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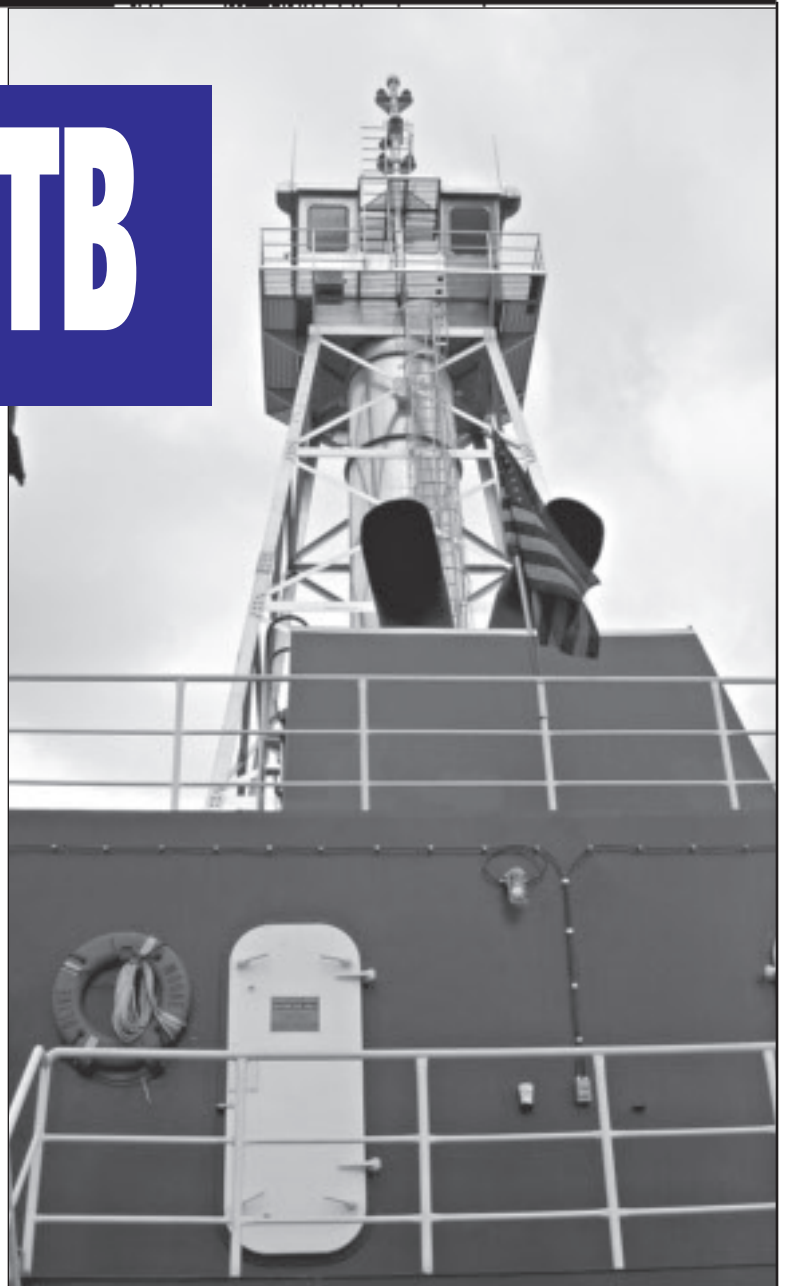

SEAFARERS LOG

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

Lakes Fleet Adds ITB

Horizon, OSG Vessel Christenings Also Signal New Shipboard Jobs

New vessels and jobs are in the news for the SIU. On the Great Lakes, VanEnkevort Tug and Barge recently added an integrated tug-barge to its fleet (pictured below and at right). Horizon Lines on Oct. 11 christened the containership *Horizon Hunter*, and Aker Philadelphia Shipyard is preparing to christen the tanker *Overseas Houston* in mid-November. Pictured directly below are the barge *Lewis J. Kuber* and its tugboat, *Olive L. Moore*, with SIU Mate Dominic Ciani standing port side on the tug; and (lower left) QMED/Barge Engineer Jonathon VonSprecken next to the barge's ballast controls. The tug's pilothouse is shown at right. Page 3.

Remembering Red Campbell

Retired SIU Vice President Contracts Red Campbell (above) passed away Sept. 22 at age 84. Comments from those who knew and worked with Brother Campbell reflect his lifelong dedication to Seafarers. Pages 2, 6.



SIU Snapshots from Jacksonville

In late September, 37 Seafarers (some of whom are pictured above, with SIU port officials) completed general security awareness training at the union hall in Jacksonville, Fla. The course was conducted Sept. 26 by Paul Hall Center instructor Mitch Oakley. For many more photos recently taken at the hall, see pages 12-13.

OSG Acquires Maritrans
Page 2

'Operation Care Package'
Page 4

Scholarship Info
Page 14

President's Report

Another Angle on Runaway Flags

With the large volume of recent news about North Korea, you may not have noticed a particular *New York Times* piece which briefly examines that nation's involvement with so-called flag-of-convenience ships, also known as runaway-flag vessels.



Michael Sacco

On October 20, the *Times* pointed to revealing incidents from a few years ago—one in which a Tuvalu-registered ship was caught offloading 110 pounds of heroin, the other in which a Cambodian-flag ship was stopped while carrying 15 Scud missiles.

Both ships were owned by North Korea, the newspaper reported.

The article goes on to point out more potential problems with North Korea and FOCs. Among the possibilities cited by the *Times*:

- Smuggling out weapons or their components via land to China or Russia, eventually leading to a port for loading onto another secretly owned ship.

- Loading forbidden cargo (according to a United Nations Security Council resolution) onto a North Korean-flagged ship but then changing the vessel's registration after it has left port—not an uncommon practice in the world of runaway-flag shipping.

- Transferring cargo from a North Korean-flagged ship to a vessel flying a different flag but also owned by North Korea, either in port or possibly at sea.

For those of us in the maritime industry, those possibilities hardly qualify as revelations. Nor are we surprised at this assertion from the article: "No one outside North Korea really knows for sure how many cargo vessels the country has registered under other flags."

Both as an individual organization and as a member of the International Transport Workers' Federation (ITF), the SIU for decades has fought against the FOC scam. We've lobbied for strong flag-state shipping along with transparency in the registration process. We have stood up to protect the abused crews found on many runaway-flag ships.

Quite honestly, the results have been mixed. The ITF's FOC campaign has brought thousands of vessels under federation contract, which is a significant and undeniable indication of success. Those agreements help protect mariners and their families, not to mention helping ensure safer, more reliable shipboard operations. On the other hand, about 60 percent of vessels in the international trades fly runaway flags—way too high of a number.

Most runaway-flag vessels have multinational crews, many of whom simply aren't qualified for shipboard work. Many of them are unsafe to the extreme, as reflected in regular ship detention reports from the U.S. Coast Guard. A quick glance at one such report from September shows FOC ships detained at various U.S. ports for violations including fire hazards, leaks, lack of mariner documentation, and inoperable lifeboat davits.

It boils down to some operators simply wanting a flag to hang from the mast so that they can sail their ships without "interference" from the proper standards of legitimate maritime nations. That way, they can cut costs by avoiding responsibilities and exploiting desperate workers who may or may not actually know what it takes to sail.

We will continue the fight for as long as necessary. Meanwhile, the publicity generated by articles like the recent one in the *New York Times* can only help in exposing the fraud associated with runaway-flag shipping.

Red Campbell

For many SIU officials from Red Campbell's generation, our union was much more than just a place of employment. It was a way of life and an institution that deserved nothing less than total dedication from its representatives and from its rank-and-file members.

Red passed away in September, at age 84. He served the SIU with integrity, respect and unfailing loyalty, both as a mariner and an official, including many years as a vice president. He helped set the foundation for our success—Red took part in most of the SIU's toughest beefs, and he always, without exception, put the union first.

He will be missed, and yet I can't help smiling at the memory of someone who loved the SIU so much. Like others from the Greatest Generation, Red led by example—as a Seafarer delivering the goods at Normandy, as a port agent serving the members at the union halls, as a headquarters official leaving no stone unturned while looking for ways to make SIU contracts the best in the industry.

We are fortunate to have known him and to have called him friend and brother.

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SIU Contracts Remain in Place As OSG Acquires Maritrans

Two SIU-contracted companies have jointly announced a merger agreement in which Overseas Shipholding Group (OSG) will acquire Maritrans. SIU contracts remain fully in place and all SIU jobs are maintained.

The announcement came in late September.

"From our perspective, the merger is noteworthy but it doesn't change our SIU agreements or our shipboard jobs," noted SIU Executive Vice President Augie Tellez. "It should be a seamless transaction where crew members are concerned."

OSG and Maritrans described the acquisition as combining two fleets with complementary strengths in different trade routes, thereby diversifying OSG's U.S.-flag presence "with the ability to offer expanded services to current and future customers of both companies. The addition of Maritrans' fleet of 11 articulated tug barges (ATBs), five product carriers (two of which have been redeployed to transport grain) and three large ATBs under construction will complement OSG's U.S.-flag fleet of seven operating vessels and 10 new build product carriers. The combination will expand OSG's market presence in the U.S. Gulf coast, Florida and East Coast trades and add lightering operations along the U.S. East Coast. It is expected that Maritrans' vessel construction program, which involves ATBs to be used in

lightering operations, will allow OSG to use a substantial portion of its Capital Construction Fund."

"The strategic fit of Maritrans within OSG's diversified portfolio of assets will broaden our service offerings to customers in the Jones Act market," said Morten Arntzen, president and CEO of OSG. "Additionally, the lightering business in Delaware Bay and the addition of new customers in the complementary ATB Gulf of Mexico and Florida short-haul trade will contribute meaningfully to our contractual base of business. Most importantly, however, are Maritrans' strong commercial reputation and its team of talented personnel which, when combined with our U.S.-flag operation, will give us the platform to support our 10 Jones Act product carrier new builds, as well as future growth opportunities in U.S. coastal trades."

Jonathan P. Whitworth, CEO of Maritrans, commented, "We are very excited about the transaction with OSG and the benefits it brings to shareholders, customers and employees.... The financial strength that OSG brings to the combination will enhance our ability to compete. We look forward to a successful integration and to becoming the newest member of the OSG family."

The transaction is valued at approximately \$455 million.

Gralewicz: Follow America's Example To Restore Canadian Merchant Marine

The head of the Seafarers' International Union of Canada is leading the charge to bring his country's flag back to the high seas.

President Roman Gralewicz, who also serves as the AFL-CIO Maritime Trades Department's Eastern Area executive board member, called upon the Canadian government to revitalize the Canadian-flag fleet—which at one time during the 20th century ranked as the fourth-largest in the world.

In his column in the September issue of *The Canadian Sailor*, Gralewicz noted Canadian citizens trapped in Lebanon during recent fighting had to depend on vessels from other nations to bring them to safety. "Couldn't we have done the job far better



SIU of Canada President Roman Gralewicz

and cheaper if our nation had its own national merchant marine—like most countries do? Even landlocked Switzerland has a merchant marine—26 ships that fly the Swiss flag on the country's rivers and lakes, using the Italian seaport of Genoa as a

base," he pointed out.

"Canada has no ships—because we dismantled our proud merchant marine in the early 1950s." Gralewicz acknowledged the Canadian flag does appear on vessels in the Great Lakes trades, but that's it.

He stated the U.S. set the example that Canada needs to follow: build, crew and supply new deep-sea vessels from within Canada. "This would also have huge economic benefits for the country. Every new sailor creates at least eight related jobs.

"It is time Canada reasserted her presence on the high seas for many reasons, whether it's to fly our flag in disputed Northern waters, or supply our military, or help civilians during a climate disaster."

Congressman Green Visits Houston Hall

The SIU welcomed U.S. Rep. Gene Green (D-Texas) to the October membership meeting at the Houston hall. Congressman Green (at podium) spoke to Seafarers about the Jones Act and other maritime issues and also urged everyone to vote on Election Day. U.S. Coast Guard officials also attended the meeting on Oct. 10 to review various aspects of merchant mariner document renewal, proposals pertaining to the TWIC and medical standards, and more.



Pictured at left (from left) are Port Agent Robert Troy, SIU VP Gulf Coast Dean Corgiey, Congressman Green, SIU Assistant VP Jim McGee and Patrolman Mike Russo.

SIU Lakes Fleet Adds ITB

Horizon Hunter Christened; 1st Philly Tanker Due this Month

New ships and new shipboard jobs are in the headlines for Seafarers.

VanEnkevort Tug and Barge recently added an integrated tug-barge (ITB) to its fleet; Horizon Lines on Oct. 11 christened the *Horizon Hunter*, the first of five new containerships the company is adding; and Aker Philadelphia Shipyard is preparing to christen the *Overseas Houston* in mid-November—the first of 10 new Jones Act tankers that will be operated by Overseas Shipholding Group (OSG).

Aker Philadelphia last month also announced that construction has started on the fourth of the double-hulled Veteran-class tankers.

New Jobs on Lakes

The ITB sails with a complement of 14 SIU members and consists of the tugboat *Olive L. Moore* and its barge *Lewis J. Kuber*. Both vessels have undergone complete refurbishments

prior to joining the Seafarers-crewed VanEnkevort fleet.

“This is an outright addition rather than replacement tonnage,” noted SIU Vice President Great Lakes Tom Orzechowski. “It shows a commitment on the company’s part and reflects their confidence in SIU crews. The company also has indicated an interest in acquiring or building new vessels.”

The *Olive L. Moore* is 125 feet long and has a beam of slightly more than 39 feet. Its gross tonnage is listed at 524. The tug features a raised wheelhouse to allow for proper vision over the barge.

The self-unloader *Lewis J. Kuber* is 616 feet long with a beam of 70 feet. Its capacity is estimated at 22,300 dwt.

Horizon Hunter

The *Horizon Hunter*, the first of five 2,824 TEU-capacity, 23-knot containerships that will enter the Horizon Lines fleet in 2007,

was named Oct. 11 at a ceremony at the Hyundai Mipo shipyard in South Korea. The ship is of a proven international design and will be deployed in Horizon Lines’ weekly service linking the U.S. West Coast with Guam and Asia.

“The naming of the *Horizon Hunter* marks another milestone in the growth of Horizon Lines and our businesses,” said Charles G. Raymond, president and CEO of the company. “These new Hunter-class ships are named to connote speed, agility, keen sense and focus—the attributes that we believe have allowed our company to excel now and in the future.”

Horizon Lines announced in March an agreement to charter five new U.S.-flag, foreign-built vessels for 12-year terms from Ship Finance International Limited. The new ships each will be equipped with 568 reefer slots. The company noted that the five new ships will make the five cur-

rent Jones Act-eligible vessels now sailing the trans-Pacific route available to the rest of the Horizon Lines Jones Act network.

OSG Tankers

The *Overseas Houston* is scheduled for christening Nov. 11 in Philadelphia. That vessel along with its nine sister ships each will be 600 feet long and capable of transporting 330,000 barrels of petroleum products. Each vessel will weigh 46,000 dwt.

On Oct. 16, the shipyard announced it had commenced production on the fourth vessel in its 10-ship series of environmentally friendly product tankers. Steel cutting for the ship, the eighth built by the shipyard since its opening six years ago and the fourth under construction concurrently, was performed on one of the yard’s two state-of-the-art plasma cutting machines. The vessel is scheduled for completion in the second quarter of 2008.

USNS Sumner Commended

The SIU-crewed oceanographic survey ship *USNS Sumner* has been commended by Rear Adm. Robert Reilly, commander, U.S. Military Sealift Command (MSC), for the vessel’s professional response in assisting the stricken Cambodian-registered cargo ship *Shun Tong*, which was adrift and without power in deteriorating weather south of Korea.

According to a report from the ship, AB **Pete Harper** and Third Mate John Dean noticed a red parachute flare off the vessel’s starboard side at about 2330 local time Sept. 21. *USNS Sumner* Master Fred Smallwood was notified and ordered that the ship break its survey line and proceed to investigate. An unlit contact was seen approximately eight miles away and, upon closing to hailing distance, the *Sumner*’s crew learned the disabled ship had lost all power and was listing approximately 15 degrees in brisk winds.

