membership. Welfare plan expands to include hospital and surgical benefits as well as doctors' visits at home for spouses and dependents. Union negotiates an industry-wide health and safety plan to establish clinics in all ports. The SUP, MFOU and MC&S – all SIUNA affiliates – begin work as the SIU Pacific District. Andrew Furuseth Training School opens in Mobile, Ala., to go along with upgrading facilities in Brooklyn and New Orleans. The AFL merges with the Congress of Industrial Organizations to form the AFL-CIO.

**1956** – Dr. Joseph B. Logue named medical director of the Seafarers Welfare Plan Medical Program. First of four health centers is ready to open near the Brooklyn headquarters. The SIU, maritime labor and the shipping industry defeat a proposal in the Senate to weaken the nation's cargo preference laws.

**1957** – SIUNA Founder and President Harry Lundeberg dies. SIU Secretary-Treasurer Paul Hall elected to replace him. Brooklyn clinic opens; others set for Baltimore, Mobile and New Orleans. Members' families are eligible to use the facility.

**1958** – Optical benefits for members cover free eye exams and glasses. The SIU and National Maritime Union (NMU) launch campaign to combat runaway-flag shipping situation with the help of the International Transport Workers' Federation (ITF). The Great Lakes District votes to affiliate with the Atlantic and Gulf District.

**1959** – SIU implements blood bank program for members and their families. The union provides additional training facilities at headquarters so members can obtain lifeboat tickets. Also, ordinary seamen and wipers are given upgrading opportunities.

**1960** – The membership approves a revision to the SIU constitution. Under the changes, the membership meetings will be held monthly, the presiding officer's title goes from secretary-treasurer to president and the district's name becomes the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A committee of galley gang members recommends creation of a recertification program for chief stewards.

**1961** – SIU optical plan coverage expanded to include members' spouses and dependents. Welfare plan now includes provisions for Seafarers who become sick or injured off the job. Union negotiates first pension plan for deep sea members.

**1962** – Agreement allows SIU-contracted ship to carry fresh canned milk, now available because of technology changes, aboard vessels. This means steward departments will not have to take chances by purchasing milk in foreign lands. First steward recertification class gets under way at headquarters. SIU marches with other maritime unions in support of ILA strike in Atlantic and Gulf ports.

**1963** – SIU-crewed Floridian strafed by Cuban jets 50 miles north of the island nation. Seafarers fly to Germany to crew the world's largest cable ship, the Long Lines. The SIU wins the first union contract to cover crew members aboard an oceanographic research vessel, ending a three-day strike aboard the Anton Brunn.

**1964** – The union begins its seniority upgrading program so B book members can gain their A books. The SIU attacks efforts by the U.S. government and grain companies to

eliminate cargo preference provisions for carrying American grain to the Soviet Union. President Lyndon Johnson creates the Maritime Advisory Committee.

**1965** – SIU fights attempts to weaken the Jones Act by allowing foreign-flag vessels to enter the Puerto Rican-U.S. mainland trade. The SIUNA testifies before Congress on the need to build new U.S.-flag bulk carriers to make the fleet more competitive in the world market. Training programs operating under as the Andrew Furuseth Training School change their name to the Harry Lundeberg School of Seamanship in memory of the SIUNA founder.

**1966** – As the war in Vietnam calls for an increase in shipping, the SIU works with MEBA-District 2 to enable engine department Seafarers to upgrade their skills and obtain an engineer's license. SIU meets the manpower need created when vessels are broken out for the war effort.

**1967** – U.S. Coast Guard approves lifeboat training offered by the Lundeberg School. SIU President Hall



The hospital ship Comfort is crewed by SIU CIVMARS.



SIU headquarters moved to Maryland in 1982.



The Horizon Falcon

announces the purchase of property in southern Maryland to serve as a consolidated training center for SIU members. The Lundeberg School moves to Piney Point, Md., where members can upgrade their skills and newcomers can learn the skills to become mariners.

**1968** – Campaign launched by the SIU and MTD to rebuild the U.S.-flag merchant fleet. Union blasts cuts in federal budget directed at the Maritime Administration as reflecting "a lack of awareness of maritime's essential role in our defense efforts and our peacetime economy."

**1969** – Members concur with a headquarters resolution to create a ship's committee – composed of a chairman, secretary and delegate from each of the three departments – aboard each SIU-contracted vessel and to hold regular shipboard meetings. The Nixon administration



unveils its maritime program. It is designed to build new ships, encourage increased private investment and guarantee more government cargo for U.S.-flag vessels.

**1970** – Congress passes and President Richard Nixon signs into law the Merchant Marine Act of 1970, the first major piece of maritime legislation enacted since 1936. The measure calls for 300 ships to be built. The Lundeberg School institutes a reading program to help members who are slow readers increase their literacy skills. The school also is accredited by the state of Maryland to conduct high school diploma equivalency (GED) tests. The union commences a series of crew and pensioner conferences.

**1971** – SIU and MTD fend off congressional attacks on both Jones Act and funding for U.S. Public Health Service Hospitals. Congress approves law that eliminates the need of mariners to pay withholding tax in more than one state. SIU-contracted companies Waterman Steamship and Delta Steamship receive subsidies to build new vessels under provisions of the 1970 Merchant Marine Act.



*Fire Fighting training at the Joseph Sacco Fire Fighting and Safety School at the Paul Hall Center*



*Seafarers on parade during Memorial Day ceremonies in Washington, D.C., in 2007*



*SIU-contracted NY Waterway ferries were on hand to help evacuate workers who were in New York City during the September 11, 2001 terrorist attack.*

**1972** – Bilateral agreement reached between U.S. and Soviet Union calls for one-third of cargo between two nations to be carried aboard U.S.-flag vessels. New, faster containerships – the SL-7s – begin sailing with Seafarers as the crew.

**1973** – The bosun recertification program begins at the Lundeberg School. Seafarers take over as the crew for formerly military-manned Military Sealift Command tankers. Legislation approved to start work on Trans-Alaska oil pipeline. President Nixon addresses SIUNA convention, reaffirming his strong support for the U.S.-flag fleet.

**1974** – Lundeberg School launches training program for liquefied natural gas (LNG) tankers. SIU fights for oil cargo preference legislation. The measure is passed by Congress, but vetoed by President Gerald Ford.

**1975** – Alcohol Rehabilitation Center opens in Valley Lee, Md., near the campus of the Lundeberg School. The crew of the SIU-contracted Mayaquez is held captive for 72 hours by Cambodian rebels. The crew was released unharmed following action by U.S. armed forces. QMED upgraders can take advantage of new shipboard automation course at Piney Point.

**1976** – Following a vote of the memberships, the Inland Boatmen's Union merges with the AGLIWD. SIU signs vacation plan with Steuart Petroleum, the first in the inland industry.

**1977** – Seafarers crew the first LNG carrier built in the Western Hemisphere, the LNG Aquarius, constructed at the shipyard in Quincy, Mass. Later in the year, SIU members climb the ladder aboard the first privately constructed and operated hopper dredge, the Manhattan Island. SIU-crewed tankers carry some of the first loads from the Trans-Alaska pipeline. Sea-Land's Galveston transported the first oil from the pipeline in a 30-gallon drum to Seattle where the crude was divided into souvenirs.

**1978** – MC&S votes to merge with the AGLIWD, the first time East Coast and West Coast shipboard jurisdiction is united. Coast Guard recognizes upgrading time at Lundeberg School for on-the-job credit. New three-year pact with Interstate Oil Transport establishes new benefits for inland members, including major medical coverage for dependents.

**1979** – Seafarers crew UST Atlantic, the largest vessel built in the Western Hemisphere, at the Newport News (Va.) shipyard. Great Lakes members man the new thousand-footer, Indiana Harbor. The Coast Guard backs off its attempt to eliminate a certified tankerman as part of crew on tank barges under tow. The SIU had been fighting this action for five years. The SIUNA-affiliated Atlantic Fishermen's Union merges with the AGLIWD. A change in the SIU Welfare Plan allows members to use either the U.S. Public Health Service hospital or a private facility for covered care.

**1980** – SIUNA and SIU President Paul Hall passes away. Frank Drozak takes the helm of both organizations. Seafarers climb the ladder for the first diesel-powered Sea-Land containership, the Sea-Land Patriot. On June 21, the SIU-crewed Oceanic Independence set sail from Honolulu, marking the return of the U.S.-flag to deep sea passenger ships after a nearly 10-year absence. Crewmembers train at Piney Point prior to manning vessel.

**1981** – AFL-CIO announces support for five-point U.S.-flag program to increase manpower and vessels in fleet. Reagan administration eliminates U.S. Public Health Service hospitals from budget, cuts funding for new vessels called for in 1970 Merchant Marine Act. Seafarers Welfare Plan restructures because of the loss of the hospitals, which had provided treatment for mariners since the start of the nation. The SIUNA-affiliated Military Sea Transport Union merges with the AGLIWD.

**1982** – Union headquarters moves from Brooklyn to the Washington, D.C. suburb of Camp Springs, Md. in order to be closer to the government to continue the fight for a strong U.S.-flag merchant fleet.

**1983** – The Lundeberg School continues to meet the ever-changing needs of the maritime industry. The first shiphandling simulator is installed while basic and advanced computer training is offered. But the change that caught the eyes of most in Piney Point was the opening of the six-story, 300-room Seafarers Training and Recreation Center. The Reagan administration completely eliminates the shipbuilding provisions of the 1970 Merchant Marine Act from the budget.

**1984** – SIU members crew a series of military supply and prepositioning vessels, including the fast sealift ships (former SL-7s). Members attending a deep sea crew conference and an inland conference outline a series of proposals designed to carry the SIU into the future. Among the calls adopted by the union was a change in pension credits for members who have sailed more than 3,000 days; the need for continued grassroots support as well as contributions to the Seafarers Political Action Donation (SPAD); a standardized set of procedures for obtaining military contracts; and supporting the union's effort to organize the unorganized.

**1985** – The union moved forward by continuing to crew military-support vessels, thus providing new jobs for members. The Lundeberg School updates its curriculum to include courses that will assist Seafarers working on these vessels, including underway replenishment, crane operations and helicopter operations.

**1986** – The SIU works with others in labor, maritime, environment and consumer groups to defeat a proposed oil pipeline from Baton Rouge, La., to Fort Lauderdale, Fla. The effort saves hundreds of jobs in the tanker industry. The union gains recognition to represent the unlicensed crews

aboard Lavino Shipping oceanographic vessels.

**1987** – The AGLIWD and SIU of Canada along with other shipping unions and companies urge representatives from the two countries to keep the nations' maritime laws out of a U.S.-Canada free trade agreement. The Overseas Joyce becomes the first U.S.-crewed (and SIU-crewed) car carrier to bring Japanese automobiles to America.

**1988** – SIUNA and SIU President Frank Drozak succumbs to cancer. Michael Sacco succeeds him as the head of both organizations. After many years of fighting, World War II-era mariners are granted veterans' status. However, the action is limited to sailing between December 7, 1941 and August 15, 1945 rather than December 31, 1946, as is the case for other veterans.

**1989** – SIU-crewed vessels deliver food and other aid to former Communist-bloc countries in Eastern Europe as the Iron Curtain comes down. The grounding of the Exxon Valdez (crewed by what amounted to a company union) in Valdez, Alaska, sets in motion a series of new regulations that will affect Seafarers for years to come. The Lundeberg School initiates an oil spill prevention and containment course.