Shouting questions and answers between the two ships, *Sumner* mariners learned that although power was out, the ship was not taking on water and there had been no injuries among the nine Chinese crew members.

The *Sumner*, operated by Horizon Lines, notified the U.S. Coast Guard Search and Rescue Coordination Center in Alameda, Calif. and they, in turn, passed information on the disabled ship to the Korean Coast Guard. The Koreans dispatched a vessel to the area to assist, and the *Sumner* remained on station nearby

throughout the remainder of the night “in case conditions on board deteriorated further and crew rescue became necessary as well as to coordinate rescue communications,” Smallwood noted.

The Korean Coast Guard unit arrived at 0530 local time and the *Sumner* was released from on-scene commander duties.

In addition to Admiral Reilly’s commendation, which was directed primarily to the bridge team for its vigilance, Captain Smallwood commended the entire crew for its professional response throughout the long night. “What can I do to help?” was a question received on the bridge from virtually every member of the crew, he reported.

He further noted, “The ship had been operating on one engine since speeds under 7 knots had been required, but when higher speeds, maneuvering and use of the bow thruster became necessary, engineers were notified and they quickly placed two additional engines in the propulsion loop. Watch Engineer (Second Assistant) Lawrence Woodson was assisted by QMEDS **Juan Sanchez** and **Greg Webb**.”

Other Seafarers taking part in this operation included Bosun **Rafael Franco**, ABs **Keith Williams** and **Anthony Lowman**, OSs **Ray Roldan** and **Dominic Gilmartin**, Chief Steward **Wanda Glinke**, GVAs **Dom Dalmacio**, **Frank Cacayuran** and **Emilio Ababa** and Storekeeper **Milton Haberman**.



The *Shun Tong* lists as the SIU-crewed *USNS Sumner* arrives to assist.

Secretary Chao: Mariners Are ‘Key Part’ of Homeland Defense

U.S. Secretary of Labor Elaine L. Chao recently commended the U.S. Merchant Marine for its vital role in protecting America’s national and economic security.

Speaking at the U.S. Merchant Marine Academy Alumni Foundation Dinner on Sept. 27, Secretary Chao stated, “When the history of this era is written, the U.S. Merchant Marine will be remembered as a key part of the effort to defend our homeland and liberties and spread freedom and democracy around the world.”

A longtime ally of U.S. mariners, Chao kicked off her speech by recognizing SIU President Michael Sacco (who was in the audience) and congratulating both the SIU and its affiliated Paul Hall Center for Maritime Training and Education on a successful Labor Day event in which the school hosted President Bush. “The president said he really enjoyed the experience.... I hope you can see his concerns and interest in the issues of the maritime community,” Chao stated.

The secretary pointed out that most Americans aren’t fully aware of the nation’s rich maritime history, nor, perhaps, the industry’s importance.

“Many good-paying jobs depend upon shipping,” she



U.S. Secretary of Labor Elaine L. Chao

noted. “Our nation’s energy, goods and food are transported economically and efficiently by ship. And there are many challenges and, yes, dangers, that face the men and women of the U.S. Merchant Marine. But that is part of the tremendous heritage of the merchant marine.... The U.S. Merchant Marine serves our nation in war, and its role is not as greatly appreciated as it should be.”

She observed that the displays at the American Merchant Marine Museum tell “the story of the U.S. Merchant Marine’s service to this nation during both war and peace. Visitors can learn that dur-

ing World War II, the U.S. Merchant Marine transported the troops, weapons and supplies that made victory possible. And they can discover that merchant mariners did this at great cost. The U.S. Merchant Marine suffered a higher casualty rate than any armed service but the Marines.”

Chao listed specific ways in which the administration has demonstrated its support for the industry. They include backing the Jones Act; signing an extended, expanded U.S. Maritime Security Program MSP; promoting tax policies designed to help ensure fairness for American-flag ship operators involved in international shipping; and investing in better mariner training at union facilities as well as state and federal maritime academies.

“This has strengthened our nation’s base of skilled merchant mariners,” she added. “This is essential as merchant mariners have supported every recent military conflict and are vital to winning the war on terrorism.... Today, more than 8,000 brave merchant mariners crew auxiliary vessels for the United States Navy to support our troops in Afghanistan and Iraq. They have delivered more than 92 percent of the equipment and supplies needed by our men and women in uniform.”

Looking ahead, she said, “On the horizon, we can see challenges as well as opportunities that face the maritime community. Experts anticipate that cargo and passenger traffic will double in the next two decades. So our country will continue to need a strong base of skilled merchant mariners as we head into the 21st century.”

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Friday, Nov. 10 for the observance of Veterans’ Day, and on Thursday, Nov. 23 for the observance of Thanksgiving Day (unless an emergency arises). Normal business hours will resume the following workday.

From Belvoir to Balad

Maersk Assists in USO Shipments

Seafarers-contracted Maersk Line, Limited is assisting the United Service Organizations (USO) in delivering packages and messages to members of the U.S. armed forces in Iraq.

Due to heightened security issues, individuals can no longer send letters and packages marked for delivery to "Any Service Member." But the USO—a nonprofit organization chartered by Congress to support the members of the armed forces—operates programs and services around the globe where U.S. troops are stationed. Operation USO Care Package offers individuals, groups and businesses a way to reach troops deployed around the world, and Maersk Line has helped with the logistics of getting the goods to their destination.

The 958-foot *Maersk Virginia* departed Norfolk, Va. Oct. 12 for Jebel Ali, Dubai on its regular service run. Along with its usual cargo, it also contained a 24-cubic foot container of care packages from the USO—which amounts to 4,000 packages weighing 8,800 pounds—or eight individual pallets.

The packages (each with a message inside) were picked up from the USO warehouse at Ft. Belvoir, Va. and loaded onto the *Maersk Virginia* in Norfolk. The SIU crewed vessel is expected to arrive in Dubai Nov. 4, where the items will be unloaded and airlifted to Balad, Iraq. Unit commanders from the U.S. Army will then distribute the packages to the soldiers in the field.



On its current run to the Middle East, the SIU crewed *Maersk Virginia* carries a special container filled with packages and messages collected by the USO for members of the U.S. military in Iraq.

Knox Crew Receives Expeditionary Medals



Seafarers continue to sail aboard U.S.-flag ships in support of operations involving American and allied military forces. They return home to shows of gratitude in ports throughout the United States. One recent event was held Sept. 20 on board the *Cape Knox* in New Orleans. The Department of Transportation and its Maritime Administration (MarAd) hosted a ceremony for the ship's crew (above) and presented them with Merchant Marine Expeditionary Medals and certificates. Receiving his medal and certificate (at right) is Bosun Anthony Pacely.



NCL America Cruise Ships Help Boost Hawaii's Economy

The Hawaiian economy was given a boost this year, and the three SIU crewed NCL America cruise ships—the *Pride of America*, *Pride of Aloha* and *Pride of Hawaii*—can claim partial credit for the 4.4 percent rise in average daily spending.

According to a recent news release issued by the Hawaii Department of Business and Economic Development, visitors to Hawaii in the first seven months of 2006 increased their spending by 4.6 percent—to \$7 billion—compared to the same period last year. This includes visitors who came not only for cruises but also for vacations, meetings, incentives and other business.

Of the total number of visitors in July alone, 36,085 flew to the 49th state either to board one of the three SIU crewed vessels home ported in Honolulu or arrived on foreign cruise ships to

visit the islands—a 58.8 percent increase from last year. When looking at the first seven months of the year, the total cruise visitor days increased by 55.4 percent, including a 42.7 percent growth in cruise visitors to 215,733.

Additionally, those who came to Hawaii to enjoy six nights aboard ship remained an average

of 9.7 days on the islands (necessitating hotel accommodations, food, activities, etc.) and thereby further contributing to the state's economy.

"We are very pleased with July's extraordinary performance from the domestic market," said State Tourism Liaison Marsha Wienert. "Norwegian Cruise Lines' home ported [vessels] contributed to the increased visitor arrivals as cruise visitors, who arrived by air, increased 54 percent compared to last year."



The SIU crewed *Pride of Hawaii*, along with its sister ships, the *Pride of America* and *Pride of Aloha*, help contribute to the Hawaiian economy as increasing numbers of visitors travel to the Aloha State.

APL/Matson Navigation Company Increase Pensions for New Retirees

After four months of meetings and negotiations, the SIUNA West Coast unions on Sept. 12 secured a pension increase under the provisions of the collective bargaining agreements with American President Lines and Matson Navigation Company.

For those members in the SIU Pacific District Pension Plan who retired on or after July 1, 2006, the benefit will increase by \$120. This

will raise the monthly pension benefit from \$1,091 to \$1,211 for someone retiring at age 60 or older and with at least 25 years of qualified seetime.

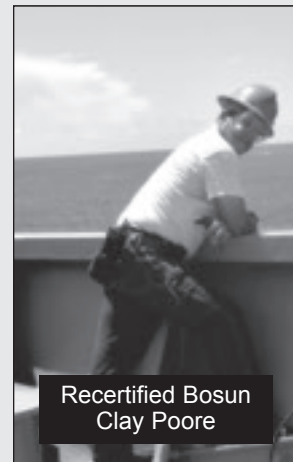
The increase also will be applicable on a pro-rata basis to members retiring on or after July 1 who have less than 25 years' seetime, are younger than 60 years of age, or those who retire due to disability.

Watson Is Ready for Action

The SIU crewed *USNS Watson*, a large medium speed roll on/roll off (LMSR) ship, is operated by Maersk Line Limited for the U.S. Navy's Military Sealift Command. With 390,000 square feet of cargo carrying space (for transporting helicopters, tanks and other wheeled and tracked military vehicles), the 950-foot vessel currently is prepositioned off the coast of Saipan. These photos were sent to the *Seafarers LOG* by AB Jennifer Senner.



OS T.J. Clements



Recertified Bosun Clay Poore



AB Kwesi Adu-Gyamfi (left) and AB Edwin Pelingon

From the left:
AB Clayton Almas,
AB Jennifer Senner,
OS Jahn Boman and
AB Kwesi Adu-Gyamfi



Oberstar Honored by Lakes Group

Congressman James L. Oberstar (Minn.), ranking Democratic member of the House Transportation and Infrastructure Committee and longtime supporter and advocate for the U.S. maritime industry on Sept. 29 received the "Iron Man Award" from the Great Lakes Maritime Task Force.

The award was presented in Washington, D.C. and recognizes Oberstar's long association with and background promoting the vitality of the iron mining, steel and Great Lakes shipping industries.

"Since being elected to the U.S. House of Representatives in 1974, Congressman James L. Oberstar has promoted and protected America's iron mining, steel producing and Great Lakes shipping industries like none before him," said James H.I. Weakley in a news release about the award. Weakley is president of the Great Lakes Maritime Task Force, a broad-based labor/management coalition promoting shipping on the Great Lakes and related industries. "Whenever an issue threatens these vital industries, you can be certain that Congressman Oberstar will play a leading role in reaching a positive conclusion," Weakley said.

Weakley, also president of the Lake Carriers' Association, noted in the release it is difficult to decide which of Oberstar's many accomplishments should be mentioned first. Among many other achievements, he credited the Minnesota congressman with persuading the Coast Guard to keep the agency's icebreaker *Mackinaw* in service to aid vessels in their transport of Minnesota iron pellets until its replacement was in service earlier this year. (The *Mackinaw* was to be decommissioned in 1994.)

Oberstar also has been the driving force behind efforts to build another Poe-sized Lock at Sault Ste. Marie, Mich. The locks link Lake Superior to the lower four

Great Lakes and St. Lawrence Seaway. Roughly 70 percent of U.S.-flag carrying capacity on the Lakes is restricted to one lock, the Poe. Were it to fail, U.S.-flag shipping on the Lakes would be unable to meet the needs of commerce.

American labor has long considered Oberstar a great ally, especially the men and women who crew the U.S.-flag Great Lakes fleet. He was among the first in the House of Representatives to sign a concurrent resolution defending the Jones Act, the law that reserves domestic waterborne commerce to vessels that are U.S.-owned, -built and -crewed, from unprecedented attacks in the mid-1990s. He also helped save jobs when he played



Congressman James L. Oberstar (D-Minn.)

a key role in the reopening of an iron ore mine that now thrives as United Taconite.

"I am truly honored to receive this award," said Congressman Oberstar during the ceremony. "I consider every day I serve in the House as a privilege that bears great responsibility. While much has been accomplished to keep Great Lakes shipping safe and efficient, we face new challenges, in particular, restoring adequate funding for dredging Great Lakes ports and waterways. It is incomprehensible to me that the ships that depart our Minnesota harbors cannot carry full loads of iron ore and low-sulfur coal because the U.S. Army Corps of Engineers does not get enough money to maintain the system. This waterway is too important a part of the national transportation infrastructure to be treated like a poor rela-

tion. In the next Congress, I will do everything in my power to bring our fair share of federal dredging dollars back to the Great Lakes."

The Great Lakes Maritime Task Force was founded in Toledo, Ohio, in 1992 to promote domestic and international shipping on the Great Lakes. It is the largest coalition to ever speak for the Great Lakes shipping community. Its goals include restoring adequate funding for dredging of Great Lakes deep-draft ports and waterways; construction of a second Poe-sized lock at Sault Ste. Marie, Mich.; preserving the domestic steelmaking infrastructure; protecting the nation's cabotage laws; and maximizing the Lakes-overseas trade.

Grievances Filed Against So-Called 'Union Workers Credit Services'

Buyer Beware: Organization Has No Connection to AFL-CIO

More than 5 million union members from across the United States have received mail solicitations from a company called Union Workers Credit Services.

According to several reports, this Fort Worth, Texas-based company claims to offer a \$10,000 line of credit and a credit card to customers for a fee of \$37. In reality, the card being offered is not a major credit card (i.e., Visa, MasterCard, etc.) at all. Instead, it is nothing more than a company card which can only be used to purchase items in the company's catalogue via mail order.

Attorneys in the SIU's office of general counsel recently learned that this company's web site (www.unionworkerscreditservices.com) implies that it is associated with not only the SIU and its affiliated unions (including the United Industrial Workers

and Seafarers Entertainment and Allied Trades Union), but also a number of other international unions in the AFL-CIO. Union Workers Credit Services is not affiliated with or endorsed by the AFL-CIO or any of its affiliated unions, especially the SIU.

More than a few consumers and unions have filed complaints with the Better Business Bureau (BBB) and the U.S. Postal Service alleging fraud on the part of Union Workers Credit Services. SIU attorneys recently filed a grievance with the Federal Trade Commission.

According to a November 2005 release by the BBB in Ft. Worth, "Union Workers Credit Services first came to our attention April 28, 2005. Randy Walls, president of the company was formerly associated with Credicorp in Dallas. Credicorp has an unsatisfactory record with the Dallas BBB. The company stated they are not affiliated with a union."

Since making its initial waves on the BBB radar, 166 complaints have been processed on Union Workers Credit Services—119 of which occurred during the past 12 months. Thirty-three of these complaints involved the company's selling practices while 50 addressed advertising.

For more information go to www.fwbbs.org and click on the local alerts and news section, or click on the company and charity reports section. Put in Union Workers Credit Services, Inc. and read the full public report.

Union members who want a credit card that is endorsed by the AFL-CIO and affiliated unions including the SIU should check out the Union Plus credit card offered by Union Privilege. Union Plus is the union-supported provider of member benefits such as credit cards, loans, scholarships, legal services and a host of other products.

The Union Plus credit card

offers special features for union members, including the Lifeline Trust, which assists those who are facing financial hardship or a disability, and the Disaster Relief Fund, which is for those who have been affected by a natural

disaster. The Union Plus credit card has no annual fees. More information about the Union Plus credit card as well as other available benefits may be gained online by visiting www.union-plus.org.

Final Rules Pending For TWIC, MMC

President Signs SAFE Port Act

The SIU and the American maritime industry as a whole still are awaiting the Department of Homeland Security's final rulemaking on the Transportation Worker Identification Credential (TWIC) and its related Merchant Mariner Qualification Credential (MMC).

As reported in previous editions of the *Seafarers LOG*, representatives from the union and its affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. during the last several months repeatedly have met with government and industry officials to deliberate about the protection of merchant mariners' rights as they relate to the pending TWIC and MMC. Union officials have approached the entire situation with the greatest urgency and utmost seriousness and will continue to do so.

"We will immediately and thoroughly weigh all aspects on the final rulemakings when they are delivered and, as always, keep everyone advised," said SIU Secretary-Treasurer David Heindel. Seafarers are reminded that, based on the proposed rulemakings, it is anticipated that they will have 180 days after final rules are issued to come into compliance.

Meanwhile, President George W. Bush on Oct. 13 signed H.R. 4954, The Security and

Accountability for Every (SAFE) Port Act of 2006, into law. The legislation heightens security at the nation's busiest seaports by enacting a series of technological upgrades intended to make it more difficult for terrorists to smuggle in a nuclear, chemical or biological weapons.

In response to the signing, Sen. Daniel K. Inouye (D-Hawaii), co-chairman of the Senate Committee on Commerce, Science and Transportation, issued the following statement: "While we should be proud of the port security sections of this law, we should not ignore the fact that this is an incomplete transportation security bill. I had hoped that today we would be celebrating the first comprehensive effort to secure our borders since the attacks of September 11, 2001. Instead, we can only hope that in the next Congress we will have the resolve to address rail and transit security before those who would do us harm take advantage of vulnerabilities in those modes of transportation."

In addition to recommending \$400 million a year in federal funding for the PSG program, the SAFE Port Act of 2006:

- Changes the statute to make the grants risk-based, consistent with how the grants are currently managed;

Continued on page 8

Nelson Appointed to MarAd Post

Julie A. Nelson was appointed to the post of deputy administrator of the U.S. Maritime Administration on Oct. 6 by President George W. Bush.

Nelson took over responsibilities of acting deputy maritime administrator May 1, when former deputy administrator John Jamian resigned and before the confirmation of Sean T. Connaughton as maritime administrator. She joined the agency as chief counsel in August 2005.

Nelson has extensive experience in the maritime industry and admiralty law, which gives her a solid understanding of the work done within the Maritime Administration. She joins MarAd from Oceaneering International, Inc., an ocean engineering development group, where she served as general manager and maritime/contracts attorney. From August 1998 to April 2003, Nelson served as general counsel and general manager for Nauticos Corporation of Hanover, Md.,



Julie A. Nelson addressed those in attendance during the U.S. Maritime Administration's 2006 Maritime Day observance in Washington, D.C.

another high-technology ocean engineering firm.

Among other duties, Nelson's background also includes eight years working at the Pentagon for the Department of the Navy as an Intelligence Research Analyst and Program Manager, and eight years on active and reserve duty with the U.S. Navy.

'SIU Through and Through'

Union Bids Farewell to Retired VP Red Campbell

Fellow Seafarers knew him simply as Red.

Angus Campbell spent most of his life serving the union, first as a rank-and-file member during and after World War II and later as vice president of contracts. The former bosun retired in late 1991 but continued working part-time for the SIU until his health would not permit it, roughly a year ago.

Brother Campbell died on Sept. 22 in Waldorf, Md., a couple weeks shy of his 85th birthday. His SIU career deserves celebration in its own right, but his passing also marks a milestone in the union's history. Campbell is believed to have been the last surviving headquarters official who sailed in World War II.

Former shipmates, fellow union officials and company representatives all described Red as trustworthy, efficient, dedicated and by-the-book. They also mentioned his unwavering love of all things Pittsburgh, and primarily his devotion to baseball's Pittsburgh Pirates—a team that's been bad since the mid-1990s but that Red still had followed daily.

If watching the Pirates arguably had become a bad habit, Red also had an outright vice that was a constant part of his persona. He chewed tobacco for most of his adult life, usually throughout the day, with little or no ill effect on his health.

"Red was one of the most dedicated officials in the SIU," said Seafarers President Michael Sacco. "This membership was his family. He was respected by not only all of maritime labor but the entire maritime industry. He'll be sorely missed by a lot of people."

Retired Bosun Rowland "Snake" Williams sailed with Campbell on Bull Line ships during the 1950s. "You couldn't meet



Red Campbell presents his report at his last official union meeting, in December 1991 in Piney Point, Md. He retired that month but continued serving the union for many years afterward.

a better guy," he recalled. "He was a great person and a good friend. He always walked around with that chaw of tobacco and talked about Pittsburgh baseball.... When he went to work for the union (as an official), we got some damn good contracts signed by him."

Tony Naccarato, an official with SIU-contracted Crowley, met Campbell in the early 1970s. "The great thing about Red was that when I came on board, he treated me like I'd been around for years," Naccarato noted. "He was one of my favorite guys, and the kind of person who called them as he saw it. Red's only agenda was to do right for the people. I learned very quickly that if I didn't know an answer, I'd get the answer from Red and it wasn't strictly to benefit himself or anyone else, but the truth."

Born in Scotland, Campbell immigrated to Pittsburgh in 1926 (at age 5) and joined the SIU in 1943 in New York, after working in the steel mills. He first sailed aboard the *Daniel Willard* and later took part in the historic invasion of Normandy on June 6, 1944 (see sidebar).

He shared his sense of humor—Campbell had a penchant for one-liners—with fellow union members after World War II, when he began writing occasional articles for the *Seafarers LOG*. He wrote two or three stories per year, many under the title "Red's Beef Box," until the late 1950s. The topics were wide-ranging, but the humorous tone remained consistent.

Altogether, he sailed for more than 5,000 days during his 16-plus years as a rank-and-file member, an average of 10.5 months per year at sea and a fact of which Campbell was quite proud.

He came ashore in 1960 and spent the next 20 years working as a port official, first in New York, then in San Juan, P.R. and then once again in New York. He served as vice president of the union's collective bargaining department from 1980 through his official retirement in December 1991.

SIU Secretary-Treasurer David Heindel described Campbell as "our resident historian. Young officials needing the history of a particular (contract) clause or its intent would call on Red. He would always take the time to explain it and why it was there. Red's knowledge of the industry was a great resource to have and shortly after coming ashore, I took advantage of that and called Red on a regular basis.

"He always had great stories of the old days and would remind you that being a seafarer back then was not easy," Heindel added. "He would say, 'The good old days weren't so good. We're living in the good old days!'"

SIU Vice President Government Services Kermitt Mangram first worked with Campbell in New York in 1981. "He was a detail person—dotted all his i's and crossed all his t's. He motivated me to try to be perfect when it came to union business and serving the membership," Mangram said. "I had the utmost respect for him, and I'll never forget him."

Mangram also noted that during the 1980s, "Red helped get us on board with military contracts when shipping was otherwise bad. He kept people working."

Capt. Robert Johnston, senior vice president of Overseas Shipholding Group (OSG), met Campbell in 1976 "when I came ashore as a port captain and we'd pay off ships. I had such respect for Red. In later years, if we couldn't settle a beef locally, I'd tell a patrolman, let's get Red on the phone, and whatever he says is fine with me. He was probably the fairest and most honest guy you could ever meet.... Nobody knew the contract better than Red. Not only the contract, but the history behind it. He always treated everybody fairly."

SIU Executive Vice President Augie Tellez, who directly worked with Campbell as assistant vice president contracts from 1988-91, said, "Red was the ultimate technician, and you always knew where he was coming from. He didn't play games. Red saw most things in black and white terms, and he was a true creature of his upbringing. He was a child of the Depression and sailed in World War II, and his views were formed by those experiences. I'm very fortunate to have known him and learned from him. He was one of the best."

Tellez also noted that Campbell's no-nonsense approach included constructive feedback that he provided to other officials when warranted. "There's not a union official who broke in while Red was still around who didn't experience the dreaded 'click' phone call. 'But, Red.... Click!'"

Bob Rogers, vice president of Interocean American Shipping Corporation, first worked with Campbell in 1977 when Rogers was a personnel manager. "Red was SIU through and through," he stated. "It's a privilege to say I knew Red. He loved the union and

knew the contract backwards and forwards, and could cite the history of the union movement like no one else.

"But, if you wanted to get Red's attention off the contract, all you had to do was ask a question about one of his other two passions—Pittsburgh baseball and gardening," Rogers continued. "He scheduled his year around the trips he'd make to Pittsburgh to watch a few home games, and watched or listened to baseball whenever he could. His lawn and garden would rival anything any professional could ever try to do."

He concluded, "More than anything else, Red was someone you immediately liked—and trusted. The tone of my entire relationship with both Red and the SIU was set early on when I called him with a contract question. I described the situation and I can still remember Red saying, 'No, that's not what the contract says, and it isn't payable.' To Red, the contract was the contract—if it was in the

contract it was payable, if it wasn't in the contract it wasn't paid. He never tried to change the meaning. From that moment on, back in 1977, I knew without any doubt or reservation that Red—and the SIU—could always be trusted."

SIU Vice President Contracts George Tricker said, "Over the last 25 years I have had the privilege of knowing Red Campbell, first as a member, then a junior officer and eventually as one of his successors. Among the lessons I've learned from Red is sacrifice. Whether postponing vacations, cancelling plans or doing without, Red's priority was this union. His example is the standard when it comes to dedication and why Red was simply the best at what he did."

Campbell's survivors include his wife, Marie, and four daughters.

In accordance with his wishes, his ashes will be scattered at sea from an SIU ship.



Believed to have been taken in 1950, this photo shows Campbell (standing, left) and others looking over a list of candidates for SIU offices.



From the late 1940s to late 1950s, Campbell shared his wit via an occasional column in the union newspaper known as "Red's Beef Box."



In this 1972 photo, Campbell (left) is pictured with fellow SIU Representative George McCartney (second from left) and two members aboard the *McLean* in New York. Campbell and McCartney (who died in 2004) later served the union as vice presidents.

'Red' Recalls D-Day Scene

Editor's note: This story is reprinted from the April 1994 issue of the Seafarers LOG. Brother Campbell also was a strong advocate in the long, successful fight to secure veterans' status for World War II mariners. He joined the merchant marine in 1943 after being rejected for volunteer service in the military due to medical issues.

Retired SIU Vice President Angus "Red" Campbell was one of many Seafarers who took part in the historic invasion of Normandy on June 6, 1944.

"It was better than any John Wayne movie," said Campbell. "I was on the *Thomas Wolfe*, a Liberty ship, and we left New York in April. We discharged cargo in Wales. Then we went to Scotland to take on some preparatory gear for the invasion, along with three British aircraft spotters. Eventually we loaded in Southampton, England, about a week before the invasion. Then we followed the mob."

He described the scene at Normandy as "remarkable. There were hundreds of airplanes, battleships, cruisers.... A week later, you were still getting shell fire from the 88 millimeters, from the pillboxes on the beach, which were about 12 feet thick.

"There was no problem with the air, but the water was filled with acoustic mines, which are drawn by sound into the propeller. There were lots of bodies in the water: soldiers and sailors...."

"We discharged cargo at the beachhead for 90 cents an hour. Seamen also were required to assist the gun crews. So, in addition to your fire and boat station, everybody on board had a gun assignment. There were 24-hour-a-day lookout assignments, including the crow's nest."

Campbell added that there was a humorous side to the voyage. "Our engine room crew members basically all came from Georgia and Florida. The people in the deck and steward departments were from New York, so the Civil War also raged for the full 12 months of our voyage."

Revised Medical Guidelines Spell Out Usual Practices

The U.S. Coast Guard in September issued two notices regarding merchant mariner physical examination requirements.

Published in the Sept. 28 *Federal Register*, the announcements serve notice that the agency has drafted revised guidelines covering medical and physical exams for merchant mariner credentials. The revised guidelines are based on, respectively, requirements in the amended STCW Convention and recommendations by the National Transportation Safety Board (NTSB) that were issued in the wake of the 2003 Staten Island ferry incident in New York Harbor.

The first proposal, "Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials," seeks public comment on a draft Navigation and Vessel Inspection Circular on medical and physical evaluation guidelines for merchant mariner

credentials. Public comments on this proposed draft may be submitted through Nov. 27.

The guidelines are intended to specify what has been considered the normal practice for mariners who take physicals in order to secure or renew their z-card. The guidelines themselves generally have been used all along, without having been spelled out by a federal agency. Hence, this is not expected to be a major change in the industry.

In part, the first notice—under the subhead "Why is the Coast Guard taking this action?"—reads: "The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW) requires each party to establish standards of medical fitness for seafarers. Title 46 United States Code, Subtitle II, Part E, and Title 46 Code of Federal

Regulations (CFR) subpart B require that mariners be physically able to perform their duties, using terms such as 'general physical condition,' 'good health' and 'of sound health.' Title 46 CFR parts 401 and 402 contain special requirements for registration as a Great Lakes Pilot, including the requirement to 'pass a physical examination given by a licensed medical doctor.' None of these references contain specific standards, with the exception of visual acuity and color vision, for determining if mariners are physically and medically qualified.

"The lack of specificity in the above statutes and regulations has led to confusion and unnecessary delays in processing credential applications as well as inconsistent

evaluations by medical practitioners conducting examinations of credential applicants. Moreover, it has caused confusion on the part of Coast Guard personnel charged with determining whether a credential should be issued. The proposed NVIC provides the specificity that the above statutes and regulations lack. It details the specific medical and physical conditions that are potentially disqualifying, and the data recommended for evaluation of each of these conditions. This is expected to reduce the inconsistency and subjectivity of the medical evaluation process and eliminate the guesswork that mariners may currently encounter as to what specific physical and medical information is needed to process their applications."

The second notice, "Exercise of Authority to Require Pilots to Submit Annual Physical Examinations," announced that the agency will require pilots of certain vessels to provide a copy of

their annual physical examinations to the Coast Guard. The requirement applies to all first class pilots on vessels greater than 1,600 gross registered tons and other individuals who serve as pilots on certain types of vessels.

Materials related to the foregoing matters, including copies of the *Federal Register* notices and procedures for submitting comments on the Navigation and Vessel Inspection Circular are available on the U.S. Coast Guard's Homeport web site: <http://homeport.uscg.mil/mycg/po-rtal/ep/home.do>

To access the information from the Homeport main page, visitors should click on "Merchant Mariner" in the left column. On the next page, click "Updates" under "Medical Evaluations" in the center column. Updates and new information will be posted to this site as they become available.

A link to the *Federal Register* notice also is available through the SIU web site, www.seafarers.org.

NCL CEO Veitch Honored For American-Flag Efforts

Recognizing his efforts to build a vibrant and successful U.S.-flag deep sea cruise fleet, Colin Veitch, president and CEO of NCL Corporation (NCL) was honored on Oct. 13 by the International Propeller Club of the United States as the 2006 Maritime Person of the Year at the organization's 80th annual international convention in Norfolk, Va. The award is presented to a person who has demonstrated outstanding leadership in furthering and promoting the maritime industry.



NCL President and CEO
Colin Veitch

Under Veitch's guidance, the company's SIU-contracted NCL America brand has revitalized the U.S.-flag large cruise ship industry, operating three American-flag passenger ships. NCL America's operations provide substantial economic benefits to the United States, generating hundreds of millions of dollars and creating thousands of American jobs. The individuals employed by NCL America help sustain a pool of qualified mariners who can be called upon to assist the U.S. military in times of need or national emergency.

In July 2004, NCL America christened Seafarers-crewed *Pride of Aloha*, the first new U.S.-flag deep sea cruise ship in nearly 50 years. In June 2005, the SIU-crewed *Pride of America* followed and at the time became the largest U.S.-flag passenger ship ever built. NCL America again made U.S. maritime history in May 2006 by christening the SIU-crewed *Pride of Hawaii*, which the company describes as "the largest, most luxurious and most expensive U.S.-flagged cruise ship in history." According to NCL, the three ships are estimated to create directly and indirectly 20,000 jobs and generate more than \$800 million in economic activity in the United States.