*The Overseas Houston is part of a new tanker build program.*



*Crowley continues to add new tonnage.*

**1990** – Seafarers respond to the nation's call to sail materiel to U.S. troops stationed in Saudi Arabia after Iraq overruns Kuwait. The Maritime Administration breaks out the Ready Reserve Force fleet, but no SIU-crewed vessel sails shorthanded. The union works with the Bush administration to keep maritime out of the world trade talks, known as the General Agreement on Tariffs and Trade (GATT).

**1991** – The Persian Gulf War lasts 43 days as United Nations (UN) forces repel Iraq from Kuwait. Seafarers continue to supply troops in the region and then return the goods when the fighting is over. The action of the U.S.-flag fleet draws high praise from government and military officials. It also calls attention to the need to revitalize the fleet. Donning the union's traditional white caps, SIU members march with the U.S. armed forces in the national victory parade in Washington, D.C. On the anniversary of Paul Hall's birth, the grounds of the Lundeberg School are named in memory of the late SIU president – the Paul Hall Center for Maritime Training and Education. The Seafarers Welfare Plan holds benefits conferences in each of the union's ports. The SIU, along with the other maritime unions, sues the Coast Guard to prevent the implementation of user fees for z-cards.



**1992** – In testimony before Congress, the Bush administration outlines a program to revitalize the U.S.-flag merchant fleet. Seafarers crew two new cable ships, the Global Sentinel and the Global Mariner. SIU Pacific District members climb aboard the first new container-ship built in the U.S. since 1987, the R.J. Pfeiffer. UIW members win campaign to keep Queen Mary in Long Beach, where they work aboard the hotel. Nearly 20 SIU-crewed vessels are deployed to Somalia to assist a U.S.-led, UN relief effort to the war-torn nation.

**1993** – The House of Representatives passes a maritime revitalization bill. Negotiations for the new standard tanker and freightship agreements lift the cap on pensions for eligible Seafarers. Mariners aboard 16 Dyn Marine oil spill response vessels vote to join the SIU.

**1994** – President Bill Clinton becomes the first U.S. chief executive to tour the Paul Hall Center when he attends a luncheon at the facility. Seafarers crew vessels assisting U.S. troops in Haiti restoring democracy to the Caribbean nation. SIU members also sail to the Persian Gulf to support the nation's armed forces when Iraq threatens to invade Kuwait. Union members play an active role in oil spill clean-up operations in San Juan and Houston. The Clinton administration unveils a new maritime revitalization program. Although it passes the House, it is blocked by farm-state legislators in the Senate. Boatmen for New Orleans-based E.N. Bisso Co. vote for SIU representation. The Lundeborg School conducts EPA-approved refrigerant handling courses in each of the union's ports.

**1995** – Congress passes and President Clinton signs SIU-supported legislation allowing the export of Alaskan North Slope oil as long as it is carried aboard U.S.-flag tankers. More new jobs along the rivers are created when the paddlewheel steambot American Queen begins sailing. The vessel is the first overnight passenger ship built in a U.S. yard in 40 years. Seafarers crew the first two Army prepositioning ships, the SP5 Eric G. Gibson and the LTC Calvin P. Titus.

**1996** – Congress passes and President Clinton signs the Maritime Security Act of 1996, a 10-year, \$1 billion maritime revitalization program that will help fund approximately 50 militarily useful U.S.-flag vessels. Seafarers meet with, call and write members of Congress to express support for the nation's cabotage laws. Members ratify new five-year standard tanker and freightship agreements that include a money purchase pension plan, 100 percent medical coverage for Seafarers and their dependents, dental coverage for dependents, wage increases and much more. The Maritime Administration announces a program to build five double-hulled tankers in U.S. shipyards. SIU members will crew the ships. The SIU-crewed American Queen and American Republic carry the Olympic torch in preparation for the Atlanta games.

**1997** – The Paul Hall Center overhauls its curriculum to meet the needs of Seafarers for the 21st century. The center develops and issues a Coast Guard-approved Training Record Book to help members satisfy the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). The Paul Hall Center launches an LNG recertification program and tankerman (PIC) barge course. The steward department upgrading schedule is rewritten. Finally, the school creates an all-new, nine-month unlicensed apprentice program for people entering the maritime profession to replace the old trainee program. Seafarers crew the first three of eight newly built prepositioning ships to be operated by Maersk Lines. Other new jobs are provided by several reflagged vessels as well as new Crowley tractor tugs. The SIU launches its web site, [www.seafarers.org](http://www.seafarers.org).

**1998** – SIUNA and NMU announce talks under way to affiliate NMU with SIUNA. Seafarers Welfare Plan initiates prescription plan that eliminates out-of-pocket expenses for qualified pensioners. SIU joins fight with other unions to stop nationwide effort to limit the ability of the labor movement to participate in political activities. Paul Hall Center breaks ground for state-of-the-art fire-fighting school, named in memory of the late SIU Executive Vice President Joseph Sacco. WWII mariners scored another overdue victory when the cutoff date for veterans' recognition was extended to match that which applies to the armed forces.

**1999** – SIU members climb the gangways to new car carriers (the Green Dale and the Tanabata) as well as other new vessels. Expansion of the U.S.-flag cruise ship fleet becomes more promising as the president of American Classic Voyages and the president of Ingalls Shipbuilding sign a contract in the U.S. Capitol to build two vessels for the Hawaiian trades. The Paul Hall

Center opens the world-class Joseph Sacco Fire Fighting and Safety School. SIU crews continue supplying materiel to U.S. troops stationed in the Persian Gulf and the Balkans. SIU and NMU members vote to proceed with talks for a proposed merger.

**2000** – The Paul Hall Center installs a new simulator, opens a safety school in Honolulu and announces planned construction of single-occupancy dorm rooms on the Piney Point, Md., campus. The union opens new halls in Baltimore and Guam and completely refurbishes the facility in Wilmington, Calif. It was a huge year for new job opportunities, as SIU-contracted companies either begin operating or announce plans to build no fewer than 20 new ships, Z-



*The USNS Red Cloud offloads materiel in Operation Iraqi Freedom.*



*Seafarers have been vital in delivering the goods to our troops fighting wars.*

drive tugs and ATBs. (Editor's note: The nation somehow survived widespread concern about the so-called Y2K bug, which turned out to be not much of a problem after all.)

**2001** – SIU members are among the first to respond to the terrorist attacks of September 11. Seafarers aboard NY Waterway ferries transport an estimated 168,000 people from lower Manhattan, while members of the union's Government Services Division crew up the hospital ship USNS Comfort when it activates in response to the attacks. Earlier in the year, the NMU merges into the SIU, following approval by the memberships of both unions. Intermittent merger talks between the two unions had gone on since the mid-1950s. Seafarers welcome numerous gains that were secured in new contracts, including the new standard freightship and tanker agreements. Members crew up newly contracted military support ships and other new vessels. The U.S. Coast Guard approves the Paul Hall Center's new global marine distress and safety system (GMDSS) course.

**2002** – Seafarers support U.S. troops involved in Operation Enduring Freedom. The union stands up for mariners' rights during hearings and forums in the U.S. and abroad examining port and shipboard security – a result of September 11. The union gains jobs aboard military support ships, passenger ferries, a hopper dredge, a heavy-lift ship and an oceanographic survey vessel, among others. SIU members perform several daring rescues at sea. The union continues its work with the ITF. The Seafarers Pension Plan issues check No. 1 million. Work is completed on the new hotel near the Paul Hall Memorial Library.

**2003** – More than 2,000 Seafarers crew up dozens of RRF ships and mobilize prepositioning vessels in support of Operation Iraqi Freedom. President Bush signs a Defense

bill that includes a 10-year extension of the U.S. Maritime Security Program. The SIU makes no fewer than 20 additions to its contracted fleet. More jobs are on the horizon as Norwegian Cruise Lines unveils plans to start a U.S.-flag division. In an historic decision, consolidation of the east and west coast CIVMARS units is approved by the Federal Labor Relations Authority – benefiting both mariners and the agency. The union opens a new hall in Joliet, Ill. The Paul Hall Center, SIU and Secretary of Labor Elaine Chao make history in developing and approving the first ever National Apprenticeship Standards for the maritime industry. The SIUNA welcomes the AMO as its newest autonomous affiliate.

**2004** – SIU members continue delivering the goods in the next phases of Operation Iraqi Freedom as well as in Operation Enduring Freedom. NCL America's Pride of Aloha sets sail in July. Construction continues on the first two T-AKE vessels, to be crewed by CIVMARS. Seafarers reelect Michael Sacco as union president in an election that ends Dec. 31, 2004. The union wins organizing campaigns in Philadelphia, San Juan and Cleveland. Health care benefits dominate contract talks across the country (for all unions). The U.S. Merchant Marine is included in the new National World War II Memorial. The SIU pushes for enactment of the Employee Free Choice Act. The union mourns the losses of retired Vice President West Coast George McCartney; Major Ken Conklin, founder of the Paul Hall Center's trainee program; Ed Turner, retired executive vice president; Steve Edney, retired UIW national director; Keith Terpe, retired SIU of Puerto Rico president; and others.

**2005** – The year begins with Seafarers mobilizing to support victims of the tsunami which struck in the last days of the prior year, and ends with members still on duty in the U.S. Gulf Coast where they helped provide relief for hurricane victims. SIU members continue sailing in OIF and OEF. SIU-contracted OSG announces it will operate 10 new tankers to be built in Philadelphia. NCL America launches the Pride of America. Matson orders two additional containerships, while the second and third Alaska class tankers are delivered. The union establishes the Seafarers Disaster Relief Fund. The Paul Hall Center's vessel security officer (VSO) course becomes the first such curriculum approved by the U.S. Maritime Administration. Adjustments administered to benefits through the SHBP reflect a nationwide crisis. SIU Executive Vice President John Fay dies at age 73.

**2006** – President Bush delivers his Labor Day address at the Paul Hall Center. U.S. Shipping Partners and NASSCO announce plans to build nine tankers. Horizon Lines reveals plans to charter five new U.S.-flag ships for 12-year terms. NCL America adds the Pride of Hawaii to its fleet. Crowley christens the first of six new 185,000-barrel ATBs. Seafarers continue supporting our troops and are recognized in ceremonies conducted by MarAd and MSC. Seafarers approve new standard contracts that improve wages, maintain medical benefits and preserve jobs. CIVMARS crew up new ammunition ships. More than 7,000 students train at the Paul Hall Center. Assistant Vice President Contracts Steve Judd, 45, and retired Vice President Contracts Angus "Red" Campbell, 84, are among those mourned by the union.

**2007** – The SIU introduces a 401(k) savings plan. Seafarers climb the gangways to new ships and replacement tonnage including the first three Veteran class tankers, the third and fourth T-AKE ships and five new Horizon vessels. Delegates to the SIUNA convention plot a course consistent with the event's theme: Mapping Out a Brighter Future. They reelect Michael Sacco as president. The union continues to weigh in on the new Transportation Worker Identification Credential (TWIC) program. The Paul Hall Center celebrates its 40th anniversary. MSC approves the school's helo fire fighting training. The school upgrades its simulators and makes other improvements. The Horizon Falcon rescues Chinese sailors in the North Pacific.

**2008** – Seafarers deliver life-saving MRAPS for our troops. CIVMARS perform rescues at sea. Progress continues in the new tanker build programs in San Diego and Philadelphia. Maersk Line, Limited adds three new vessels. The Paul Hall Center begins offering online courses. During MTD meetings, U.S. military leaders powerfully declare support for the U.S. Merchant Marine. More new tankers and T-AKE ships are delivered. Alaska Tanker Company achieves safety milestone of 12 million man hours without a lost-time injury. The USNS Mercy begins a fourth-month humanitarian mission. The TWIC deadline for CIVMARS is extended to April 2009. Hawaii Superferry's Alakai joins the SIU-crewed fleet. Certain Paul Hall Center courses are approved for college credits. The union endorses Senator Barack Obama for president.



# Important Notice to CIVMARS

On August 28, 2008 the union was notified by the Military Sealift Command (MSC) that approximately 1,400 CIVMARS were affected by a personal and financial information breach. The breach occurred when SF 50 forms (a basic personnel form that includes Social Security numbers, names, addresses, wages and other detailed personal information) was sent to wrong addresses.

Protecting your credit is very important. A compromised credit report may affect your ability to obtain or keep a security clearance. Failure to maintain good credit may also affect your ability to get a mortgage, financing for other purchases or may drive up the interest rate for these items, since it is difficult to obtain credit without a good credit rating. If you are a victim of identity theft or if you think that you may become a victim, there are steps that you can take to protect your credit rating, some of which are spelled out in this notice.

The union immediately requested that Military Sealift Fleet Support Command (MSFSC) take a number of actions to protect all the CIVMARS affected by this breach. In summary, the union requested a) that MSC implement a credit monitoring program for all affected CIVMARS; b) that MSC pay for a credit security "freeze" for each affected CIVMARS, or reimburse each CIVMARS for the cost of such freeze and associated costs of the credit freeze process; c) that MSC provide assurances to the union that each affected CIVMARS's security clearances will not be affected by the unauthorized disclosures of personal and financial information in the SF 50s; and d) that CIVMARS be afforded sufficient official time and access to computers aboard vessels to monitor their credit.

As a result of strong, timely union advocacy, MSC has agreed to implement the credit monitoring program for affected CIVMARS. **Please note that MSC has advised the union that they have determined that no West Coast CIVMARS were affected by this breach in personal information.** The union is waiting to hear what other steps MSC will be taking and we anticipate that there will be continued changes to this situation.

As a result of MSC's failure to implement certain protections for CIVMARS, the union has filed grievances in the hope that MSC will take appropriate action, and if not, request that an arbitrator award CIVMARS the protections the union has requested and provide a monetary award under the Privacy Act.

The results of these grievances may take time. The SIU wants to assist affected CIVMARS. The union would like you to know that there are ways you can protect yourself now. Here are the steps you can take.

## Review Your Credit Reports Regularly

To protect yourself against identity theft you should regularly review your consumer credit reports for suspicious activity utilizing the credit monitoring service MSC has agreed to purchase. If you need further assistance you can also contact your union representative.

## Place a Fraud Alert on Your Credit Reports

You can limit the likelihood of someone fraudulently opening credit in your name by requesting that a fraud alert be placed on your credit reports. By requesting a fraud alert, creditors who review your report will know that you either suspect identity theft or are actually a victim of identity theft. Knowing this, creditors are less likely to open a new account without first verifying the identity of the person applying for credit.

There are two types of fraud alerts. You may place a 90-day fraud alert on your credit reports or you may place a seven-year fraud alert on your credit reports. By requesting a seven-year alert you also will be removed from various telephone and mailing marketing lists for a period of five years.

To request a fraud alert you need only contact one of the three credit reporting services. They will notify the other two.

## Placing a Security Freeze on Your Credit Reports

A security freeze is a very high level of identity theft protection. You will not need to check your credit reports as often if you place a security freeze on your credit reports.

You can prevent someone from fraudulently opening credit in your name by requesting that a security freeze be placed on your credit report. When you "freeze" your report, creditors will not have access to your credit information. Since creditors will not issue new credit to someone without first reviewing his or her credit report, an imposter will be unable to obtain credit using your name.

When you request a security freeze, the credit reporting service will issue you a unique Personal Identification Number. With your PIN you can "thaw" or lift the security freeze for a particular creditor or specific period of time.

In most states, you can place a security freeze on your report free of charge if you have been a victim of identity theft. However, if you only suspect identity theft, you may have to pay a fee to "freeze" and "thaw" your credit report. The exact amount that you may be charged depends on the state where you live.

Visit [http://www.consumersunion.org/campaigns/learn\\_more/003484indiv.html](http://www.consumersunion.org/campaigns/learn_more/003484indiv.html) for more information on security freeze fees.

## Other Steps to Protect Yourself

Monitor bank and credit-card accounts regularly to spot any questionable charges and report them immediately. You

can spot fraud more quickly by checking online instead of waiting for monthly statements.

Open what appears to be credit-card junk mail before tossing it. Make sure that it isn't a letter alerting you about new accounts opened in your name or an address change that you haven't authorized.

Don't carry your Social Security card in your wallet.

Shred documents with personally identifying information, such as driver's license and financial-account numbers, before discarding them.

## Helpful Resources

### Credit reporting services and addresses:

Equifax: 1-888-567-8688  
Equifax Credit Information Services, Inc  
P.O. Box 740241  
Atlanta, GA 30374

TransUnion Fraud Victim Assistance Department  
P.O. Box 6790  
Fullerton, CA 92834  
Victim Assistance Department: 1-800-680-7289

Experian: 1-888-397-3742

To receive your free annual MIB consumer file compiled by US life insurance companies go to [www.mib.com](http://www.mib.com) or call 866-692-6901. If you find lists of medical conditions and tests that do not belong to you, this may be an indication of ID theft.

To stop prescreened credit card offers, call toll free: 888-567-8688

To be removed from many lists for marketing mail, calls and email, visit:

<http://www.dmaconsumers.org/cgi/offmailinglist>  
<http://www.dmaconsumers.org/cgi/offtelephone>  
[http://www.dmaconsumers.org/consumers/optout-form\\_emps.shtml](http://www.dmaconsumers.org/consumers/optout-form_emps.shtml)

For information on the federal "Do Not Call" list to avoid telemarketer calls, see:

<https://www.donotcall.gov/default.aspx>

Privacy Rights Clearinghouse step-by-step information for identity theft victims: <http://www.privacyrights.org/identity.htm>;  
<http://www.privacyrights.org/fs/fs17-it.htm>.

For information in Spanish for victims of identity theft: [http://www.privacyrights.org/spanish/pi17\(g\).htm](http://www.privacyrights.org/spanish/pi17(g).htm).

Para información en español para víctimas del robo de identidad:

[http://www.privacyrights.org/spanish/pi17\(g\).htm](http://www.privacyrights.org/spanish/pi17(g).htm).

Privacy Rights Clearinghouse (a nonprofit organization) provides more in-depth information at:

<http://www.privacyrights.org/fs/fs17a.htm>

Federal Trade Commission toll-free consumer identity theft hotline: 877-IDTHEFT or (877) 438-4338; <http://www.consumer.gov/idtheft> (online consumer complaint form).

Comprehensive consumer brochures for ID theft prevention and for victims of identity theft:

<http://www.ftc.gov/bcp/online/pubs/credit/idtheftmini.htm>, <http://www.ftc.gov/bcp/online/pubs/credit/idtheft.htm>

If you need additional assistance you can call or e-mail your union representatives:

Kate Hunt: [khunt@seafarers.org](mailto:khunt@seafarers.org), 718-499-6600 Ext: 223

Maurice Cokes [rookes@seafarers.org](mailto:rookes@seafarers.org), 757-575-9716

## USNS Pathfinder Participates in Demonstration

The U.S. Military Sealift Command oceanographic survey ship *USNS Pathfinder*, operated by Seafarers-contracted Horizon Lines, finished a 10-day demonstration of at-sea capabilities on the Black Sea with Ukraine's Department of Underwater Heritage Sept. 17.

During the demonstration, civilian surveyors from the Naval Oceanographic Office Institute for Exploration and Ukraine's Department of Underwater Heritage were scheduled to work together to search for downed vessels.

According to the Institute for Exploration's preliminary cruise report, at least 15 shipwrecks were identified during the mission, including German World War II submarine U-18 and World War I Russian minelayer RUS Prut.

U-18 was the first target the oceanographers identified using underwater video capabilities with a remotely operated vehicle, or ROV.

The *Pathfinder* is one of seven oceanographic survey ships operated by Horizon for MSC. These noncombatant ships are a unique part of the U.S. Navy's fleet tasked with learning more about the world's oceans and undersea environment, according to the agency.

"For the crew, this is an opportunity to take the ship somewhere we have not been before, and that is always a very exciting event," said the *Pathfinder's* civilian master, Capt. Troy Erwin. "The data we will collect in Ukrainian territorial waters will improve the navigation-



The SIU-crewed *USNS Pathfinder* is operated by Horizon Lines.

al accuracy of charts used in this area for many ships."

In May 2008, the *Pathfinder* collaborated with Estonian naval forces to search for the Kaleva, a commercial aircraft that exploded over the Gulf of Finland after taking off from the Tallinn airport in June 1940.

The Naval Oceanographic Office employs approximately 1,100 civilian, military and contract personnel and is responsible for providing oceanographic products and services to the U.S. Department of Defense.

## Paul Hall Center Offers Career Advancement

The SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. The center features top-notch training from experienced instructors and state-of-the-art equipment and facilities. The school offers courses for mariners sailing in the deck, engine and steward departments. Below is a quick look at one of those classes. For more information about the center and its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075; call (301) 994-0010; or visit the Paul Hall Center section of [www.seafarers.org](http://www.seafarers.org). Course dates are listed on page 25 of this issue of the LOG and also are carried on the web site.

### Deck Department Spotlight

#### Apprentice Mate (Steersman)

The Paul Hall Center's 103-hour Apprentice Mate (Steersman), Near Coastal course is a self-certifying course for mariners who are employed, or may be employed, on uninspected towing vessels sailing under U.S. flag or registered/document under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Apprentice Mate (Steersman) of Towing Vessels (Near Coastal and Great Lakes; —OR—(2) the examination requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.

209(c)(iii) for renewal of a license as Master of Towing Vessels (Near Coastal and Great Lakes) provided that they also provide evidence of service in the towing industry before May 21, 2001, AND that the requirements of 46 CFR 10.464(h) are also met. After obtaining the requisite sea service and fulfilling other U.S. Coast Guard (USCG) requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected towing vessel; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Successful students will be issued a certificate of completion for an Apprentice Mate (Steersman), Near Coastal course.

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements: Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation OR equivalent course OR experience as determined by the instructor; valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)



# Your Vote is Vital on November 4

Election Day, November 4, is a critical day for all Americans. It's the day the nation's citizens will decide the course of the country for years to come.

This Election Day, America will not only select a president and vice president but also members of the Senate, House of Representatives and officials at the state and local levels.

Seafarers understand how politics affects their livelihoods. They know it's important to ask which candidates support the Jones Act, cargo preference and the Maritime Security Program. They know it's vital to identify which candidates support working families.

As always, the union encourages members to support pro-maritime, pro-labor candidates on Election Day.

In addition to the information published on this page, Seafarers may take advantage of election-related resources offered on the internet. They include the AFL-CIO web site, [www.aflcio.org](http://www.aflcio.org).

Some issues and positions cited as critical by the federation include:

## The Employee Free Choice Act

The AFL-CIO notes that America's working families are struggling to make ends meet and the middle class is disappearing. The best opportunity working people have to get ahead economically is by joining together in unions to bargain with employers for better wages and benefits. But the current system for forming unions and bargaining is broken. Employers routinely intimidate, harass, coerce and even fire workers who try to form unions and bargain for economic wellbeing. The Employee Free Choice Act (H.R. 800, S. 1041) would level the playing field for workers and employers and restore our freedom to choose a union.

## Health Care

America has a health care crisis. Forty-seven million Americans have no health insurance, while millions more are feeling the pressure of skyrocketing costs and inadequate coverage. The system needs serious, comprehensive reform that will provide guaranteed, affordable health care for all.