"It is a great honor to be recognized by the International Propeller Club of the United States for my work in the U.S. maritime industry," Veitch said. "Many people have contributed

to the success of NCL and NCL America, and I would like to express my sincere appreciation and gratitude to everyone on the NCL team, and particularly our partners in maritime labor and in the U.S. government. Without their support, I would not be receiving this award."

"Colin had the vision for a revitalized U.S.-flag cruise industry," said A. Frank Baptista, Sr., the Propeller Club's international president. "He followed through to make it a reality, investing more than a \$1.3 billion dollars in U.S.-flag cruise ships, offering new seagoing opportunities for American seafarers, and providing tremendous economic benefits to Hawaii and the rest of the United States."

Veitch joined NCL in 2000 and has embarked the company on a major new build campaign that has resulted in the company adding eight new ships to the NCL and NCL America brands in six years, with a ninth due for delivery in November.

Veitch holds an MBA degree from the Harvard Business School and a Bachelor of Science Degree from the University of London. He is based in NCL's corporate headquarters in Miami.

The International Propeller Club of the United States is a non-profit organization whose members comprise a cross-section of the maritime industry throughout the United States and in many cities in other countries.

Labor Vows Fight Over 'Kentucky River' Cases

The National Labor Relations Board (NLRB) on Oct. 3 voted to slash longtime federal labor laws protecting workers' freedom to form unions and opened the door for employers to classify millions of workers as supervisors. Under federal labor law, supervisors are prohibited from forming unions.

The NLRB ruled on three cases, collectively known as "Kentucky River," but it was the lead case—Oakwood Healthcare Inc.—that created a new definition of supervisor. In this litigation which involved an acute care hospital in Michigan, the board ruled that permanent charge nurses are supervisors (but not nurses who sometimes rotate into the charge nurse role). The board used that case and two others—one involving a Minnesota nursing home, the other a Mississippi metals plant—to address issues raised by a 2001 Supreme Court ruling.

Union officials predicted the ruling would have a chilling effect on union organizing because employees who are uncertain whether they qualify for membership would be less inclined to advocate a union.

Dozens of cases involving the definition of supervisor now before the NLRB will be sent back, with employers having the option to craft arguments that will meet the new definition of supervisor and limit the number of workers who can join a union.

Although the Oakwood decision covers only nurses, the expanded definition of supervisors means up to 8 million workers—including nurses, building trades workers, newspaper and television employees and others—may be barred from joining unions. The ruling sets broad definitions for determining who is a supervisor that invite employers to classify nurses and many lower-level employees with minor authority as supervisors.

The board's new definition essentially enables employers to make a supervisor out of any worker who has the authority to assign or direct another and uses independent judgment. Amazingly, the board also ruled that a worker can be classified as a supervisor if he or she spends as

little as 10 percent to 15 percent of his or her time overseeing the work of others.

AFL-CIO President John Sweeney called the decisions "outrageous and unjustified."

It's the latest example of how the NLRB is prepared to use legal maneuvering to deny as many workers as possible their basic right to have a voice on the job through their union, he said.

"The NLRB should protect workers' rights, not eliminate them," the federation president concluded. "If the administration expects us to take this quietly, they're mistaken."

In their dissent, NLRB members Wilma Liebman and Dennis Walsh said the decision "threatens to create a new class of workers under federal labor law—workers who have neither the genuine prerogatives of management, nor the statutory rights of ordinary employees." Liebman and Walsh wrote that most professionals and other workers could fall under the new definition of supervisor, "who by 2012 could number almost 34 million, accounting for 23.3 percent of the workforce."

They went on to say that the majority did not follow what Congress intended in applying the National Labor Relations Act: Congress cared about the precise scope of the Act's definition of "supervisor" and so should the Board.

The NLRB currently is holding up dozens of cases that address the definition of supervisor, 60 of which are union election cases. These cases have been sent back to the various regional boards. In some of these instances, workers who voted several years ago to form a union still are waiting for their ballots to be counted.

The American Federation of Teachers and AFT Healthcare in a statement also said the decisions will jeopardize health care: "If nurses and other skilled workers are considered supervisors and lose union protection, they would be extremely reluctant to speak out about patient care problems out of fear of being fired or disciplined. The ramifications of this case are extremely serious; the decision could have a significant

impact on the quality of patient care and workers' rights."

A group of 13 religious leaders in September wrote the NLRB expressing deep concern over the impending decisions. The letter read in part: "Our religious traditions support workers' right to organize and bargain collectively. We support proposals that expand coverage and access to collective bargaining rather than limit it. We believe that all persons are created in the image of God and as such their work unites them with others and should be endowed with dignity, equality and justice. In the workplace, collective bargaining is the most effective process for workers to express this dimension of their humanity."

Speaking at a Sept. 22 conference on the possible impact of the Kentucky River cases, Rep. Rosa DeLauro (D-Conn.) condemned the NLRB's refusal to conduct oral arguments in these cases.

"These decisions could very well change the basic rights of American workers," she said. "Given the stakes, the NLRB needs to be as thorough as possible in hearing testimony. The fact that the NLRB has not held hearings shows that the board is not taking this case as seriously as it should. At the heart of the issue is the right of workers to organize, to bargain collectively and to share in decisions," the congresswoman concluded.

The Economic Policy Institute, some three months before the NLRB Kentucky River decisions, issued a report on the impact of the body's pending rulings. According to the EPI:

- Bad rulings in these cases could strip remaining federal labor law protections of the freedom to form unions and bargain collectively from eight million private sector workers.
- Workers who are at risk of being deemed "supervisors" by the Labor Board and who could therefore lose their union rights can be found in nearly every occupation and industry. EPI finds, for example, that 843,000 registered nurses—more than one-third of all the private sector RNs in the country—may be stripped of union rights coverage. Nearly 400,000 computer systems analysts—more than one in four—could lose coverage.

Pension Reform Q&A – Information about the New Law

First in an occasional series.

Q: What are a few basics of the new pension reform law?

A: The Pension Protection Act of 2006 was signed into law in August. Like most bills, it is considered a compromise measure. It's also considered major reform and is, to say the least, complex (the final document contains nearly 400 pages). The law's stated intent, as its name indicates, is to initiate or strengthen rules to help ensure proper funding of various types of pension plans.

Q: What are a few of the specifics?

A: The new law requires companies that under-fund their pension plans to pay additional premiums (a strong incentive to reach and maintain full funding levels). It closes loopholes that allow under-funded plans to skip pension payments. It raises limits on the amount of money that employers can put into their pension plans (to allow for a financial cushion). For multiemployer defined benefit plans, it requires actuarial certification as to whether a plan is in endangered or critical status. It specifies certain language that must be included in mandatory annual funding notices like the one that was published in the September 2006 issue of the *Seafarers LOG*.

Q: Why did the Seafarers

Pension Plan notice in the September *LOG* include a long section on rules governing insolvent plans? Is the SPP in trouble?

A: The Seafarers Pension Plan is fully funded. The Plan is not in trouble at all. The Plan is financially sound. Under the new law, the federal government dictates virtually everything about the annual funding notice, including its content, the manner in which it is distributed, deadlines for distribution—and inclusion of the rules governing insolvent plans. At a glance it may cause undue concern for Plan participants (Seafarers). The bottom line is that SPP is in excellent shape.

Q: In plain English, why was this new law needed in the first place, and how will it affect the SPP?

A: There are a number of troubled pension plans across the country and this is an attempt to help repair them. Another stated reason for the reform is "transparency"—participants will be entitled to a lot more information than in years past. Generally, the new law doesn't affect multi-employer plans (such as the SPP) as much as single-employer plans, other than with disclosure requirements.

Q: What are defined benefit and defined contribution plans?

A: The Labor Department describes a defined benefit plan as

one that "promises you a specified monthly benefit at retirement. The plan may state this promised benefit as an exact dollar amount, such as \$100 per month at retirement. Or, more commonly, it may calculate a benefit through a plan formula that considers such factors as salary and service for example, 1 percent of your average salary for the last 5 years of employment for every year of service with your employer. A defined contribution plan, on the other hand, does not promise you a specific amount of benefits at retirement. In these plans, you or your employer (or both) contribute to your individual account under the plan, sometimes at a set rate, such as 5 percent of your earnings annually. These contributions generally are invested on your behalf. You will ultimately receive the balance in your account, which is based on contributions plus or minus investment gains or losses." (An administrative charge also may affect an account balance.)

Q: Generally, how has the labor movement reacted to the new law?

A: Labor's response has varied, with some unions praising the bill and others being far more cau-

tious. AFL-CIO Secretary-Treasurer Richard Trumka put it this way: "If employers continue to offer fully funded defined benefit pension plans, retirement security will indeed be strengthened. But if employers use the requirements of the act as an excuse to freeze or terminate the plans they have, the act will put our nation's retirement security at even greater risk than it is now." His quote points to one of the concerns about the new law—namely, that it ultimately may decrease the number of companies offering pensions to their employees.

Q: Where can I get more information?

A: The SPP funding notice appears on page 10 of the September *LOG*. For more information about the notice, you may contact Margaret R. Bowen, plan administrator, at (301) 899-0675, 5201 Auth Way, Camp Springs, MD 20746. For more information about the Pension Benefit Guaranty Corporation (PBGC), a federal agency, go to their web site, www.pbgc.gov, or call them at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll-free at 1-800-877-8339 and ask to be connected to 1-800-400-7242). For more information on various types of pension plans, visit the Department of Labor web site (www.dol.gov).

Notice NMU Plans Relocating To Camp Springs

Effective Jan. 1, 2007, the NMU Pension, Annuity and Vacation Plans will be moved to SIU headquarters in Camp Springs, Md.

According to SIU Plans Administrator Maggie Bowen, this move is being done in an effort to provide better service to the membership. Reductions in administrative cost also should be realized as a result of the relocation.

Final Rules for TWIG, MMC Pending

Continued from page 5

- Eliminates DHS's current policy of limiting eligibility by allowing all port facilities within an Area Maritime Transportation Security Plan to apply;
- Ties federal port grants to state plans, area plans and Port Wide Risk Management plans;
- Allows multi-year funding of approved projects for up to 20 percent of each year's grants;
- Sets a deadline for implementing a new credentialing program for port workers to ensure they are not security risks and calls for pilot projects to test biometric readers at ports;
- Requires DHS to deploy nuclear and radiological detection systems at 22 of the nation's largest seaports;
- Mandates DHS to develop a detailed incident recovery plan to get trade moving again in the event of an attack; and,
- Sets in motion cargo scanning pilot programs at overseas ports to test the practicality and effectiveness of systems designed to scan 100 percent of cargo, which was approved for funding in the just-passed DHS appropriations bill.

In a related development, the American Association of Port Authorities (AAPA), during the days before the SAFE Port Act of 2006 became law, praised Congress for passing the measure—the first legislation of its kind to authorize an annual federal fund-

ing level to help secure United States ports against terrorism.

"In this important new legislation, members of several House and Senate committees took components of the GreenLane Maritime Cargo Security Act (S. 2459), the SAFE Port Act (H.R. 4954) and the Public Transportation Terrorism Prevention Act of 2006 (S. 2791) to develop a bill that enhances port and cargo security at home, strengthens the lone federal program that helps America's ports harden their facilities against terrorism, and reduces the potential for terrorists or weapons to reach our shores via maritime commerce," said Kurt Nagle, AAPA president and CEO.

Nagle recognized Reps. Dan Lungren (R-Calif.) and Jane Harman (D-Calif.) for introducing and moving their version of the port security legislation through the House. He credited Sens. Susan Collins (R-Maine), chair, Senate Committee on Homeland Security and Government Affairs and Patty Murray (D-Wash.), together with Sens. Ted Stevens (R-Ark.) and Inouye of the Senate Commerce, Science and Transportation Committee, as the key drivers for negotiating a similar bill in the Senate.

"By passing the SAFE Port Act, we're gratified that Congress recognizes it needs to have a greater financial partnership with U.S. ports to pay for critical seaport security measures," said Nagle. "Yet, for this upcoming fiscal year, dramatic differences remain between the amount Congress recommended for port security and what it will actually fund."

NOTICE TO SIU CIVMAR MEMBERS SAILING ABOARD ACOE, MARAD, MSC AND NOAA VESSELS

September 26, 2006

As a result of a rule adopted by the U.S. Department of Labor in June 2006, all unions that represent employees who work for the federal government (which includes CIVMARS) are now required to send out a notice to their government employee/members containing certain information.

As you know, your union is constantly working to protect your safety, health and employment rights and there are many benefits and advantages for all CIVMARS who join the Seafarers International Union. The summary noted below is intended to make sure that all SIU members understand the rights and privileges of union membership and the responsibilities of the union officers they elect.

Union Member Rights

Bill of Rights — Union members have:

- equal rights to participate in union activities
- freedom of speech and assembly
- voice in setting rates of dues, fees, and assessments
- protection of the right to sue
- safeguards against improper discipline

Collective Bargaining Agreements — As an SIU member you have the right to have input into collective bargaining negotiations. Members and certain nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Constitutions, Bylaws and Reports — Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make these documents available to members and permit members to examine the records necessary to verify the financial reports for just cause. The documents are public information and copies of reports are available from OLMS and on the Internet at www.union-reports.dol.gov.

Officer Elections — In accordance with the union's constitution, union members have the right to:

- nominate candidates for office
- run for office
- cast a secret ballot
- protest the conduct of an election

Officer Removal — Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships — A union may not be placed in trusteeship by a parent body except for those reasons specified in the standards of conduct regulations.

Protection for Exercising CSRA Rights — A union or any of its officials may not fine, expel, or otherwise discipline a member for exercising any CSRA right.

Prohibition Against Violence — No one may use or threaten to use force or violence to interfere with a union member in the exercise of his or her CSRA rights.

Union Officer Responsibilities

Financial Safeguards — Union officers have a duty to manage the funds and property of the union solely for

the benefit of the union and its members in accordance with the union's constitution and bylaws. The union must provide accounting and financial controls necessary to assure fiscal integrity.

Prohibition of Conflicts of Interest — A union officer or employee may not (1) have any monetary or personal interest or (2) engage in any business or financial transaction that would conflict with his or her fiduciary obligation to the union.

Bonding — Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts that exceed \$5,000.

Labor Organization Reports — Union officers must:

- file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS
- retain the records necessary to verify the reports for at least five years

Officer Elections — Unions must:

- hold elections of officers of local unions by secret ballot at least every three years
- conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year
- mail a notice of election to every member at least 15 days prior to the election
- comply with a candidate's request to distribute campaign material
- not use union funds or resources to promote any candidate (nor may employer funds or resources be used)
- permit candidates to have election observers

Restrictions on Holding Office — A person convicted of certain crimes may not serve as a union officer, employee, or other representative of a union for up to 13 years.

Loans — A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

The union also works to make sure that CIVMARS understand their shipboard rights and responsibilities and receive fair treatment from their agency. Additional benefits for union members include life insurance coverage which may be purchased for a nominal fee and access to many other benefits through the AFL-CIO's Union Privilege program. For more information about how the SIU can better serve you please contact:

Chet Wheeler
1121 7th Street
Oakland, CA 94607
(510) 444-2360
cwheeler@seafarers.org

Kate Hunt
635 4th Ave.
Brooklyn, NY 11232
(718) 499-6600
khunt@seafarers.org

Maurice Cokes
115 Third Street
Norfolk, VA 23510
(757) 622-1892
rcokes@seafarers.org

Seafarers At Sea And Ashore



Aboard the *Alaskan Legend*, which recently docked in Long Beach, Calif., Chief Cook Johnson Ashun looks over one of the newly delivered LOGs while AB Paul Longley finishes up his lunch.



QMED Walt "Wilden" Filleman goes about his chores on board the *USNS Gordon*.