## Trade & Manufacturing

U.S. trade deals in recent years have cost America's workers millions of jobs and lowered living and working standards for workers globally. The next president must fight for a trade policy that supports working families here and abroad.

## Retirement Security

After a lifetime of work, retirees deserve a basic level of security. But, employer-provided pensions are disappearing and Social Security is under threat. The next president must strengthen Social Security and not allow dangerous privatization schemes. Additionally, workers' pensions and retirement savings must be protected.

## Education

Every child deserves a world-class public education and access to affordable higher education. America's future – our ability to compete globally and grow economically – depends on what we're willing to provide to our children.

## Where to Turn?

There are resources available to help make the voting process easier. Two components of voting concerning members in the maritime industry are voter registration and absentee voting.

The AFL-CIO's web site contains a section titled Working Families Vote 2008. The section is an online center to provide a comprehensive voter guide that fosters civic participation among working people and encourages them to register and vote by informing and engaging them on key working family issues and the presidential candidates' records and positions on the issues.

The full web address is:  
<https://ssl.capwiz.com/aflcio/e4/nvra/>

Voters may also turn to the Federal Voting Assistance Program's web site: [www.fvap.gov](http://www.fvap.gov)

The program helps military members, mariners and others who cannot vote in their state of residence register to vote and also provides assistance with absentee voting.

Also, information on voter registration and absentee voting was sent to all SIU halls last month.



## State Voter Registration Deadlines

- Alabama - Friday, Oct. 24
- Alaska - Sunday, Oct. 5 (postmark by Saturday, Oct. 4)
- Arizona - Monday, Oct. 6
- Arkansas - Monday, Oct. 6
- California - Monday, Oct. 20
- Colorado - Monday, Oct. 6
- Connecticut - Tuesday, Oct. 21
- Delaware - Saturday, Oct. 11
- District of Columbia - Monday, Oct. 6
- Florida - Monday, Oct. 6
- Georgia - Monday, Oct. 6
- Hawaii - Monday, Oct. 6
- Idaho - Register at Polls
- Illinois - Tuesday, Oct. 7
- Indiana - Monday, Oct. 6
- Iowa - Friday, Oct. 24
- Kansas - Monday, Oct. 20
- Kentucky - Monday, Oct. 6
- Louisiana - Monday, Oct. 6
- Maine - Tuesday, Oct. 21
- Maryland - Tuesday, Oct. 14
- Massachusetts - Wednesday, Oct. 15
- Michigan - Monday, Oct. 6
- Minnesota - Tuesday, Oct. 14
- Mississippi - Monday, Oct. 6
- Missouri - Wednesday, Oct. 8
- Montana - Monday, Oct. 6 (or same day at elections office)
- Nebraska - Friday, Oct. 24 (mail by Fri, Oct. 17)
- Nevada - Tuesday, Oct. 14
- New Hampshire - Same Day
- New Jersey - Tuesday, Oct. 14
- New Mexico - Tuesday, Oct. 7
- New York - Friday, Oct. 10
- North Carolina - Friday, Oct. 10
- North Dakota - N/A
- Ohio - Monday, Oct. 6
- Oklahoma - Friday, Oct. 10
- Oregon - Tuesday, Oct. 14
- Pennsylvania - Monday, Oct. 6
- Rhode Island - Saturday, Oct. 4
- South Carolina - Saturday, Oct. 4
- South Dakota - Monday, Oct. 20
- Tennessee - Monday, Oct. 6
- Texas - Monday, Oct. 6
- Utah - Monday, Oct. 6 or in person Tuesday, Oct. 28
- Vermont - Wednesday, Oct. 29
- Virginia - Monday, Oct. 6
- Washington - Monday, Oct. 4 (or Mon, Oct. 20 in person)
- West Virginia - Wednesday, Oct. 15
- Wisconsin - Wednesday, Oct. 15 (or Mon, Nov. 3 at office)
- Wyoming - Can register at polls

### SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

Under federal law, a participant and his or her dependents have the right to elect to continue their Plan coverage in the event that they lose their eligibility. This right is granted by the Consolidated Omnibus Budget Reconciliation Act, better known as "COBRA." The COBRA law allows a participant and his or her dependents to temporarily extend their benefits at group rates in certain circumstances where coverage under the Plan would otherwise end.

A participant and his or her dependents have a right to choose this continuation coverage if they lose their Plan coverage because the participant failed to meet the Plan's seetime requirements. In addition, a participant and his or her dependents may have the right to choose continuation coverage if the participant becomes a pensioner ineligible for medical benefits.

The participant's dependents may also elect continuation coverage if they lose coverage under the Plan as the result of the participant's (1) death; (2) divorce; or (3) Medicare eligibility. A child can also elect COBRA if as the result of his or her age, he or she is no longer a dependent under the Plan rules.

If a member and his or her dependents feel that they may qualify, or if they would like more information concerning these rights, they should contact the Plan office at 5201 Auth Way, Camp Springs, MD 20746. Since there are important deadlines that apply to COBRA, please contact the Plan as soon as possible to receive a full explanation of the participant's rights and his or her dependents' rights.

## Are You Receiving All Your Important Mail?

To help ensure that each active SIU member and pensioner receives the *Seafarers LOG*—as well as other important mail—correct home addresses must be on file with the union.

Those who recently have moved or feel that they are not getting their union mail, should use the form at right to update their home addresses. An individual's home address is his/her *permanent* address. Unless otherwise specified, this is where all official union documents will be sent.

Individuals receiving more than one copy of the *LOG*, those who have changed their address and those whose names or addresses are misprinted or incomplete, should fill out the form and send it to: Seafarers International Union, Address Correction Dept., 5201 Auth Way, Camp Springs, MD 20746. Corrections via e-mail should be sent to [kclements@seafarers.org](mailto:kclements@seafarers.org)

### HOME ADDRESS FORM

(Please Print)

Name: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Address: \_\_\_\_\_

Social Security No.: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No.: \_\_\_\_\_

Active SIU     Pensioner     Other \_\_\_\_\_

*This will be my permanent address for all official union mailings.  
This address should remain in the union file unless otherwise changed by me personally. 10/08*



## Notice/Reminder NMU Vacation Benefits

As reported at the August membership meetings and in previous editions of the LOG, the NMU Vacation Fund merged into the Seafarers Vacation Plan on Jan. 1, 2007. As a reminder, if a member had 30 days of covered employment up to and including Dec. 31, 2006, for which the member has not yet collected a vacation benefit from the NMU Vacation Fund, he or she is eligible to apply for such earned and uncollected benefits from the Seafarers Vacation Plan at any time on or before Dec. 31, 2008.

Please be aware that the Seafarers Vacation Plan allows participants to collect accrued vacation benefits while working in covered employment and, thus, members will be eligible to collect the vacation benefits which they accrued under the NMU Fund at any time on or before Dec. 31, 2008, even if those members continue to work in covered employment. However, as of Jan. 1, 2009, all uncollected vacation benefits that members accrued under the NMU Fund will expire.

For more information, contact the vacation/records department at headquarters: (301) 899-0675.

## November & December 2008 Membership Meetings

Piney Point.....	Monday: November 3, December 8
Algonac.....	Friday: November 7, December 12
Baltimore.....	Thursday: November 6, December 11
Boston.....	Friday: November 7, December 12
Guam.....	Thursday: November 20, Friday: December 26
Honolulu.....	Friday: November 14, December 19
Houston.....	Monday: November 10, December 15
Jacksonville.....	Thursday: November 6, December 11
Joliet.....	Thursday: November 13, December 18
Mobile.....	Wednesday: November 12, December 17
New Orleans.....	Wed.: November 12, Tuesday: December 16
New York.....	Tuesday: November 4, December 9
Norfolk.....	Thursday: November 6, December 11
Oakland.....	Thursday: November 13, December 18
Philadelphia.....	Wednesday: November 5, December 10
Port Everglades.....	Thursday: November 13, December 18
San Juan.....	Thursday: November 6, December 11
St. Louis.....	Friday: November 14, December 19
Tacoma.....	Friday: November 21, December 26
Wilmington.....	Monday: November 17, December 22

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

## Attention Seafarers



# Dispatchers' Report for Deep Sea

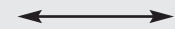
August 16, 2008 - September 15, 2008

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	3	0	1	2	0	0	4	4	1
Anchorage	1	5	0	0	4	0	1	1	6	0
Baltimore	9	8	0	5	2	0	1	12	11	0
Fort Lauderdale	10	19	3	15	6	5	1	13	30	1
Guam	4	3	1	3	5	2	0	2	6	1
Honolulu	9	9	1	2	8	0	1	11	12	1
Houston	34	26	2	38	26	0	13	63	39	3
Jacksonville	30	19	6	21	14	2	13	55	36	8
Joliet	0	0	1	2	0	1	0	1	5	1
Mobile	13	7	3	13	7	2	6	23	15	1
New Orleans	14	12	2	9	11	1	5	31	12	3
New York	50	19	5	33	16	1	18	82	37	7
Norfolk	6	21	3	11	15	3	6	16	29	8
Oakland	33	13	2	17	11	3	17	47	21	1
Philadelphia	3	3	2	3	4	1	3	5	8	2
Piney Point	0	18	0	3	4	1	1	0	9	0
Puerto Rico	0	18	0	3	4	0	4	13	17	2
St. Louis	1	4	0	2	2	0	1	0	10	2
Tacoma	47	27	2	37	21	4	18	68	36	2
Wilmington	26	22	5	17	10	1	10	54	37	8
<b>Totals</b>	<b>294</b>	<b>251</b>	<b>39</b>	<b>233</b>	<b>177</b>	<b>26</b>	<b>119</b>	<b>501</b>	<b>380</b>	<b>52</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	2	0	0	1	0	0	0	2	0
Anchorage	0	2	1	0	0	0	0	0	4	1
Baltimore	3	6	0	5	4	0	1	3	3	2
Fort Lauderdale	4	6	2	7	5	2	7	11	10	2
Guam	0	2	0	2	3	0	0	1	3	1
Honolulu	7	4	0	9	3	0	3	11	6	1
Houston	15	7	1	13	11	0	4	27	16	2
Jacksonville	12	15	0	20	13	0	7	24	24	5
Joliet	1	0	0	0	0	1	0	1	2	0
Mobile	5	2	0	7	2	0	1	9	7	1
New Orleans	6	3	0	7	5	0	2	9	3	2
New York	9	9	0	9	8	2	6	21	20	3
Norfolk	11	18	4	8	16	1	6	13	19	4
Oakland	12	10	3	9	4	2	8	18	12	4
Philadelphia	4	2	0	4	0	0	0	4	4	0
Piney Point	2	4	0	1	3	0	1	2	5	2
Puerto Rico	4	3	0	2	4	0	1	7	4	0
St. Louis	0	3	1	0	1	2	0	1	8	0
Tacoma	21	18	1	6	12	2	6	35	22	1
Wilmington	9	9	2	9	4	1	6	15	16	7
<b>Totals</b>	<b>125</b>	<b>128</b>	<b>16</b>	<b>108</b>	<b>100</b>	<b>15</b>	<b>52</b>	<b>213</b>	<b>190</b>	<b>36</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	3	2	0	2	1	0	0	2	3	0
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	1	2	0	0	3	0	1	4	1	0
Fort Lauderdale	6	5	2	4	12	1	4	11	8	1
Guam	3	3	0	2	2	0	0	4	1	0
Honolulu	14	4	0	7	1	0	5	18	7	0
Houston	11	10	1	18	6	0	3	29	10	1
Jacksonville	15	7	1	13	2	0	6	31	13	2
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	6	3	1	6	3	0	2	9	3	1
New Orleans	8	4	1	5	5	0	1	9	5	1
New York	21	10	0	20	4	0	10	35	13	2
Norfolk	6	9	1	10	7	3	2	7	20	1
Oakland	24	5	0	13	3	1	8	36	8	0
Philadelphia	4	1	0	2	1	0	1	7	0	0
Piney Point	3	2	0	3	2	0	0	6	1	0
Puerto Rico	1	3	0	1	1	0	0	3	4	0
St. Louis	0	0	1	1	1	1	0	0	1	0
Tacoma	14	8	1	11	8	0	8	24	8	1
Wilmington	26	4	2	20	1	0	6	36	7	3
<b>Totals</b>	<b>174</b>	<b>84</b>	<b>9</b>	<b>143</b>	<b>54</b>	<b>6</b>	<b>56</b>	<b>274</b>	<b>118</b>	<b>12</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	1	1	1	0	0	1	0	1	1	3
Anchorage	0	2	0	0	3	0	0	0	2	0
Baltimore	0	7	0	0	4	0	0	0	5	0
Fort Lauderdale	0	7	6	0	2	3	0	0	13	10
Guam	0	4	0	0	2	0	0	0	6	2
Honolulu	0	5	5	3	3	4	0	4	11	11
Houston	3	16	6	5	13	6	0	5	38	9
Jacksonville	1	17	8	0	13	8	0	3	29	24
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	0	2	4	0	5	2	0	2	7	3
New Orleans	0	3	1	0	4	2	0	0	3	2
New York	9	27	7	4	16	3	0	10	61	14
Norfolk	0	15	7	1	10	5	0	1	23	29
Oakland	4	14	6	3	7	3	0	7	35	19
Philadelphia	0	1	1	0	0	0	0	0	2	1
Piney Point	0	10	11	0	8	10	0	0	3	8
Puerto Rico	0	2	0	0	1	0	0	0	7	0
St. Louis	0	1	0	0	0	0	0	0	1	1
Tacoma	5	20	6	5	16	4	0	4	26	7
Wilmington	3	11	9	2	3	2	0	4	21	15
<b>Totals</b>	<b>26</b>	<b>165</b>	<b>79</b>	<b>23</b>	<b>110</b>	<b>54</b>	<b>0</b>	<b>41</b>	<b>294</b>	<b>158</b>
<b>Totals All Departments</b>	<b>619</b>	<b>628</b>	<b>143</b>	<b>507</b>	<b>441</b>	<b>101</b>	<b>227</b>	<b>1029</b>	<b>982</b>	<b>258</b>



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# TWIC Deadline for Mariners: April 15, 2009

Seafarers are reminded that April 15, 2009 is the deadline for U.S. mariners to obtain the government-mandated Transportation Worker Identification Credential (TWIC). The U.S. Department of Homeland Security in May announced the revised deadline; the original cutoff date was Sept. 25, 2008.

By law, all U.S. Coast Guard-credentialed mariners with active merchant mariner documents (MMDs), licenses, and/or certificates of registry, with or without an STCW endorsement, must hold a valid TWIC 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 appli-

cant who does not hold a valid TWIC.

The SIU encourages members to enroll for the TWIC as soon as possible. To apply for a TWIC, a mariner must first enroll at any TWIC enrollment center. Pre-enrollment through the Transportation Security Administration (TSA) web site ([www.tsa.gov/twic](http://www.tsa.gov/twic)) is supposed to expedite the processing time at the center. Mariners will need to pick up their TWICs, after being notified that they are ready, at the same enrollment center where they applied.

In order to ensure the information on TWIC applications is forwarded to the Coast Guard for the processing of individuals' merchant mariner credential applications, they must identify themselves as mariners at TWIC enrollment centers. Mariners also must provide proof of citi-

zenship and/or alien status along with Social Security number. Step-by-step instructions on the entire process have been published in prior editions of the LOG; they also are available on the web both at [www.seafarers.org](http://www.seafarers.org) and at the TSA web site.

Seafarers also are asked to occasionally visit the SIU web site and/or check with their port agents for the latest TWIC news. The TSA TWIC web site now includes a link where individuals may check the status of their card and/or schedule a time to pick it up.

**FOR MORE INFORMATION**

- On the web: [www.tsa.gov/twic](http://www.tsa.gov/twic)
- Phone: TWIC Program Help Desk, 1-866-DHS-TWIC (1-866-347-8942)
- By email: [credentialing@dhs.gov](mailto:credentialing@dhs.gov)

## USNS Byrd Joins 7th Fleet

The U.S. Military Sealift Command (MSC) dry cargo/ammunition ship *USNS Richard E. Byrd* entered the waters of the U.S. Navy's 7th Fleet on July 24, marking the first Lewis and Clark-class multi-product combat logistics support ship in service to the 52 million-square-mile region. The *Byrd* replaces MSC combat stores ship *USNS Niagara Falls*, which has been forward-deployed supporting 7th Fleet since 1994.

The *USNS Byrd's* crew includes members of the SIU Government Services Division.

Though the entry into the fleet's territorial waters was unceremonious, it signaled a significant change for Logistics Group Western Pacific, also known as Commander Task Force 73, which will operationally control the ship while in theater.

"This ship will enable our command to provide the warfighter with a level of support that is unprecedented," said Rear Adm. Nora Tyson, CTF 73 commander. "It brings a much more robust capability to the fight."

The 689-foot-long underway replenishment vessel, known as a T-AKE, replaces the current capability of the Kilauea-class ammunition ships and Mars-class combat stores ships, and it also possesses the capability to refuel ships at sea.

"The combat stores ships are extremely capable and



SIU CIVMARS are sailing aboard the *USNS Byrd*, one of MSC's newest vessels.

have developed a real 'can-do' culture for any mission in 7th Fleet. However, having the T-AKE as a one-stop logistics ship in the Navy's largest theater will significantly improve the flexibility of our operations," said Capt. Jim Smart, CTF 73 assistant chief of staff for logistics. "While we say a sad farewell to *Niagara Falls* and honor her many years of fine service and her reputation for professional excellence, we welcome and are glad to have *Byrd* and its crew on the Navy team in the Western Pacific."

The *Byrd* has a crew of 124 civil service mariners working for MSC as well as a military detachment of 11 sailors who provide operational support and supply coordination. When needed, the vessel can also carry a supply detachment.

## Keel Laid for New Missile Range Instrumentation Ship

Shipyard workers at VT Halter Marine Inc., laid the keel for the Navy's newest missile range instrumentation ship (T-AGM 25) during a ceremony Aug. 13 in Pascagoula, Miss. Assistant Secretary of State for Verification, Compliance and Implementation Paula A. Desutter authenticated the keel laid "straight and true."

The T-AGM 25 eventually is scheduled to replace the Seafarers-contracted *USNS Observation Island*, a 50-year-old Mariner-class ship converted in 1980 for its current role. According to the Defense Department, the still-unnamed T-AGM 25 will collect ballistic missile data in support of international treaty verification using the Cobra

Judy Replacement radar system being jointly developed by Raytheon and Northrop Grumman.

"The proliferation of advanced ballistic missile technology around the world guarantees that this ship will be a vital asset to the United States and its allies," said Bilyana Anderson, the program manager for auxiliary ships, small boats and craft in the U.S. Navy's Program Executive Office for Ships. "*USNS Observation Island* has ably served the Navy and the nation in this role for more than two decades, and T-AGM 25 will continue that proud tradition for years to come."

The T-AGM 25 is scheduled for delivery in 2010.

## Pics-From-The-Past



Getting out the vote is nothing new for the SIU, as shown in these undated file photos.



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



# Welcome Ashore

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



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

## DEEP SEA

### JESSE GREER

Brother Jesse Greer, 67, joined the union in 1964 while in the port of New York. He first sailed on the *Del Norte*.

Brother Greer worked in the deck department. He upgraded his skills on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Greer's last vessel was the *Buenos Aires*. He is a New Orleans resident.



### RICKIE JUZANG

Brother Rickie Juzang, 54, signed on with the Seafarers in 1970. Brother Juzang was born in Alabama.



He attended classes often at the Piney Point school. The U.S. Army veteran worked in the steward department. Brother Juzang's final trip was aboard the *Maersk California*. He now resides in Phenix City, Ala.

### SANTOS PASTORIZA

Brother Santos Pastoriza, 65, was born in Puerto Rico. He became an SIU member in 1964.

Brother Pastoriza initially sailed on the *Commander* in the engine department.



He enhanced his seafaring abilities in 1985 at the union-affiliated school in Piney Point, Md. Brother Pastoriza's most recent voyage was aboard the *Santa Clara*. He makes his home in Staten Island, N.Y.

### RICHARD PICKETT

Brother Richard Pickett, 65, donned the SIU colors in 1962. His first trip to sea was on a ship operated by AH Bull Steamship Company. Brother Pickett was born in New York and worked in the steward department. His final voyage was aboard the *Guayama*. Brother Pickett calls Franklin Square, N.Y., home.

## INLAND

### JIMMY SALOOM

Brother Jimmy Saloom, 54, first went to sea in 1990 with Crowley Towing of Jacksonville. He was born in Alabama. Brother Saloom upgraded frequently at

the maritime training center in Piney Point, Md. He last sailed in the steward department on the *Gulf Reliance*. Brother Saloom is a resident of Brewton, Ala.



### ROBERT STEPHENS

Brother Robert Stephens, 62, began shipping with the SIU in 1979. He primarily worked



aboard vessels operated by Steuart Transportation Company. Brother Stephens continues to live in his native state of North Carolina.

## GREAT LAKES

### LARRY DAHL

Brother Larry Dahl, 62, joined the union in 1970 while in the port of Duluth, Minn. He originally shipped on a Michigan Tankers vessel. Brother Dahl was born in Minnesota and sailed in the deck department. In 2002, he visited the Piney Point school to enhance his skills. Brother Dahl most recently worked aboard the *Walter J. McCarthy*. He settled in Superior, Wis.

### ROBERT HAMMER

Brother Robert Hammer, 66, signed on with the union in 1962. His earliest trip to sea



was on the *Lemmerhirt*. Brother Hammer sailed in the deck department. His final voyage was aboard a Great Lakes Towing Company vessel. Brother Hammer resides in Tonawanda, N.Y.

### DAVID MATTHES

Brother David Matthes, 65, started sailing with the SIU in 1990



while in the port of Algonac, Mich. The engine department member was born in Alpena, Mich. Brother Matthes' first ship was the *St. Clair*. He upgraded in 2003 at the Paul Hall Center in Piney Point, Md. Brother Matthes last shipped on the *Mary's Challenger*. He continues to make his home in Michigan.

### WILLIAM ROOT

Brother William Root, 56,

became a Seafarer in 1971. He initially sailed aboard the *George Goble* as a member of the deck department. Brother Root was born in Wisconsin. He attended classes at the SIU-affiliated school in 2002. Brother Root's most recent voyage was on the *Presque Isle*. He is a resident of Ashland, Wis.

### ANTHONY WILLOUGHBY

Brother Anthony Willoughby, 62, was born in Duluth, Minn. He donned the SIU colors in 1968. Brother Willoughby was first employed with Zenith Dredge Company. His final voyage was aboard a Great Lakes Towing Company vessel. Brother Willoughby calls Superior, Wis., home.