A new World War II memorial was dedicated July 4, 2006 in Gloucester, Mass. Anthony Testaverde, who sailed with the SIU in the early '80s, stands in front of the memorial, which notes that Gloucester had double the national average of men and women in the service.



With election time nearing, SIU Rep Dan Duncan (left) discusses maritime issues in Johnson City, Tenn. with Harold Ford Jr., a congressman from Memphis who is running for the U.S. Senate.



Vanessa Fickel, steward aboard the *Capt. Steven L. Bennett*, took "Best Overall Taste" honors for her entry in the "Chili Cook-off," held Sept. 10, 2006 at the Seaman's Center in Diego Garcia. She was crowned "Chili Queen" for her tasty recipe. Proceeds from the event were donated to support the Navy Ball Fund. Thanks to Capt. Rhett Mann for sending this photo to the LOG.



Ships' wheels were among the retirement gifts given to Tarlton (Buddy) Langele and Paul (Red) Roach from Crescent Towing of Mobile. From the left are Crescent Towing VP Arthur Kulp, Langele, SIU Port Agent Ed Kelly, Crescent Towing VP Tad Wilcutt and Roach.



Some of the first Seafarers to line up at the Oakland hall to cast their ballots on the first day of voting for the purpose of amending the constitution of the SIU are (from left) OMU Cirico Geonanga, DEU Emmanuel Bayani Jr. and AB Jimmy Taranto. Handing out the ballots is Safety Director Kathy Chester. The balloting period was from Sept. 1 through Oct. 31.



A delicious birthday cake helped Dispatcher Nick Rios celebrate his September birthday at the Wilmington, Calif. hall.

Floating Railroad Continues a Proud Tradition

New York New Jersey Rail, which operates Cross Harbor Railroad in New York Harbor, is one of the most unique operations in the United States, and the SIU members who work there continue to find it an exciting way of life.

A century ago, several hundred rail cars were floated across the harbor each day from the Greenville yard in Jersey City, N.J. to the Bush Terminal yard in Brooklyn, N.Y. aboard barges. Today, rail cars are making a rebirth by crossing the harbor on carfloats carrying nearly 8,000 rail cars each year and operating in much the same manner as they did in the late '30s and '40s. The trip across the harbor takes 45 minutes—much quicker than shipping overland, which can take up to 5 days round trip.

The Seafarers International Union represents seven employees at New York New Jersey Rail: conductors, engineers, brakemen and bridgemen. Working with new management, the SIU recently was able to secure for the employees a one-year extension to their contract, which includes a wage increase, additional vacation day, guaranteed 40-hour work week and a longevity bonus.

Metropolitan New York is one of the largest consumer markets in the world,

receiving goods at its ports that then need to be transported inland by way of truck. By moving much of this freight on the water, truck congestion is reduced (one rail car is the equivalent of four trucks) and so are vehicle emissions. Therefore, each round trip crossing removes 120 trucks from the local bridges, tunnels and roadways and also provides shippers—who don't want to travel the extra 150 miles to Albany—with a shortcut across the Hudson River.

Rail cars that arrive at the Greenville yard are loaded onto the operating barge—called a carfloat—which then makes the crossing to Brooklyn, where they are offloaded. The cargo moved includes a wide variety of commodities—everything from food products, building and construction materials and paper to hay, scrap and oversized machinery that is too large for road transport. The New York City Transit Authority also utilizes the train-ferry facility to get old, new and refurbished subway cars in and out of the system.

New York New Jersey Rail recently made the news (*The New York Times*, Aug. 11, 2006) when it donated a 95-ton, 60-year-old engine locomotive to a project organized by the Department of Parks and Recreation. For the cost of the



Working at the Bush Terminal yard in Brooklyn are, from the left, Engineer Scott Toomey, Conductor Jim Lada, Brakeman Sam Evans and Brakeman Jose Torres. Engineer Paul Pietrowski and Conductor Joe Muran (not pictured) work at the Greenville yard in Jersey City. The photos accompanying this article were taken by Union Rep Joe Baselice during a recent service visit.

engine's scrap-metal value (\$30,000), the No. 25 was restored and will be the centerpiece of Manhattan's newest public park.

Old No. 25 was not the kind of locomotive that powered sleek passenger trains; rather it was a rugged switching engine run by a 660-horsepower diesel engine built by the American Locomotive Company in Schenectady, N.Y. in 1946 for the Erie Railroad. It was in use in Brooklyn from 1967 until the 1990s.

A number of workers, including SIU members and volunteers, helped refurbish the old engine. One of the volunteers was Diane Mitchner, who shipped with the SIU for 10 years starting in 1979. A graduate of trainee class 278, Mitchner sailed in the deep sea division, last as a chief steward on the *Sea-Land Express*.

While working on the arts project (painting the interior of the car), she made friends with the railroad crew at the yard. And in talking with them, the subject of the SIU came up and she was surprised to find out they were members. She told the *Seafarers LOG* that she hadn't known about New York New Jersey Rail when she was a member and was tickled to find

out that even though she had stopped sailing, she had somehow found her way back to her union roots.

Layers of lead paint had to be stripped from the engine, and toxic fluids and batteries were removed in order to make it child-safe. The bright blue color was replaced with the black and yellow colors of the New York Central, and an "86" prefix was added to "No. 25" to recreate with historical accuracy the designation of trains in the original West Side rail yard.

In mid-August, the engine was barged from Brooklyn to Jersey City, where it was loaded on another barge equipped with a crane. It later was floated across the Hudson River and lifted onto a flatbed truck, transported and then deposited in its new location on a set of historic rails from another section of the city. A plaza will be built around the engine with a children's play area. No. 25 and the new West Side park will officially open to the public next spring where children and adults alike will be able to walk into the two-person interior.

"It's irresistible—everyone wants to play in a train," said Tim Watkins, the project's exhibit-design consultant.



The barge carrying rail cars arrives at the Bush Terminal yard in Brooklyn.

Mokihana to Be Converted From Containership to RO/RO

Seafarers-contacted Matson Navigation Co. in late September signed a \$17 million contract with Atlantic Marine Alabama LLC to perform work related to the conversion of the *Mokihana*, a containership, into a combination container and roll-on/roll-off (RO/RO) vessel. Work is scheduled to begin in April 2007 at Atlantic Marine's shipyard in Alabama and should be completed within two months.

The conversion of the *Mokihana* is part of a previously

announced \$45 million upgrade of Matson's service capabilities in its Hawaii service, which includes shoreside facility improvements and investments in new information technology. The modifications to the ship "will increase Matson's RO/RO capacity in our Hawaii service by 35 percent," said Dave Hoppes, senior vice president for ocean services. "It will help further Matson's objective of providing our auto customers with the two features they prefer: frequency of service and RO/RO capacity. The new state-of-the-art

garage unit will have all of the features of a pure car carrier, including a fully enclosed garage, ventilation, lighting and various safety components to minimize damage in transit."

The *Mokihana* will join two other combination RO/RO containerships in the Matson fleet, the *SS Lurline* and *SS Matsonia*.

"As one of the leading U.S.-flag carriers, Matson is proud to further demonstrate its commitment to supporting U.S. shipyards," said James Andrasick, Matson president and CEO. "In the past six years, Matson has awarded \$584 million of work to U.S. shipyards, including over \$500 million to Aker Philadelphia Shipyard for the construction of four new containerships."

Matson, a wholly owned subsidiary of Alexander & Baldwin, Inc. of Honolulu, provides ocean transportation, intermodal and logistics services. Its RO/RO capabilities have been utilized by the U.S. Armed Forces for the movement of military equipment to and from Hawaii. Matson also maintains multi-year agreements with many of the major car companies to transport their vehicles to the island state.



Next April, Matson's containership *Mokihana* (left) will be converted into a combination container and RO/RO vessel.



At right: Brakeman Sam Evans switches the tracks at the Brooklyn yard.

Below: Conductor Jim Lada secures the barge lines to the dock.



American Legion Backs U.S. Cabotage Laws

The American Legion recently passed a resolution supporting the Jones Act in addition to other cabotage laws and also recognizing the vital role of the U.S.-flag fleet.

Meeting Aug. 29-31 in Salt Lake City for the organization's 88th national convention, the American Legion's Convention Committee on National Security submitted the resolution (No. 102), titled "Support for the Jones Maritime Act and Related Cabotage Laws." The resolution reads as follows:

"WHEREAS, The American Legion has always stressed that maintaining a viable U.S.-Flag Merchant Marine and its supporting infrastructure is essential to the economic, national, and environmental security of this nation; and

"WHEREAS, The maritime policy of the United States, as articulated in the 1936 Merchant Marine Act, states that 'it is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a Merchant Marine'; and

"WHEREAS, The American Legion is concerned about the continued decline of the U.S.-Flag Merchant Marine and the shortage of trained American mariners; and

"WHEREAS, At the beginning of 1998, the privately owned ocean-going U.S.-flag fleet consisted of only 259 active ships, which includes 119 ships in domestic trade and 36 other engaged exclusively in U.S. government work; thus, only 104 U.S.-Flag ships are operating in international trade in support of the nation's economic and national security interests; and

"WHEREAS, The United States is the world's largest trading nation, but only three percent of U.S. imports and exports are carried in U.S.-flag ships which is economically unwise and mili-

tarily imprudent; and

"WHEREAS, The Jones Act which is critical to United States national security and to America's economic well-being should be reaffirmed as should the continuation of the annual appropriations needed to fund the Maritime Security Act of 1996; now, therefore, be it

"RESOLVED, By The American Legion in National Convention assembled in Salt Lake City, Utah, August 29, 30, 31, 2006, That The American Legion support the Jones Act and related Maritime cabotage laws critical to America's maritime infrastructure, and therefore, to the United States national defense."

The group also passed a resolution titled "Commercial Shipbuilding for Defense," in which it again emphasizes the importance of maintaining a strong U.S.-flag fleet, particularly for sealift missions. That resolution (No. 103) reads in part, "The American Legion urge(s) the President and Congress to boost naval budgets, promote commercial shipbuilding, expand the use of U.S. flagships in world commerce, and resist foreign actions that would further damage America's defense industrial base."

President Bush addressed the convention Aug. 31. "As veterans, all of you stepped forward when America needed you most ... and we owe you more than just thanks," he stated.

On its web site, the American Legion notes that it was chartered by Congress in 1919 "as a patriotic, mutual-help, war-time veterans organization. A community-service organization which now numbers nearly 3 million members—men and women—in nearly 15,000 American Legion Posts worldwide. These Posts are organized into 55 Departments—one each for the 50 states, the District of Columbia, Puerto Rico, France, Mexico, and the Philippines."

USNS Mendonca Delivers in Germany



The SIU-crewed *USNS Mendonca* offloaded more than 100 U.S. Army Stryker Brigade combat vehicles in Bremerhaven, Germany in late July. The 950-foot ship had loaded in Tacoma, Wash. and then traveled 9,500 miles in three weeks, according to the U.S. Military Sealift Command. The ship also delivered hundreds of other trucks, trailers, Humvees and containers, the agency reported.

CIVMAR Briefs

Latest NSPS Happenings Bode Well for Workers

Homeland security workers whose job security is threatened by a proposed restructuring of work rules similar to that which would affect CIVMARS received good news in late September when the administration indicated that it would be putting its controversial National Security Personnel System (NSPS) program on hold, at least for now.

The Department of Homeland Security (DHS) revealed that it would not appeal a U.S. Court of Appeals decision blocking implementation of the program. As the judges noted, "Not only (does the NSPS program) defy the well-understood meaning of collective bargaining, it also defies common sense... (It) does not even give the illusion of collective bargaining."

The United DOD Workers Coalition, an association of labor unions representing more than 700,000 Defense Department employees, made the following observation: "We are confident that the DOD will ultimately follow the DHS's lead. The NSPS rulings thus far have gone the way of the DHS rulings, so DOD would be smart to end this now."

The SIU is part of the coalition and has worked to exempt CIVMARS from NSPS. Those efforts have been largely successful. CIVMARS are exempt from all but the labor relations provisions.

Update on Internet Access Restriction

Last month the *LOG* reported that MSC has notified the union and CIVMARS that access to their private e-mail servers and some web sites will be restricted. The union has submitted proposals to MSC to decrease the impact of these restrictions and to ensure that CIVMARS will be able to access e-mail as well as conduct necessary financial and other types of transactions while they are at sea. The union will keep CIVMARS posted on the progress of these negotiations. Any problems with e-mail access should be reported to your union official or civmarsupport@seafarers.org.

'Open Season' Starts Nov. 13

The annual "open season" for the Federal Employees Health Benefits Program begins Nov. 13 and runs through Dec. 11, 2006. According to the U.S. Office of Personnel Management (OPM), there will be 284 plans from which to choose—a record high number. Additionally, there will be seven choices for new supplemental dental insurance along with three choices for additional vision insurance.

More than 8 million people are enrolled in the Federal Employees Health Benefits Program (FEHBP).

During the open season, anyone "<http://www.opm.gov/insure/06/html/popups/eligibility.htm>" may enroll, change health plans or options, cancel their FEHB enrollment, and change participation in "<http://www.opm.gov/insure/health/pretaxfehbp/index.htm>" (waive or begin participation). Outside of open season, newly eligible employees may enroll within 60 days of becoming eligible for the program.

According to news reports, the OPM has boosted the number of high-deductible insurance options for the year 2007. There will be 29 such plans compared to 27 in 2006—the enticement being lower premiums.

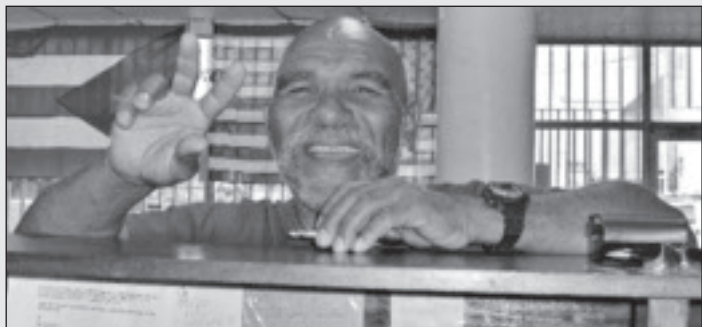
Both for health insurance and dental and vision coverage, federal workers may pay premiums before taxes, through payroll deduction.

A wealth of additional information is available on line at the OPM Federal Employees Health Benefits Plan web site, beginning at the following address: <http://www.opm.gov/insure/health/index.asp>.

Is Your Ship Receiving the Seafarers LOG?

SIU Government Services Division representatives recently have been told by members that some MSFSC vessels are not receiving the *Seafarers LOG* for months at a time. Please let your Government Services Division union representative know if your vessel is not receiving the *LOG* by emailing: civmarsupport@seafarers.org.

With Seafarers in Puerto Rico



Electrician Ray Prim drops in at the SIU hall in San Juan.



Americo "Pichi" Garayua (right) receives his first pension check at the hall. Congratulating him is SIU Port Agent Amancio Crespo.



Pictured aboard the *Green Ridge* in mid-September are (from left) Chief Cook Luis Aceridano, SA Jose Rojas, Bosun Thomas Skubinna and Steward Robert Wagner.



Chief Cook Angel Perez



QMED Electrician Luis Roebuck



AB Manuel C. Rodriguez (right) proudly shows his "A" seniority book to Port Agent Crespo.

Snapshots from the Port of Jacksonville

Seafarers and their



Cape Domingo

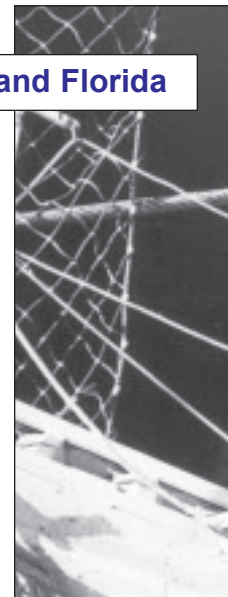


OMUs Watts and Porter attend the shipboard meeting on the *Cape Domingo*.



Sealand Florida

The starboard name board on the *Sealand Florida* was refurbished during voyage 023 and is being mounted back into position over the lifeboat. AB Eddie Ebanks (far right) did the sanding, painting and varnishing to make it look like new. Helping him return the name board to its mount are (from the left) Bosun James Saunders, AB Randell Porter and AB Leroy Woods.



AB James Rush stands on the *Florida's* gangway.



Cape Diamond



Aboard the *Cape Diamond* are (from the left) Bosun R. Boyd, QMED Allen Pryor, AB Leslie Bracy Jr. and W. Coleman, bosun on the *Cape Domingo*. At right is Chief Cook Tulio Gomez.



Maersk Carolina

Recertified Steward Gerard Hyman and Chief Cook Isabel Sabio work aboard the *Maersk Carolina*.

Pensioner Remains Active



AB Alexander Nicholson picks up his first pension check in August from Jacksonville Port Agent Archie Ware. Nicholson, who is 72, continues to stay involved with his union.



Alliance New York

Chief Cook Joseph Brooks gets the griddle going.



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stands at the bottom of the *Sealand* when the ship was in Jacksonville.



ft: Chief Cook Joseph books (right) poses in the gal- of the *Alliance New York* with Steward L.P. Packnett (center) and SA German Guity.

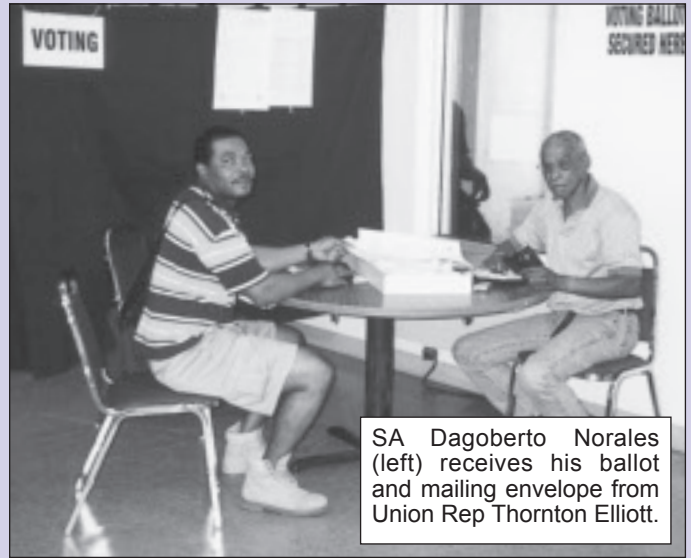
Voting in the Hall

Voting for the purpose of amending the constitution of the Seafarers International Union/AGLIWD/NMU began Sept. 1. SIU members were able to cast secret ballots at union

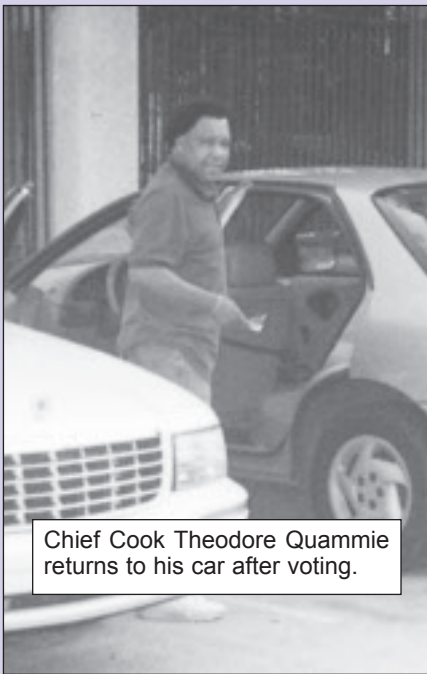
halls or by mail through Oct. 31. The photos below were taken of SIU members exercising their rights at the Jacksonville hall.



Before voting, AB David Harvey (left) presents his book to Safety Director Randy Senatore.



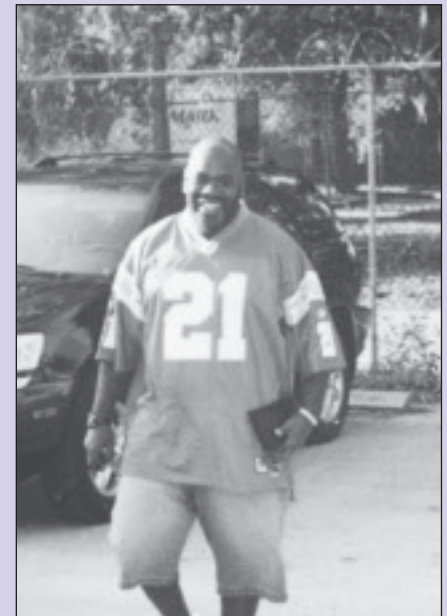
SA Dagoberto Norales (left) receives his ballot and mailing envelope from Union Rep Thornton Elliott.



Chief Cook Theodore Quammie returns to his car after voting.



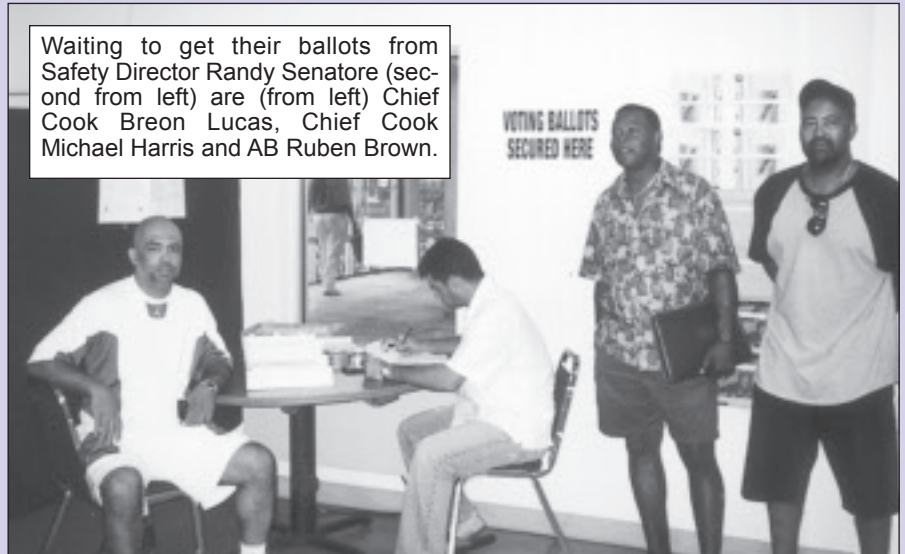
Union Rep Thornton Elliott and Executive Assistant Karen Shuford help members follow the proper voting procedures.



Chief Cook Robert Thomas is ready to cast his ballot.



Safety Director Randy Senatore (right) checks the union book of AB Luis Alvarez.



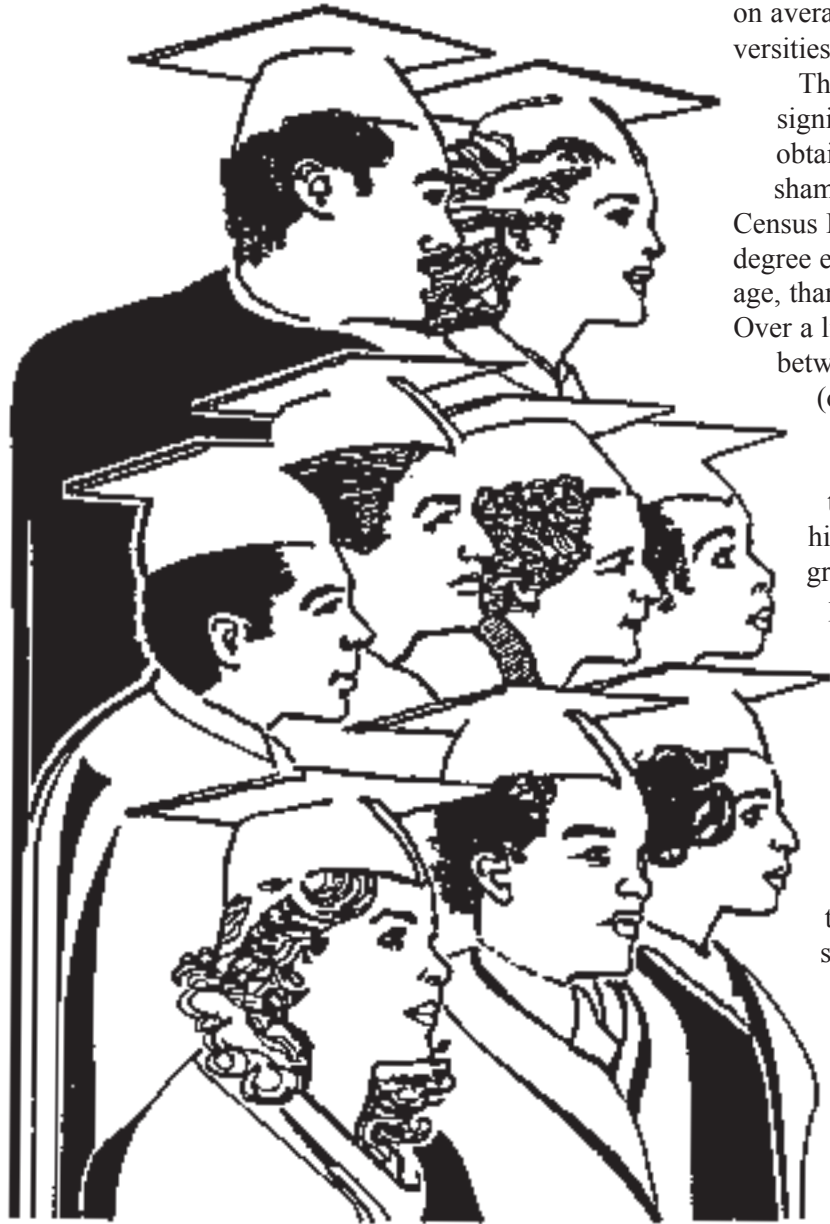
Waiting to get their ballots from Safety Director Randy Senatore (second from left) are (from left) Chief Cook Breon Lucas, Chief Cook Michael Harris and AB Ruben Brown.



Steward Willie Massaline (far left) secures his ballot from Union Rep Thornton Elliott while Steward Carol Milstead (right) gets hers from Safety Director Randy Senatore.



SIU Plan Offers Eight Scholarships For Members And Dependents In 2007



College tuitions have gone up about 8 percent per year for the past 25 years, and there's no escaping the fact that they are continuing to rise—and at a much faster rate than that of inflation or the growth in family income.

According to recently released reports from the College Board, a non-profit association of 4,500 schools, colleges and universities, most students and their families can expect to pay, on average, from \$112 to \$1,190 more than last year for this year's tuition and fees, depending on the type of college.

Tuition costs, of course, are not the whole story. Including room and board, the cost of attending a private college is \$29,026 per year on average, and \$12,127 at four-year public universities.

These high college costs could prevent a significant number of Americans from obtaining a college degree, and that is a shame—especially when, according to U.S. Census Bureau statistics, people with a college degree earn more than 62 percent more, on average, than those with only a high school diploma. Over a lifetime, the gap in earning potential between a high school diploma and a B.A. (or higher) is more than \$1,000,000.

But there is good news for Seafarers and their eligible dependents who want to continue their dreams of attaining a higher education without taking on any great financial burden: the scholarship program offered by the Seafarers Health and Benefits Plan.

This year, the Plan is again funding eight scholarships to SIU members, their spouses and dependent children to help offset the rising rates for a college education.

Three of the scholarships for 2007 are reserved for SIU members. One of those is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be

awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

Where to Start?

This is a great time to begin the application process. The first step is to send away for the Seafarers Scholarship Program booklet. To receive a copy of this guide, fill out the coupon below and return it to the address listed on the form. Alternatively, copies of the booklet may be picked up at your nearest SIU hall.

Then What?

Once the scholarship booklet has been received, applicants should check the eligibility information and, if they are eligible, should start collecting some of the other paperwork which must be submitted along with the full application by the April 15, 2007 deadline.

What Information Do I Need?

Items that will need to be included in the application package include transcripts and certificates of graduation. Since schools often are quite slow in handling transcript requests, the sooner the requests are made, the better.

Another part of the application includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals. A photograph of the applicant as well as a certified copy of his or her birth certificate also need to be included.

The selection committee, made up of a panel of professional educators, looks at the high school grades of all applicants and also checks the scores of their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2007 to ensure the results reach the committee in time to be evaluated.

Those Seafarers and dependents who previously applied for a Seafarers scholarship and were not selected are encouraged to apply again this year, provided they still meet all the eligibility requirements.

Don't let the steadily increasing costs of a college education stop you from reaching your goals. The Seafarers Scholarship Program can make a difference!

↓ **Fill out the form below
and send away for your
program booklet today!** ↓

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number (____) _____

This application is for: Self Dependent

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

11/06

Additional Scholarship Funding Available to Union Members

Since 1992, the Union Plus Scholarship Program—offered through the Union Plus Education Foundation—has given out more than \$2 million to students of working families who want to begin or continue their secondary education. SIU members are again eligible for the 2007 awards.

The students selected for university, college, trade school or technical scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments. Current and retired members of AFL-CIO unions participating in the Union Plus program (including the SIU) are eligible, along with their spouses and dependent children.

The individual must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Graduate students are not eligible.

The amount of the educational stipends range from \$500 to \$4,000. Each is a one-time cash award sent to individual winners for undergraduate study beginning in the fall of the same year. To download a copy of the application form, go to:

<http://www.unionplus.org/benefits/education/scholarships/scholarshipApp.pdf>

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WEB-0305



Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 2006

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	2	2	0	2	2	1	4	5	2
Anchorage	0	3	6	0	4	0	3	0	7	8
Baltimore	7	14	3	10	5	0	1	9	14	4
Fort Lauderdale	7	20	4	6	10	0	7	17	30	10
Guam	1	7	3	0	9	1	0	2	10	3
Honolulu	6	8	0	7	5	0	1	11	15	0
Houston	42	20	14	39	17	3	6	65	48	22
Jacksonville	34	21	8	25	12	4	10	57	37	13
Joliet	0	2	0	0	3	0	0	0	1	0
Mobile	12	12	1	2	7	1	2	20	24	5
New Orleans	12	9	5	11	3	2	5	33	19	5
New York	39	16	5	20	7	4	15	84	44	14
Norfolk	17	19	10	8	15	6	5	30	27	13
Oakland	19	16	2	10	12	1	10	32	21	7
Philadelphia	5	2	1	2	3	0	1	10	4	5
Piney Point	1	18	0	0	8	0	0	1	17	0
Puerto Rico	4	6	1	3	4	0	0	14	16	3
St. Louis	34	34	14	15	15	7	12	71	57	20
Wilmington	21	17	5	20	7	2	8	53	32	9
Totals	255	250	85	179	151	34	88	516	435	146
ENGINE DEPARTMENT										
Algonac	2	0	2	1	0	1	0	1	3	2
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	6	4	1	8	4	0	2	5	6	2
Fort Lauderdale	3	3	3	3	5	2	1	6	10	4
Guam	1	4	0	2	3	0	1	1	9	1
Honolulu	8	3	2	9	1	1	3	13	5	4
Houston	9	7	5	11	13	2	5	22	10	11
Jacksonville	16	24	4	20	9	2	10	32	42	6
Joliet	0	0	0	1	0	0	0	0	2	0
Mobile	11	7	0	6	0	1	0	9	11	1
New Orleans	6	5	0	4	4	0	6	9	8	0
New York	15	10	5	14	3	1	5	28	18	9
Norfolk	6	16	3	7	5	2	2	15	26	6
Oakland	6	9	0	8	4	1	4	14	11	4
Philadelphia	2	2	0	2	0	0	0	1	2	0
Piney Point	3	1	1	3	1	1	0	4	2	0
Puerto Rico	3	2	0	2	0	0	1	4	5	1
St. Louis	1	1	0	1	2	0	0	3	2	2
Tacoma	9	19	2	4	13	2	2	25	32	6
Wilmington	10	7	9	3	8	4	0	25	12	15
Totals	117	125	37	109	76	20	42	217	217	74
STEWARD DEPARTMENT										
Algonac	1	1	0	0	1	0	0	2	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	0	0	1	0	0	1	7	1	0
Fort Lauderdale	4	3	2	4	5	0	2	9	10	2
Guam	3	3	0	2	1	0	1	3	2	1
Honolulu	6	5	2	7	5	1	3	10	14	1
Houston	25	2	4	26	1	1	8	32	11	7
Jacksonville	12	5	1	7	5	1	0	31	14	2
Joliet	0	0	0	0	0	0	0	0	0	2
Mobile	4	6	1	2	3	0	1	5	6	1
New Orleans	2	3	1	0	2	0	0	11	5	3
New York	24	9	4	6	2	3	5	43	14	7
Norfolk	8	20	2	7	11	1	2	11	19	2
Oakland	15	4	0	12	3	0	4	33	6	1
Philadelphia	3	2	0	1	2	0	0	5	1	0
Piney Point	2	4	1	0	1	0	0	4	4	1
Puerto Rico	1	1	1	1	2	0	0	1	4	1
St. Louis	3	0	0	0	2	0	0	5	1	0
Tacoma	11	8	1	7	8	0	6	30	18	3
Wilmington	19	2	4	11	2	1	4	46	14	5
Totals	146	78	24	94	56	8	37	288	145	39
ENTRY DEPARTMENT										
Algonac	0	2	4	0	0	0	0	0	4	9
Anchorage	0	0	1	0	0	0	0	0	1	3
Baltimore	0	6	2	0	4	0	0	0	5	3
Fort Lauderdale	0	9	15	0	3	7	0	0	14	17
Guam	0	2	0	0	1	0	0	0	3	1
Honolulu	1	4	6	0	6	2	0	3	7	13
Houston	2	18	18	3	9	7	0	4	41	32
Jacksonville	2	17	10	2	6	2	0	3	38	23
Joliet	0	0	0	0	0	1	0	0	0	0
Mobile	0	4	2	0	2	1	0	1	8	3
New Orleans	1	3	3	2	2	2	0	2	7	10
New York	3	34	17	4	11	3	0	7	68	36
Norfolk	0	8	12	1	6	9	0	0	27	27
Oakland	4	12	13	3	9	6	0	10	25	19
Philadelphia	0	1	1	0	0	0	0	0	2	1
Piney Point	0	17	26	0	13	22	0	0	17	6
Puerto Rico	0	1	0	0	1	1	0	2	1	0
St. Louis	0	0	2	0	0	1	0	0	0	1
Tacoma	2	21	19	4	12	4	0	6	30	25
Wilmington	1	11	11	1	7	2	0	1	16	16
Totals	16	170	162	20	92	70	0	39	314	245
Totals All Departments	534	623	308	402	375	132	167	1,060	1,111	504

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

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

December 2006 & January 2007 Membership Meetings

Piney Point.....	Monday: December 4, January 8
Algonac.....	Friday: December 8, January 12
Baltimore.....	Thursday: December 7, January 11
Boston.....	Friday: December 8, January 12
Guam.....	Thursday: December 21, January 25
Honolulu.....	Friday: December 15, January 19
Houston.....	Monday: December 11
.....	Tuesday: January 16*
.....	(*change created by Martin Luther King Jr. holiday)
Jacksonville.....	Thursday: December 7, January 11
Joliet.....	Thursday: December 14, January 18
Mobile.....	Wednesday: December 13, January 17
New Orleans.....	Tuesday: December 12, January 16
New York.....	Tuesday: December 5, January 9
Norfolk.....	Thursday: December 7, January 11
Philadelphia.....	Wednesday: December 6, January 10
Port Everglades.....	Thursday: December 14, January 18
San Francisco.....	Thursday: December 14, January 18
San Juan.....	Thursday: December 7, January 11
St. Louis.....	Friday: December 15, January 19
Tacoma.....	Friday: December 22, January 26
Wilmington.....	Monday: December 18, January 22

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

Personals

JAMAAL SINKLER

Please call your mother.

LOOKING FOR SHIPMATES

Jack Utz is looking for any of his shipmates on the SS Steel King from January-April 1948. Please contact him at (815) 883-8735 or e-mail jackutz@sbcglobal.net.

Apostleship of the Sea of The United States of America

The Apostleship of the Sea of the United States of America is the professional association of Catholic mariners and the official Catholic organization for cruise ship priests and catholic maritime ministers.

Please contact the organization if you are interested in becoming an AOSUSA member. The Apostleship of the Sea may be reached at:

1500 Jefferson Drive
Port Arthur, TX 77642-0646
aosusa@sbcglobal.net
Phone: (409) 985-4545
www.aos-usa.org

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

SEPTEMBER 16 — OCTOBER 15, 2006

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	1	1	1	3	0	1	2	9	3	1
Houston	12	4	0	11	6	0	8	26	5	1
Jacksonville	0	2	1	1	2	1	4	1	0	1
New Orleans	5	0	2	4	0	0	0	17	4	3
New York	15	5	0	10	5	0	4	39	25	0
Norfolk	1	0	1	2	0	1	1	0	0	0
Tacoma	0	0	0	0	0	0	0	2	0	0
Wilmington	2	2	0	1	2	0	0	1	0	1
Totals	36	14	5	32	15	3	19	95	37	7
ENGINE DEPARTMENT										
Boston	0	0	1	2	0	1	0	10	1	0
Houston	3	0	0	3	0	0	1	15	3	0
Jacksonville	3	1	0	2	1	0	0	2	0	1
New Orleans	2	0	0	1	0	0	1	4	1	1
New York	4	0	0	4	0	0	3	12	4	0
Norfolk	0	0	1	0	0	1	1	0	0	1
Tacoma	0	1	0	0	1	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	2	0	0
Totals	12	2	2	12	2	2	6	46	9	3
STEWARD DEPARTMENT										
Boston	1	2	1	3	0	0	0	8	4	2
Houston	4	1	1	2	1	1	2	20	2	0
Jacksonville	1	1	0	2	2	0	1	0	0	0
New Orleans	3	0	0	2	0	0	0	6	2	2
New York	5	5	0	2	1	0	0	22	24	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	5	0	0	5	0	0	1	0	1	0
Totals	19	9	2	16	4	1	4	56	33	4
Totals All Departments	67	25	9	60	21	6	29	196	79	14

PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Rich Bolmarcich of Seaside Park, N.J. He is the son of the late SIU pensioner **Joseph Bolmarcich** (pictured in the three photos at right), who died Feb. 28, 1999 at the age of 92.

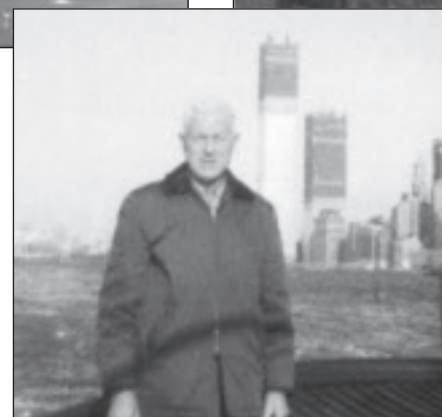
His son states that his father's career with the marine division of the New York Central Railroad Co. spanned 44 years (1927-1971). He always appreciated the many fine benefits afforded him by being an SIU member, and "loved his job as a tugboat deckhand despite working sometimes in bad weather and under difficult conditions."

Brother Bolmarcich began receiving his pension in May 1971.

The top left photo was taken in 1927, the top right one in 1954. The bottom one, also taken aboard a New York Central tug, was snapped in the mid '60s when the twin towers of the World Trade Center were under construction.

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

Photographs will be returned, if so requested.





DEEP SEA



JAMES DAVID, 67, was born in California. Brother David joined the SIU in 1963 in the port of New York. His first ship was the *La Salle* on which he sailed in the engine department. Brother David's last voyage was aboard the *Long Island*. He calls Chambersburg, Pa. home.

RAFAEL ESQUIBEL, 65, became a Seafarer in 1974 in the port of New York. Brother Esquibel, who was born in Spain, worked primarily on A&S Transportation's *Lisa*. A member of the deck department, Brother Esquibel continues to reside in Spain.



MANUEL FARIA JR., 65, started shipping with the union in 1983 from the port of New York. Brother Faria first sailed on the *Robert D. Conrad* in the steward department. In 1996 and 2000, he attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Faria most recently sailed aboard the *Dewayne T. Williams*. He is a resident of New Bedford, Mass.

AQUILINO FERNANDEZ, 66, joined the SIU ranks in 1989. Brother Fernandez was born in Honduras and shipped in the steward department. He first sailed on the *Independence*. Brother Fernandez most recently worked aboard the *Cape Kennedy*. He lives in Houston.



ANGEL GARCIA, 66, joined the SIU in 1959. Brother Garcia's first journey was aboard a Waterman Steamship Corporation vessel. The Puerto Rico-born mariner sailed in the engine department. Brother Garcia most recently sailed on the *Horizon Discovery*. He resides in San Jose, P.R.

KENNETH JONES, 65, launched his seafaring career in 1990 in the port of New Orleans. Brother Jones primarily shipped in the engine department



of the *Constellation*. The Texas-born mariner upgraded his skills in 2000 at the Piney Point school. Brother Jones makes his home in Sarepta, La.



THOMAS LABUE, 66, began sailing with the union in 1965 from the port of San Francisco. Brother Labue was born in Wisconsin and shipped as a member of the deck department. His first vessel was the *Loma Victory*; his most recent was the *Richard G. Matthiesen*. Brother Labue calls Temple City, Calif. home.

JAMES LONG, 62, is a Pennsylvania native. Brother Long joined the Seafarers in 1969, initially working aboard the *Sea Ohio*. The engine department member most recently sailed on the *Horizon Anchorage*. Brother Long resides in Wellsboro, Pa.

HANSEL SMITH, 65, became an SIU member in 1989. Brother Smith's first voyage was aboard the *USNS Altair*. The Tennessee-born mariner last sailed on the *1st Lt. Alex Bonneyman*. He is a resident of Pascagoula, Miss.



INLAND



ROBERT DOUGH, 62, embarked on his seafaring career in 1966. Boatman Dough's first voyage was aboard a Gulf Atlantic Transport Corporation vessel; his most recent was on a vessel operated by Interstate Oil Transportation Company. Boatman Dough lives in Belhaven, N.C.

ELEANOR DOWNEN, 73, joined the SIU in 1985 in the port of New Orleans. Sister Downen worked primarily aboard Delta Queen Steamship vessels during her seafaring career. The steward department member settled in her native state of Missouri.

DANIEL EUBANKS, 62, was born in Mississippi. Boatman Eubanks commenced his SIU career in 1973 in the port of Mobile, Ala. He sailed in the deck department, primarily aboard Dravo Basic Materials Company vessels. Boatman Eubanks continues to make his home in Mississippi.

OTTIS FOSTER, 65, joined the SIU ranks in 1992. Boatman Foster shipped primarily aboard Express Marine vessels in the steward department. He took advantage of

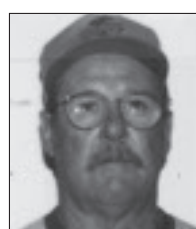


the educational opportunities available at the union-affiliated school in Piney Point, Md. in 2001 and 2003. Boatman Foster is a resident of Belhaven, N.C.



JACK GONZALEZ, 62, joined the SIU in 1986. Boatman Gonzalez work primarily aboard G&H Towing vessels during. Born in Puerto Rico, he calls Robstown, Texas home.

CAROL GRIDER, 62, joined the SIU in 1994. Sister Grider was a member of the steward department. She sailed primarily aboard Orgulf Transport Company vessels. Seafarer Grider resides in Galatia, Ill.



KENNETH KITCHEN, 65, began sailing with the union in 1962 from the port of Norfolk, Va. Boatman Kitchen shipped in both the deep sea and inland divisions. His first vessel was the *Topa Topa*. Boatman Kitchen lives in Virginia Beach, Va.

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.

JACK KLOHN, 55, was born in New Mexico and joined the Seafarers in 1971 in the port of New York. Boatman Klohn first sailed in the deep sea division aboard CSX Lines' *Detroit*; however, the majority of his career was spent working in the inland division. Prior to his retirement, Boatman Klohn sailed on the *Padre Island*. He makes his home in Hot Springs, Ariz.



LUCIUS LEONARD, 62, who was born in New Orleans, became an SIU member in 1967 in that port. Boatman Leonard worked aboard Crescent Towing & Salvage Co. vessels in the deck department. He is a resident of Des Allemands, La.

Boston. Brother Gomez was born in Honduras. His first ship was the *Mormac Sun*. Brother Gomez sailed in the steward department. Prior to his retirement, he worked aboard the *Cape Domingo*.



PHILLIP HINES, 55, became an NMU member in 1979 in the port of Seattle. Brother Hines is a native of California. He initially sailed on the NOAA ship *Discoverer*. Brother Hines' most recent voyage was aboard the *Cape Taylor*. He was a member of the steward department.

In addition to the individuals listed above, the following NMU pensioners retired on the dates indicated.

NAME	AGE	EDP
Charles Andrews	70	Sept. 1
William Buchheit	65	Oct. 1
Francisco King	68	Oct. 1
Raymond Lankford	55	Oct. 1
Thomas Stephens	66	Oct. 1
Alexandru Tolnaci	65	Sept. 1

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

TULIO GOMEZ, 69, joined the NMU in 1977 in the port of

Reprinted from past issues of the Seafarers LOG.

1942

British Prime Minister Winston Churchill offered his thanks and the thanks of the Royal Navy to the crews of two SIU-contracted ships that returned to New York after 11 months on the run to Russia. A commendation relayed by Admiral Emory S. Land, director of the War Shipping Administration, from the British Admiralty said in part, "Mr. Winston Churchill, the British Prime Minister, has particularly requested that he be associated with this message of congratulations.... I should like also to offer my congratulations to you and your crew for excellent work you all performed during this encounter, which is a great credit to the United States Merchant Marine." The ships are unnamed for security reasons.

1955

SIU negotiators recently won a 25 cents per man per day contribution from employers to expand health and safety benefits and raise vacation benefits. Coupled with wage increases under the contract, the vacation benefits will mean a boost in vacation pay for all Seafarers from the present \$176 maximum to \$244, effective November 15. The new agreement will also finance establishment of health and safety clinics in all ports so that Seafarers will be able to obtain medical care and obtain needed physical examinations.

1966

SIU-contracted companies will operate 10 of the 15 C-4 type reserve fleet troopships recently allocated by the government for conversion to break bulk dry cargo and heavy lift cargo ships for charter to the Military Sea Transportation Service to serve in the Vietnam sealift. Of the SIU-contracted companies named by the government, Isthmian Lines and Waterman Steamship were allocated three

ships each, Hudson Waterways received two ships, and Consolidated Mariners and Bulk Transport received one ship each.... The recently released World War II-built toopships are

523-foot, 15,000-ton steamships with a rated speed of 17 knots.

1984

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

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

PRESTON BLANC



Pensioner Preston Blanc, 82, passed away Feb. 4. Brother Blanc joined the SIU in 1951 in the port of New Orleans. His first ship was the *J.B. Water*. The deck department member last worked aboard the *Overseas Arctic*. Brother Blanc retired in 1986 and called New Orleans home.

PARTHA JERNIGAN



Pensioner Partha Jernigan, 81, died April 28. Brother Jernigan became a Seafarer in 1947 in the port of New York. He was born in Florida and sailed in the engine department. Brother Jernigan settled in Pensacola, Fla. He began receiving his pension in 1989.

GREGORY KELLY



Pensioner Gregory Kelly, 80, passed away April 2. Brother Kelly joined the SIU in 1965. His first trip to sea was on an American Oceanic Corporation vessel; his last was aboard the *Explorer*. Born in Canada, Brother Kelly was a member of the deck department. The La Habra, Calif. resident went on pension in 1991.