*Editor's note: The following brothers, all former members of the National Maritime Union (NMU), recently went on pension.*

### BERNARD FANUNICIAL

Brother Bernard Fanunicial, 67, began his seafaring career in 1975 from the port of New York. His first voyage was on the *Texaco Wisconsin*. Brother Fanunicial was born in the Philippines and shipped in



the engine department. His last vessel was the *Horizon Tiger*.

### CHARLES HAGGINS

Brother Charles Haggins, 64, joined the NMU in 1994. He was born in Hot Springs, N.C. Brother Haggins originally sailed aboard the *Sea Isle City*. He most recently worked in the deck department on the *USNS Lt. Harry L. Martin*. Brother Haggins lives in Newport, Tenn.



### ANTHONY MONTOYA

Brother Anthony Montoya, 60, signed on with the NMU in 1964 while in the port of San



Francisco. His earliest trip was aboard the *Beria Victory*. Brother Montoya was born in San Francisco. His final voyage was on a vessel operated by U.S. Lines.

### LUCIO PIRES

Brother Lucio Pires, 62, first went to sea in 1980. He initially shipped aboard the *American*

### Eagle.

Brother Pires was born in Cape Verde. The steward department member last sailed on the *Green Ridge*. Brother Pires resides in Providence, R.I.



### ARCHIE SANKAR

Brother Archie Sankar, 66, started sailing with the NMU in 1975 from the port of New York. He was born in South America. Brother Sankar's first ship was the *Export Courier*; his last was the *Tyco Decisive*. He is a resident of Kissimmee, Fla.

### ROBERT TROY

Brother Robert Troy, 65, became a union member in 1967 while in Port Arthur, Texas. He originally shipped on the *Gulf Lion* as a member of the steward department but later switched to the engine department. Brother Troy is a Texas



native. His most recent voyage was aboard the *Lykes Discoverer*. He came ashore to work for the union in 1999 and remained there after the SIU-NMU merger in 2001.

## 1939

On Wednesday, October 2, 1939 in Savannah, Ga., delegates from the Atlantic, Gulf and Great Lakes Districts met for the purpose of drafting a constitution for the Seafarers International Union. In addition to the basic constitution, issues to be voted included the shipping rules, hospital and strike assessments and a constitutional amendment that provided that in order to become a member, a man must be a citizen.

The constitution was adopted by a vote of 1,225 in favor and 180 opposed. The votes on the constitutional amendment, the shipping rules and the assessments likewise carried by large majorities.

## 1945

Final triumph over Japan involved heavy cost to the American Merchant Marine in ships and men, reports the War Shipping Administration. A total of 130 merchant vessels were sunk in the Pacific over the duration of the war by Japanese suicide fliers, shell fire, torpedo attacks and bombings, plus another 128 were lost off the Philippines and 30 off Okinawa. Other ships were sunk in the Indian Ocean by both Japanese and Nazis. General Douglas MacArthur said of the merchant marine, "They have brought our lifeblood and they have paid for it with some of their own."

## 1957

Seafarer William Velazquez was awarded a Coast Guard citation for "exemplary conduct and

heroism" in rescuing a shipmate from drowning in shark-infested waters off Iraq. Velazquez was bosun aboard the *Steel Worker* when James Downey had fallen overboard off a stage while spot chipping and landed in the water unconscious after hitting the ship and dock as he fell. Velazquez dove into the shark-infested water after Downey. When he couldn't find Downey he went under water again and was able to grab his arm and pulled him to the surface.

According to the citation, "Without hesitation, with utter disregard of your personal safety but knowing a current existed and the area was infested with sharks, you immediately jumped into these dangerous waters and were successful in locating and saving the unconscious man."

## 1973

The crew of the SIU-manned *Falcon Princess* was praised by the U.S. Navy for conducting the first-ever, at-sea refueling of an amphibious vessel by a civilian charter tanker. The tanker pumped more than 158,000 gallons of oil to the *USS Blue Ridge* in just one hour and 10 minutes. The transfer was part of a Military Sealift Command program examining the feasibility of using civilian owned and manned vessels to support the operation of military vessels under MSC's Charger Log IV Program – a test program that helped set the stage for future civilian charter ship and military vessel cooperation.

# This Month In SIU History



# Final Departures

## DEEP SEA

### SAID ABDULLAH

Brother Said Abdullah, 44, passed away May 29. He started shipping with the union in 1990. Brother Abdullah was born in Yemen. He sailed in the steward department, originally on the *Independence*. Brother Abdullah was last employed aboard the *Horizon Falcon*. He called Dearborn, Mich., home.

### SAMIR BECKFORD

Brother Samir Beckford, 37, died May 18. He donned the SIU colors in 1999. Brother Beckford's first voyage was on the *Sgt. Matej Kocak*. He worked in both the engine and steward departments. Brother Beckford was born in Honduras. He most recently shipped aboard the *Observation Island*. Brother Beckford lived in Pembroke Pines, Fla.

### RICHARD ERBE

Pensioner Richard Erbe, 84, passed away May 11. Brother Erbe, a member of the deck department, began sailing with the Seafarers in 1952. He initially shipped from the port of New York on an Interocean American Shipping vessel. Brother Erbe was born in Ohio. His last trip to sea was aboard the *Del Mar*. Brother Erbe retired in 1975 and made his home in Shepherd, Texas.



### EDWARD GOOCH

Pensioner Edward Gooch, 69, died June 17. Brother Gooch joined the union in 1967. He first worked on an Anchorage Tanker Corporation vessel as a member of the deck department. Brother Gooch was born in the Philippines. His final voyage was aboard the *El Faro*. Brother Gooch began receiving his pension in 2003 and resided in Puerto Rico.



### GUY LEARY

Brother Guy Leary, 38, passed away May 30. He became an SIU member in 1989 while in Piney Point, Md. Brother Leary's earliest trip was on the *USNS Desteiguer*. The engine department member was born in Edmonds, Wash. Brother Leary most recently sailed aboard the *North Star*. He was a resident of his native state.



### BILLIE MASON

Pensioner Billie Mason, 76, died May 27. Brother Mason signed on with the Seafarers in 1952. His earliest voyage was on the *Edith*. Brother Mason was born in Tennessee and shipped in the deck department. Prior to his retire-



ment in 1996, he worked aboard the *El Faro*. Brother Mason settled in Jackson, Tenn.

### LARRY MORGAN

Brother Larry Morgan, 59, passed away April 23. He was born in Maryland. Brother Morgan began sailing with the SIU in 1978 while in Seattle. His first ship was the *Golden Monarch*; his last was the *Marilyn*. Brother Morgan was a member of the deck department. He called Dallas home.

### JOHN NASH

Pensioner John Nash, 89, died June 27. Brother Nash donned the SIU colors in 1943 while in the port of New York. He was originally employed on the *Catherine* as a member of the steward department. Brother Nash was born in Elizabeth, N.J. His final trip was aboard the *Market*. Brother Nash went on pension in 1981. He made Maitland, Fla. home.



### MICHAEL O'NEAL

Brother Michael O'Neal, 39, passed away May 24. He joined the Seafarers in 2005 while in Seattle. Brother O'Neal initially sailed on the *Pfc. Eugene A. Obregon*. The deck department member most recently shipped aboard the *Global Patriot*. Brother O'Neal lived in his native state of Washington.



### ALAN RAFFINAN

Brother Alan Raffinan, 49, died May 12. He started sailing with the union in 1995. Brother Raffinan primarily sailed on the *Independence* during his career with the SIU. He was born in the Philippines and shipped in the deck department. Brother Raffinan resided in California.

### ALFRED SALEM

Pensioner Alfred Salem, 85, passed away June 1. Brother Salem became an SIU member in 1952 while in the port of New York. His first voyage was aboard the *Andrew Jackson* in the steward department. Brother Salem was born in the Philippines. Before his retirement in 1986, he worked on the *Cape Washington*. Brother Salem was a resident of Pearland, Texas.



### WILLIAM SLUSSER

Pensioner William Slusser, 82, died July 12. Brother Slusser donned the SIU colors in 1956 in the port of Seattle. The Virginia-born mariner sailed in the engine department. Brother Slusser originally shipped with Sinclair Oil Corporation. His final trip was on the *SLMP-853 Tacoma*. Brother



Slusser retired in 1994 and made his home in Seattle.

## INLAND

### JOSEPH KADAK

Pensioner Joseph Kadak, 63, passed away July 15. Brother Kadak began sailing with the union in 1973, initially on a Dixie Carriers vessel. He was born in Louisiana. Brother Kadak was a member of the engine department. His most recent voyage was aboard the *Pacific Reliance*. Brother Kadak went on pension in 2006 and lived in Sevierville, Tenn.



### JAMES KIRCHHARR

Pensioner James Kirchharr, 85, died July 14. Brother Kirchharr started sailing with the SIU in 1962. He primarily shipped with Dravo Basic Materials Company. Brother Kirchharr continued to reside in his native state of Alabama.



### WILHELM KRISTIENSEN

Pensioner Wilhelm Kristiansen, 87, passed away June 1. Brother Kristiansen signed on with the union in 1979. He was born in Norway and shipped in the steward department. Brother Kristiansen last sailed with Allied Towing Company. He called Chesapeake, Va., home.



### EUGENE LEDET

Brother Eugene Ledet, 56, died April 5. He was born in Louisiana and joined the SIU in 1977. Brother Ledet mainly shipped aboard vessels operated by Crescent Towing of New Orleans. The deck department member made his home in Avondale, La.

### CARSON MATHEWS

Pensioner Carson Mathews, 92, passed away June 28. Brother Mathews donned the SIU colors in 1960 while in the port of Norfolk, Va. He initially worked on a Gulf Atlantic Transport Corporation vessel. Brother Mathews was born in North Carolina. His final trip was with Allied Towing Company. Brother Mathews started collecting his pension in 1981. He continued to live in his native state.

### JULIAN McALPIN

Pensioner Julian McAlpin, 71, died June 4. Brother McAlpin began sailing with the union in 1970. He was employed mainly with Hvide Marine aboard the *Seabulk Tanker*. Brother McAlpin was born in Tennessee but settled in Courtland, Miss. He became a pensioner in 1999.



### STEVEN MELLON

Brother Steven Mellon, 58, passed away June 29. He joined the Seafarers in 2004. Brother Mellon worked with Maritrans Operating Company for the duration of his career. He was born in Parkersburg, W.Va., and sailed in the steward department. Brother Mellon resided in Ohio.



### MARBLE NELSON

Pensioner Marble Nelson, 84, died July 11. Brother Nelson signed on with the union in 1941 while in the port of Mobile, Ala. He briefly sailed in the deep sea division aboard an Alcoa Steamship Company vessel. Brother Nelson was a member of the deck department. Prior to his retirement in 1985, he shipped with Crescent Towing of Mobile. Brother Nelson made his home in Alabama.



### EDWARD QUINN

Pensioner Edward Quinn, 84, passed away July 13. Brother Quinn became an SIU member in 1974. He initially shipped with Dixie Carriers in the deck department. Brother Quinn was last employed on a Moran Towing of Texas vessel. He went on pension in 1994 and lived in Texas.



### JOSEPH SONNIER

Pensioner Joseph Sonnier, 87, died July 11. Brother Sonnier began sailing with the SIU in 1964. He primarily sailed aboard Higman Barge Lines vessels. Brother Sonnier worked in the deck department. He retired in 1985 and resided in Louisiana.



### DAVID WIERSCHEM

Pensioner David Wierschem, 60, passed away July 29. Brother Wierschem was born in Missouri. He joined the union in 1974 while in the port of St. Louis. Brother Wierschem first sailed on vessels operated by Inland Tugs. He worked in both the deck and steward departments. Brother Wierschem most recently shipped with OLS Transport Company. He called St. Louis home.



## GREAT LAKES

### JOHN SELLERS

Pensioner John Sellers, 71, passed away June 14. Brother Sellers started his SIU career in 1960, initially shipping on the *Trent*. The deck

department member was born in Russell, Ky. Before retiring in 1997, Brother Sellers was employed aboard the *St. Clair*. He was a resident of Ohio.



### NORMAN SMALL

Pensioner Norman Small, 85, died May 26. Brother Small became a union member in 1960. He was born in Duluth, Minn. Brother Small last worked with Great Lakes Associates in the deck department. In 1982, he retired and settled in Mountain Lake, Minn.

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

Name	Age	DOD
Alburty, James	82	July 14
Alvarez, Marcelino	85	June 11
Arriola, Freddy	49	July 12
Brown, Robert	69	June 20
Brown, Vincent	84	June 30
Castro, Jesus	82	June 5
Choo, Lian	93	July 25
Clay, Clarence	85	June 17
Duarte, Aguiel	89	June 12
Dugas, Charles	85	May 27
Gonzalez, Eliseo	72	July 31
Haisten, Howard	80	July 25
Hamilton, Bennie	90	June 12
Hendy, Aubrey	86	May 11
Hickey, Michael	80	June 13
Hopkins, Bird	75	June 19
Johnson, Carey	71	July 1
Johnson, Lehwald	81	June 24
Kuilan, Miguel	100	June 8
Laria, Angel	80	June 12
Lopez, Manuel	95	June 14
Messali, Mitch	77	May 23
Moreira, Isaac	86	July 30
Myers, James	79	May 24
Nyland, Harold	75	June 25
Pinckney, Willis	85	June 5
Ramirez, Arcadio	89	June 23
Ramos, Armando	88	June 7
Richen, O'Connell	89	May 25
Rivera, Gasper	88	June 23
Smith, Clyde	82	June 1
Thomas, Jerry	72	June 17
Tomczak, Joseph	82	June 17
Tyler, Roy	75	April 25
Walker, Julius	90	July 7
Walter, Clifton	86	June 16
Wells, Joseph	77	July 18
White, Arthur Jr.	68	June 19
Youngblood, Dick	91	June 14





# 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.

**ALLIANCE ST. LOUIS** (Maersk Line Limited), July 26 – Chairman **Michael J. Proveaux**, Secretary **Franklyn J. Cordero**, Educational Director **Geoffrey L. James**, Deck Delegate **Ruben Rivera**. Chairman reported a smooth voyage and excellent crew. Secretary thanked members for their help keeping ship clean. Educational director advised mariners to upgrade skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also requested educational movies for crew to view. No beefs or disputed OT reported. It was stated that dryer needs to be fixed or replaced. Next ports: Galveston, Texas, Brunswick, Ga., Jacksonville, Fla., and Baltimore, Md.

**ATLANTIC** (Maersk Line Limited), July 20 – Chairman **Paul Dornes**, Secretary **Michael M. Amador**, Educational Director **Rene R. Rosario**, Deck Delegate **Dominic Marco**, Engine Delegate **Wade Jordan**, Steward Delegate **Allen Van Buren**. Chairman announced payoff on July 24 and expressed his gratitude to crew for safe journey. Secretary asked departing members to leave fresh linen for arriving Seafarers and thanked everyone for keeping areas clean. Educational director urged crew members to check expiration dates on all necessary seafaring documents and file for TWIC card. No beefs or disputed OT reported. Suggestion was made to increase pension benefit amounts and to get new DVDs.

**CHEMICAL TRADER** (Intrepid), July 29 – Chairman **Raymond A. Tate**, Secretary **Josue L. Iglesia**, Educational Director **Mark Davis**. Chairman reported payoff would take place in Lake Charles, La., on Aug. 1. He also informed crew of extension on TWIC card deadline. Secretary thanked everyone for their part in keeping ship clean and urged fellow crew members to support SPAD (Seafarers Political Activity Donation). Educational director advised mariners to take advantage of educational opportunities available at Piney Point school. Treasurer noted \$855 in ship's fund. No beefs or disputed OT reported. Discussion was held pertaining to problems with TWIC cards. All mariners were encouraged to register to vote. Thanks were given to the steward department for good food and keeping mess hall clean. Members were reminded that no sandals, hats or tank tops were to be worn in the messhall during meal hours. Next port: Lake Charles, La.

**GLOBAL SENTINEL** (Transoceanic Cable Ship), July 6 – Chairman **Lee**

**Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Vladimir G. Tkachev**, Deck Delegate **John G. Salarda**, Steward Delegate **Robert J. Haggerty**, Engine Delegate **Gary M. Bartlett**. Chairman notified crew members of TWIC deadline extension and reduction in seatime requirements for benefits. They were also reminded to leave rooms clean when departing. Bosun thanked steward department for July 4 cookout and deck department for cleanup. Educational director recommended mariners visit the maritime training center in Piney Point, Md., to enhance seafaring abilities. No beefs or disputed OT reported. Next port: Portland, Ore.

**HORIZON EAGLE** (Horizon Lines), July 20 – Chairman **Daniel W. Seagle**, Secretary **Cynthia L. Caster**, Educational Director **Shawn L. Clark**, Deck Delegate **Chad Chivrell**, Engine Delegate **Jesse Canales Jr.**, Steward Delegate **Mohamed H. Ghaleb**. Chairman went over ship's itinerary and advised crew to have z-card ready for customs and immigration. Secretary urged crew members to see her for any cleaning supplies needed and expressed gratitude for help keeping ship clean. She asked that those departing vessel clean cabins before leaving. Educational director talked about TWIC card extension and suggested those who have z-cards about to expire, renew z-cards first and get a reduced fee. No beefs or disputed OT reported. Kudos given to electrician for installing fans in cabins, work spaces and messhall. Motion was made to include provision for members to make two trips on and then take two trips off in new standard contracts. Next ports: Tacoma, Wash., Oakland, Calif., Honolulu, and Guam.

**HORIZON RELIANCE** (Horizon Lines), July 13 – Chairman **Kissinfor N. Taylor**, Secretary **Joel A. Molinos**, Educational Director **Frank P. Sena**, Engine Delegate **Ely Hermano**, Steward Delegate **Cesar Santos**. Chairman discussed reduction in seatime requirements for medical coverage and read the president's report from the *Seafarers LOG*. Secretary thanked crew for helping keep ship clean. Educational director urged Seafarers to upgrade at the union-affiliated school and keep documents current. He also noted that TWIC cards must be obtained by April 15, 2009. Treasurer stated \$665.19 in ship's fund. No beefs or disputed OT reported. Next ports: Long Beach, Calif., and Honolulu.

**HORIZON TRADER** (Horizon Lines), July 27 – Chairman **Amante V.**

## Snapshots from the Great Lakes



The SIU-crewed tugboat *Ivory Coast* (above), operated by Hannah Marine, pushes a barge that houses seven showrooms of technological product displays. The exhibit is constructed from dozens of cargo shipping containers. AB Eric Johnson (photo at right) shows his support for the Maritime Defense League while aboard the *Detroit Princess*. In photo at lower right, AB Luther Willis and DEU Ahmed Algalham are pictured near where their tugboat will notch into the barge *exiderdome No. 1*. Steward department members (photo below) aboard the *John J. Boland* include (from left) SA Wilson Peniston, 2nd Cook Khaled and AMO Relief Steward Ben.



**Gumiran**, Secretary **Kevin M. Dougherty**, Educational Director **Melvin L. Kerns**, Deck Delegate **Luis F. Alvarez**, Engine Delegate **Victor L. Sapp**, Steward Delegate **Larry L. Griffin**. Bosun stated payoff would be upon arrival in Jacksonville, Fla., on Aug. 1. He noted change to seatime required for medical coverage reduced to 125 days. Anyone who was denied coverage with 125 days or more should resubmit their claims. He requested that anyone having a beef or problem should bring it to the attention of the ship's chairman or union. Educational director stressed the importance of enhancing skills at the SIU-affiliated school. Treasurer reported \$985 in crew fund and \$1,000 in satellite fund. No beefs or disputed OT reported. Recommendations were made regarding pension and medical benefits. Next ports: Jacksonville, Fla., San Juan, P.R., and Elizabeth, N.J.

**INTREPID** (Maersk Line

Limited), July 25 – Chairman **Abdulla R. Alwaseem**, Secretary **Michael J. Gramer**, Educational Director **Anthony J. Kimbrell**, Deck Delegate **Patricio C. Libre**, Engine Delegate **Romeo Rivera**, Steward Delegate **Patricia Geras**. Bosun announced payoff upon arrival in Long Beach, Calif., on July 28. He thanked all those going on vacation for a great voyage. Secretary asked mariners leaving to clean rooms and round up any dirty linen so it can be sent ashore. Educational director advised mariners to upgrade skills at the Paul Hall Center. No beefs or disputed OT reported. Vote of thanks given to those involved in lowering the seatime requirements to 125 days for medical benefits. Next ports: Long Beach, Calif., Oakland, Calif., and Dutch Harbor, Alaska.

**LIGHTNING** (Maersk Line Limited), July 13 – Chairman **Romeo L. Lugtu**, Secretary **Jessy G. Sunga**, Educational Director **Brian S. Leach**.

Chairman thanked Seafarers for smooth sailing. Treasurer noted \$3,448 in ship's fund. No beefs or disputed OT reported. President's report from the *Seafarers LOG* was read and discussed. Planned purchase of TV and DVD player discussed.

**MAERSK ALABAMA** (Maersk Line Limited), July 17 – Chairman **Lech Jankowski**, Educational Director **Stephen P. Roberts**, Deck Delegate **Gary Cardillo**, Engine Delegate **Carlos Dominguez**, Steward Delegate **Cheryl Lynch**. Chairman reminded crew to keep documents up-to-date and clean house. Educational director urged members to take advantage of upgrading and training offered in Piney Point, Md. No beefs or disputed OT reported. Motion was made pertaining to dental and optical coverage. It was noted that dishwasher needed repairs and new chairs need to be purchased for messhall. Next port: Mombasa, Kenya.



# Letters to the Editor

## Kudos to Seafarer Redinger

STOS **Bill Redinger** recently completed his first trip, aboard the *National Glory*, after graduating from the unlicensed apprentice program at the Paul Hall Center. He also is a carpenter – an excellent one at that – and has his own business.

After semi-retiring, Bill decided on some adventure in what he thought would be a totally different lifestyle by going to sea. Any bosun in his right mind would be happy to use his carpentry skills, as I have aboard the *National Glory*.

Bill's outstanding work included beautiful wood trim along the inside ladder wells; gorgeous frames for the electrical switches on the bridge; a perfect waterproof radio holder for the captain's shower; and help in building shelves for the bosun's locker. All of this was done in addition to days consisting of sanitary; splicing pendants, making monkey fists, running mooring winches, relieving the helm and helping out in the galley; stripping and waxing; picking up the slack as needed; and, on his own time, making pencil holders for other crew members.

Bill, did you actually think I would not know about these extra jobs you did? You learned to be an excellent shipmate well before coming to the *National Glory*.

I truly hope this is published in the *LOG* in its entirety. We will all surely miss you.

In closing, Bill has been an outstanding shipmate and an excellent example of the caliber of people Paul Hall, Mike and Joe Sacco, Red Campbell, Augie Tellez and others have envisioned in the manning of SIU-crewed ships.

*Recertified Bosun Donald Rezendes  
Aboard the National Glory*

## Recalling a Life at Sea

My name is Lawrence A. Hendricks. I am a retired merchant seaman, formerly with the NMU for 22 years. I was delighted to receive the *Seafarers LOG* because it connected me with my years at sea.

Recently, I completed my autobiography about my life as a mariner. The book is titled "All at Sea – A Seaman's Story of Passion and Intrigue." I believe my experiences in the merchant marine taught me how to be a man, and I hope the book will appeal to readers who are searching for identity.

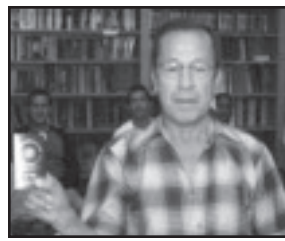
Here is a brief excerpt: "We left Copenhagen and went to Kotka, a small town in Finland. When we arrived, it was to find a town completely covered with snow. It was a very quiet place with not much to do, or many things to see. No one wanted to go ashore, so I hired a taxi and decided to see what little there was. He took me to a spot that had a magnificent view. In spite of the cold weather, the reflection of the moonlight on the snowcapped mountains was a thing of beauty. I was so mesmerized with this picturesque mountain scenery that I could hardly move. When I did, after what seemed to be a very long time, we returned to the ship. At this time my only thought was to be alone, and retain this feeling of peace and tranquility."

The 264-page book is available in paperback at [www.authorhouse.com](http://www.authorhouse.com) or by calling 888-280-7715. It's also available on [amazon.com](http://amazon.com) and may be ordered through your local book seller.

*Lawrence A. Hendricks  
San Diego, California*

## With Seafarers at the Ft. Lauderdale Hall

These photos were taken at the August membership meeting in Ft. Lauderdale, Fla.



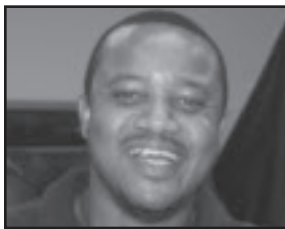
Electrician Ruben Raino displays his "B" book.



FOWT Tomas Merel



AB Dean Stanley



AB Ron Webb



Chief Cook Heath Bryan



Electrician Joe Gutierrez



Secretary Clara Rampersadsingh



Bosun Virgilio Rosalas, SA Tiburicio Garcia, AB Nelson Montoya



Seafarers Alex Bonilla, Luis Irias, Jhon Moreno



# 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 any one attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

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

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

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

### SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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



# 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 2008. 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	November 10	December 5
Advanced Container Maintenance	November 11	December 8
Automatic Radar Plotting Aids (ARPA) (must have radar unlimited)	October 6 November 17	October 10 November 21
Celestial Navigation	October 20 November 24	November 14 December 19
Lifeboatman/Water Survival	October 27	November 7
Radar	November 3	November 14
Radar Renewal (one day)	October 27 December 8	October 27 December 8
Specially Trained Ordinary Seaman (STOS)	October 20	October 31
Bosun Recertification Course	October 14	November 3

## Engine Upgrading Courses

Advanced Container Maintenance (Refer)	November 10	December 5
Basic Auxiliary Plant Operations (BAPO)	November 10	December 5
Firemen/Watertender/Oiler (FOWT)	October 13	November 6
Marine Electrician	October 27	December 19
Welding	October 6 November 3 December 1	October 23 November 21 December 19

## Safety Specialty Courses

Tanker Assistant (DL)	November 10	November 21
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## 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 October 6.

## Academic Department Courses

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

## Online "Distance Learning" Courses

In addition to the foregoing courses, the union-affiliated Paul Hall Center for Maritime Training and Education currently is offering the following internet-based courses: Environmental Awareness; Hazardous Material Control and Management; Hearing Conservation; Heat Stress Management; Shipboard Pest Management; Respiratory Protection, and Shipboard Water Sanitation.

The courses are free to mariners covered by SIU contracts. To register, complete the regular upgrading application located on the bottom left portion of this page, and mail it to: Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075. Applicants will receive user account information from the center via e-mail. They are therefore urged to provide their e-mail addresses in the space provided on the application. Applicants should also include the word "online" when listing the courses they wish to take.

## Important Notice



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

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_ 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 seatime for the previous year; one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. **All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.**

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 9/08



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 705** – Unlicensed apprentices from Class 705 recently graduated from the water survival course. Those graduating from the course (above, in no particular order) were Christopher Coombs, Michael Correa, Jason Davis, Ronald DeHoog, Stanford Drakes, Joshua Hansen, Bryan Alflen, Benjamin Arroyo Rodriguez, Robert Blunt, Michael Brannon, Phillip Clemon, Vicki Coats, Kevin McCrea, Douglas McLaughlin, Joshua Milton, Twanna Moody, Robert Rothwell, Adam Sanders, Joshua Sanders, Kenneth Summerford, Jesse Sunga, Lezlie Vehikite, Aleksey Vigovskiy and Rickey Yancey. Their instructor, Forest McGee, is second from the left.

## Computer Classes



Four Seafarers recently completed computer courses while upgrading at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Those completing various classes (photo above) were Michael Munoz (left), Gabriel Albino (right), Leslie McGirt (left in photo below) and Azad Ardehshirdavani (right in photo below). Their instructor, Rich Prucha, is pictured in the center of both photos.



**Small Arms Training** – Four individuals completed this course Aug. 22. Graduating from the training (above, in alphabetical order) were Sergio Centeno, Cholley Moses, Paul Pitcher and Kenneth Steiner. Their instructor, Stephen Stockwell, is at the far right.



**Advanced Firefighting** – Eleven individuals from G&H Towing on Aug. 8 completed this training. Graduating from the course (above, in alphabetical order) were Bryan Albrecht, Leslie Anderson, Bruce Beam, David Callis, Erich Engelbrecht, Luis Irias, Hubert Joseph, Albert Keech, David Philyaw, Mike Shanks and David Spaulding.



**Government Vessels** – Eight mariners on July 25 completed training in this course. Those graduating (above, in alphabetical order) were Marie Acosta, Azad Ardehshirdavani, Vic Atkinson, Casimiro Gavza Jr., Vincent Izzo, Leslie McGirt, Michael Penkwitz and Timothy White. Mark Cates, their instructor, is at the far right.



**Government Vessels** – Nine Phase III students on Aug. 1 completed this course. Finishing the training (above, in alphabetical order) were Stephen Amthauer, Keithan Bland, Jack Forde, Joseph Loureiro, John Monaco, Ronnie Rodriguez, Junior Tanaka, John Wahl, and Sean Wilson. Their instructor, Stan Beck, is standing at far left. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Pumpman** – Four Seafarers on Aug. 22 completed this course. Upgrading their skills and graduating (above, in alphabetical order) were Harold Gerber, Scott Spilman, Philander Walton and Richard Wright. Jim Shaffer, their instructor, is second from the right.



**STOS** – Ten individuals graduated from this course Aug. 15. Completing their training (above, in alphabetical order) were Stephen Amthauer, Keithan Bland, Joherky Concepcion, Jack Forde, Joseph Loureiro, John Monaco, Ronnie Rodriguez, Junion Tanaka, John Wahl and Sean Wilson. Their instructor, Stan Beck, is at the far right.



**Water Survival** – Six individuals completed training in this course Aug. 15. Graduating (above, in alphabetical order) were Omar Aswad, Milton Ballard, Eric Clotter, Eric Coleman, Ruben Fiel and Mark Wertz. Their instructor, Bernabe Pelingon, is at the far right.



**Machinist** – Six upgraders on Aug. 8 completed training in this course. Enhancing their skills and graduating (above, in alphabetical order) were Reginald Colbert, Terrance Colbert, Harold Gerber, Scott Spilman, Philander Walton and Richard Wright. Steve Harver, their instructor, is at the far right.



**Crowd Management (Hawaii)** - Sixteen Seafarers on Aug. 11 finished requirements for graduation from this class aboard the *Pride of America*. Those graduating (above, in no particular order) were: Zedediah Strout, Hal Thomas, Coralde Noel, Michael Lais, Jeffrey Bach, Jelford Lawrence, Kenya Kwaw, Aurora Kirkwood, Virgilio Punzalan, Joemarie Aboy, Elkeik Madgy, Eugene Ajoste, Darrell Bennett, Justin Johnson, Montree Nakwichet and Xavier Cain.



**BST (Hawaii)** - The following individuals (above, in no particular order) on Aug. 22 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Edward Ortiz III, Matthew Kuirinij, Justin Hantz, Dustin Teeman, Tyrone Daniels, Chi Fai Hau, Angel Grisales, Joseph Aranda, Kimberly Meyer, Michelle Brown, Tara Timko, Courtney Sutton, Kristopher Williams, Quintin Mitchell, Christian Zvizu, Hilary Howser, John Marshall, Adam Walker, Patrick Kelly, Joshua Klene, Freddy Foster II and German Miranda.



**Advanced Firefighting (Hawaii)** - The following Seafarers (above, in no particular order) on Aug. 15 completed their requirements for graduation from this course at the Barbers Point, Hawaii-based Seafarers Training Center: Christopher Powers, James Carras, Kalani Low, Keoki White, Calvin Kaawa, Joshua Ano, Jonathan Brunold, and Quirino Bangloy.



**Welding** – Three mariners upgraded their skills in the course and graduated July 25. Those completing the course (above, in alphabetical order) were Sergio Cedeno, Alfredo Mendoza and Mark Wertz. Buzzy Andrews, their instructor, is second from the left



**Marine Refrigeration** - The following individuals (above, in alphabetical order) on Aug. 22 graduated from this course: James Donohue and Joseph Krajnik. Their instructor, Calvin Beal, is in the center.





The

www.seafarers.org

Volume 70, Number 10

October 2008

# Seafarers Log

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

**Mariners Need  
TWIC by April 15, 2009  
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## Around the Ports with the SIU



**RALLY WITH USWA** – Seafarers and other trade unionists didn't let oppressive weather prevent them from marching in support of United Steelworkers Local 8888 during an Aug. 15 rally in Newport News, Va. The Steelworkers represent roughly 7,000 workers at Northrop Grumman's Newport News Shipyard who were preparing to negotiate a new contract. (The existing agreement expires in late October.) Approximately 500 people participated in the rally, some of whom are shown in the photos directly above and below. The event also had a political flavor, as former Virginia Gov. Mark R. Warner addressed the crowd while local officials and candidates also attended.



**SEAFARERS UPGRADE** – SIU Santurce Port Agent Amancio Crespo (left in photos directly above and below) congratulates Seafarers Diego Hatch (top photo) and Jaime Baretty, respectively, for recently securing their third mate's licenses. The photos were taken at the union hall in Puerto Rico.



**CONGRATULATIONS, GRADUATES** -- Receiving their GED graduation certificates from the Paul Hall Center for Maritime Training and Education on Sept. 8 are (left to right) Richard Noto, John Curran and David Brady.

**HAPPY BIRTHDAY** – AB Omar Almaklani (above left photo) is happy to report that his son Saber (above right) recently celebrated his second birthday. The Seafarer asked that these photos be shared in the LOG.



**ABOARD THE COAST RANGE** – This photo was taken in mid-August aboard the *Coast Range* while the vessel was in Port Everglades, Fla. Pictured are Bosun T. Banks, AB Rick Wiemer, AB T. Stringer, OS Brian Deans, OS Basil McMillan, Chief Steward Tran Nee and AB Michael Cousin.



**SAFE OPERATIONS** – Early last month, Seafarers at Crowley-Petty's Island celebrated a laudable achievement: one year of accident-free operations (and counting). Some of the members are pictured above. They work with roll-on/roll-off ships and handle mechanical work on barges. Petty's Island is located in the Delaware River between Pennsylvania and New Jersey.