STANISLAW KOLASA



Pensioner Stanislaw Kolasa, 80, died April 9. Born in Poland, Brother Kolasa started his seafaring career in 1959 in the port of New York. He sailed in both the inland and deep sea divisions. Brother Kolasa's initial voyage was on a Boston Towing Boat Company vessel. In 1990, the steward department member began his retirement. Brother Kolasa made his home in New York.

HORACE LEDWELL



Pensioner Horace Ledwell, 77, passed away May 10. Brother Ledwell was born in Johnson City, Tenn. He joined the union in 1951 in the port of New Orleans. Brother Ledwell's first voyage was on a Colonial Steamship Company vessel as a member of the engine department. He last worked aboard the *Sam Houston*. Brother Ledwell resided in Bristol, Tenn. and went on pension in 1992.

TRAVIS MAINERS



Pensioner Travis Mainers, 84, passed away April 4. Brother Mainers embarked on his seafaring career in 1966.

His first ship was the *Santa Emilia* where he worked as a member of the steward department; his last trip to sea was on the *Overseas Harriette*. Brother Mainers, who was born in Tennessee, retired in 1987 and continued to live in his native state.

LEONARDO MANCO

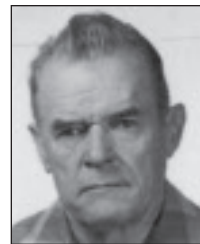
Pensioner Leonardo Manco, 85, died Feb. 1. Brother Manco was born in Louisiana. He joined the SIU in 1951 in the port of New York. Brother Manco first sailed aboard the *Tuskegee*. He was a member of the steward department. Brother Manco's last voyage was on the *Sam Houston*. The New Orleans resident became a pensioner in 1982.

ANDREW MAZUREK



Pensioner Andrew Mazurek, 81, died May 9. Brother Mazurek joined the ranks of the SIU in 1944 in the port of New York. His first ship was the *Steel Architect*. Brother Mazurek was a Pennsylvania native. Prior to his retirement in 1987, he shipped on the *St. Louis*. Brother Mazurek resided in Orange, N.J.

JOSEPH McCABE



Pensioner Joseph McCabe, 90, passed away May 13. Brother McCabe began shipping with the Seafarers in 1956, first sailing aboard a Sheffield Tank Corporation vessel. The deck department member was a native of New York. Before his retirement in 1983, Brother McCabe worked on Pacific Gulf Marine's *Koppa*. He made his home in Mobile, Ala.

CRISANTO MODELLAS



Pensioner Crisanto Modellas, 81, died April 22. Brother Modellas began his SIU career in 1964. He first shipped in the steward department aboard the *Fanwood*. Brother Modellas, who was born in the Philippines, last sailed on the *Thompson Pass*. He went on pension in 1994 and called Sacramento, Calif. home.

DAVID ONGE

Brother David Onge, 42, passed away Feb. 2. He started his seafaring career in 1990 in Piney Point, Md. Brother Onge first sailed on the *Independence* in the engine department. Born in Maine, he resided in Palm Beach, Fla. Brother Onge most recently worked aboard the *Horizon Challenger*.

ROOSEVELT ROBBINS



Pensioner Roosevelt Robbins, 88, died May 4. Brother Robbins joined the SIU in 1942 in the port of New Orleans. His first voyage was on the *Suzanne*. Brother Robbins was born in Alabama and shipped in the steward department. He last shipped on the *Santa Paula*. Brother Robbins started collecting his retirement pay in 1985. He lived in Philadelphia.

ARTHUR RUBENSTEIN

Brother Arthur Rubenstein, 65, passed away Feb. 13. He became a union member in 1963. Brother Rubenstein was born in New York and sailed as a member of the steward department. His first voyage was aboard the *Chatham*; his last was on the *Nuevo San Juan*. Brother Rubenstein was a resident of Randallstown, Md.

JOHN SCULLY



Pensioner John Scully, 78, died June 8. Brother Scully was born in Beverly, Mass. He joined the SIU in 1945, initially shipping on the *Rebel*. Brother Scully worked in the deck department. The Seattle resident went on pension in 1986.

FRANK SISON



Pensioner Frank Sison, 66, passed away April 3. Brother Sison began sailing with the Seafarers in 1970 after serving in the U.S. Marine Corps. The steward department member first shipped on a Michigan Tankers vessel; he last worked on the *Major Bernard F. Fisher*. The Seattle-born mariner started collecting his retirement stipends in 2005. Brother Sison made his home in King, Wash.

HORACE WILLIAMS



Pensioner Horace Williams, 80, died Feb. 25. Brother Williams embarked on his SIU career in 1943 in the port of New York. His first ship was the *Lafayette*. Brother Williams was a member of the deck department. Before his retirement in 1975, he sailed aboard a Michigan Tankers vessel. Brother Williams, who was born in North Carolina, made his home in Texas.

INLAND

WARREN FOX SR.

Pensioner Warren Fox Sr., 69, passed away Feb. 1. Boatman Fox became a Seafarer in 1956 in the port of Baltimore. Born in Maryland, he first shipped aboard an Arundel Corporation vessel in the deck department. Boatman Fox last worked aboard a vessel operated by Moran Towing of Maryland. He went on pension in 2001 and resided in his native state.

GEORGE HATGIMISIOS



Pensioner George Hatgimisios, 83, died May 14. Boatman Hatgimisios joined the union in 1948 in the port of Baltimore after serving in the U.S. Army during World War II. Born in Connecticut, he first sailed in the steward department aboard the *Nashua*; his final trip to sea was aboard a McAllister Towing of Philadelphia vessel. Boatman Hatgimisios was the last surviving of four seafaring Hatgimisios brothers. He began receiving compensation for his retirement in 1985 at his home in Coconut Creek, Fla.

ROBERT REED SR.

Boatman Robert Reed Sr., 49, passed away Feb. 4. The German-born mariner started shipping with the SIU in 2000. Boatman Reed worked primarily aboard Allied Towing vessels. The engine department member called Virginia home.

PAUL SCHOBERT

Pensioner Paul Schobert, 71, died Feb. 18. Boatman Schobert joined the ranks of the SIU in 1968 in the port of San Francisco. He was born in Germany and sailed in the steward department. During his seafaring career, Boatman Schobert shipped aboard vessels operated by Crowley Towing and Transportation of Wilmington. He retired in 1979 and lived in Homeland, Calif.

GREAT LAKES

SALEH ALI



Pensioner Saleh Ali, 78, passed away Feb. 17. Brother Ali joined the SIU in 1967 in the port of Detroit. His first ship was the *American SeaOcean*; his last was the *Merle McCurdy*. Brother Ali, who was born in Arabia, worked in the engine department. He became a pensioner in 1982 and made his home in Yemen.

GEORGE McINERNEY

Brother George McInerney, 69, died Feb. 9. He joined the union in 1978 in the port of Fort Lauderdale, Fla. Brother McInerney originally shipped on the *Steel T. Crapo* in the engine department. His final trip to sea was aboard the *Paul H. Townsend*. Brother McInerney resided in his native state of Michigan.

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

EUGENE BARBER

Pensioner Eugene Barber, 78, passed away Jan. 30. Brother Barber joined the NMU in 1945 in the port of New York. The steward department member was born in New York City. Prior to his retirement in 1975, Brother Barber sailed aboard the *Christopher Lykes*.

FOWLER BENNETT



Pensioner Fowler Bennett, 82, died Feb. 21. Born in Honduras, Brother Bennett joined the union in 1946 in the port of New Orleans. His first vessel was the *Granada*; his last was the *Eagle Transporter*. Brother Bennett went on pension in 1969.

HENRY BRADY SR.



Pensioner Henry Brady Sr., 85, passed away Feb. 14. Brother Brady began sailing with the NMU in 1953 from the port of San Francisco. He was born in New Orleans and first shipped aboard the *Barney Kirschbaum*. In 1984, Brother Brady became a pensioner. He last sailed on the *Adabelle Lykes*.

ERICH DECKER



Pensioner Erich Decker, 97, died Feb. 13. Brother Decker embarked on his seafaring career in 1954 in the port of New York. He first sailed on the *Santa Isabel*. Brother Decker, who was born in Germany, sailed in the steward department. His last ship was the *United States*. Brother Decker retired in 1969.

ALFONSO ESTRADA



Pensioner Alfonso Estrada, 82, passed away Jan. 1. Brother Estrada joined the NMU in 1946 in the port of San Francisco. He was born in El Salvador and shipped in the steward department. Brother Estrada first sailed aboard the *Marine Fox*. His last ship was the *Denison Victory*. Brother Estrada started collecting his pension in 1970.

WILSON GUIDRY



Pensioner Wilson Guidry, 75, died Feb. 23. Brother Guidry joined the NMU in 1966 in Port Arthur, Texas. His first ship was the *Mission Santa Ynez*. Brother Guidry was born in Louisiana and worked in the steward department. He began receiving compensation for his retirement in 1996.

HOWARD LEUNG



Pensioner Howard Leung, 85, passed away March 14. Brother Leung launched his seafaring career in 1943, sailing from the port of New York. His first ship was the *Helen Hunt Jackson*. A member of the steward department, Brother Leung was born in China. Before retiring in 1969, he worked on board the *New York*.

NESTER OJEDA



Pensioner Nester Ojeda, 78, died Feb. 2. Brother Ojeda, who was born in Puerto Rico, joined the NMU in 1945 in the port of Norfolk, Va. He first shipped out on the *Luther Martin*. Brother Ojeda went on pension in 1967.

JOSEPH OLSZEWSKI



Pensioner Joseph Olszewski, 88, passed away Feb. 24. Brother Olszewski started his NMU career in 1936 in the port of Baltimore. The Maryland native worked in the engine department. Brother Olszewski's first ship was the *City of Baltimore*; his last was the *American Courier*. He became a pensioner in 1978.

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

ASCENSION (Sealift), Oct. 4—Chairman **Gene A. Butson**, Secretary **William E. Knorr**, Deck Delegate **Alexis S. Mitsou**, Engine Delegate **Fabian Palacios**. Chairman announced payoff Oct. 10 in Port Canaveral, Fla. after room inspections. Secretary reminded members not going ashore to get absentee ballot from headquarters to vote on constitutional amendments. He encouraged them to read the proposed changes to the constitution and make an intelligent choice when voting. Educational director advised crew to take advantage of Paul Hall Center for Maritime Training and Education in Piney Point, Md. to stay current with maritime skills and improve job security. No beefs or disputed OT reported. Suggestion made regarding salad bar. Ship will head back to Ascension Island since South America trip has been canceled. Next port: Port Canaveral.

ALASKAN FRONTIER (Alaska Tanker Co.), Sept. 24—Chairman **Carlos Loureiro**, Secretary **Greg S. Lynch**, Educational Director **Sylvester C. Crawford**. Bosun highlighted aspects of new contract. Secretary thanked crew for coming to mess hall and lounge in appropriate attire. Educational director urged everyone to check documents' expiration dates and to take advantage of Paul Hall Center. Treasurer stated about \$9,000 in ship's fund. Permission needed from captain before purchasing items for vessel. No beefs or disputed OT reported. New X-Box currently on board. Recommendation made to get satellite radio as well. Suggestion made that someone be assigned to check rooms of riders after they leave ship. Thanks given to steward department for great meals. Next port: Long Beach, Calif.

CAPE KNOX (Keystone Shipping), Sept. 17—Chairman **Anthony Pacely Jr.**, Secretary

Florencia T. Farquhar, Educational Director **Robert G. Joyce**, Deck Delegate **James J. Foley**. Chairman read and discussed August edition of *Seafarers LOG*. Educational director urged all members to upgrade their skills at Paul Hall Center. No beefs or disputed OT reported. Next port: New Orleans.

CAPE TEXAS (Crowley Liner Services), Sept. 7—Chairman **Jose A. Jimenea**, Secretary **George Maranos**, Educational Director **Roger D. Phillips**, Deck Delegate **Horace B. Rains**. Chairman discussed information received from Pension and Health & Benefits departments regarding members working aboard NMU ships. ROS crew reported some beefs regarding payment for sick days and delayed paychecks, and requested clarification on pension benefits for retirees returning to work.

DILIGENCE (Maritrans), Sept. 30—Chairman **Jerry Borucki**, Secretary **Nancy S. Heyden**, Educational Director **Arthur K. Outlaw**, Deck Delegate **Timothy K. O'Brien**, Engine Delegate **Patrick D. Carroll Jr.**, Steward Delegate **William B. Young**. Bosun reminded mariners to start renewal process for z-cards early. Educational director discussed importance of contributing to SPAD. No beefs or disputed OT reported. Crew members requested information regarding acquisition of Maritrans by OSG. Next ports: Baton Rouge, La.; Tampa, Fla.

HORIZON ANCHORAGE (Horizon Lines), Sept. 3—Chairman **Michael R. Hester**, Secretary **Amanda F. Suncin**, Educational Director **Kevin T. McCagh**, Deck Delegate **Basil D. Stolen**, Engine Delegate **Jeffrey Murray**. Chairman announced Sept. 5 payoff at sea. He urged crew members to attend union meetings and donate to SPAD, our voice on Capitol Hill. Secretary

advised crew to take a look at Horizon Lines' stock offerings. Educational director encouraged Seafarers to take advantage of educational opportunities offered at SIU-affiliated school in Piney Point. Treasurer asked members to inform captain of any requests for DVDs or CDs they would like purchased. No beefs; some disputed OT reported in steward department. Communications from headquarters read, discussed and posted regarding new benefit requirements and proposed constitutional amendments. Next port: Tacoma, Wash.

HORIZON NAVIGATOR (Horizon Lines), Sept. 3—Chairman **Werner H. Becher**, Secretary **Jill M. Prescott**, Deck Delegate **David M. Smolen**, Engine Delegate **Rigoberto Beata**. Chairman announced Sept. 5 payoff on arrival in Oakland, Calif. He advised members to keep documents current. Educational director urged crew to upgrade skills at Paul Hall Center for better paying jobs and job security. Treasurer stated \$100 in ship's fund. No beefs or disputed OT reported. Letter from headquarters read pertaining to changes in eligibility for benefits. Suggestion made for drinking fountain on main deck and for repair of bridge toilet. Steward department given vote of thanks for well prepared meals. Next ports: Oakland and Los Angeles.

HORIZON RELIANCE (Horizon Lines), Sept. 10—Chairman **Kissinfor N. Taylor**, Secretary **Paula S. Kaleikini**, Educational Director **Tracy J. Hill**, Deck Delegate **Wilfredo G. Caidoy**, Engine Delegate **Gualberto M. Salaria**, Steward Delegate **Abdulla M. Baabbad**. Chairman announced Sept. 16 payoff at sea before arriving in Tacoma, Wash. Patrolman to come aboard. Treasurer stated \$900 in ship's fund. No beefs or disputed OT reported. Suggestion made to increase pension benefits. Clarification requested regarding proposed union dues increase.

HORIZON TRADER (Horizon Lines), Sept. 17—Chairman **Amante V. Gumiran**, Secretary **Kevin M. Dougherty**, Educational Director **Jan Haidir**, Deck Delegate **LBJ Tanoa**, Engine Delegate **Mohamed M. Abdulla**, Steward Delegate **Ruben Q. Fiel**. Bosun announced Sept. 23 payoff at sea prior to arrival in Tacoma, Wash. He thanked crew members for another safe voyage; more than 530 days without a lost-time injury. Treasurer stated after purchasing barbecue supplies, \$250 remains in ship's fund. No beefs or disputed OT reported. Letter from headquarters read regarding changes to health insurance requirements. Vote of thanks given to **AB Harold Harper** for purchasing new clock as gift for crew lounge. Everyone was asked to return magazines/newspapers to lounge when finished reading them; also return DVDs to proper place. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

HOUSTON (USS Transport), Sept. 4—Chairman **Nathaniel Leary**, Secretary **Robert E. Wilcox**, Educational Director **Christopher J. Zaucha**, Deck Delegate **Stones Cooper**, Engine Delegate **Rudolph Lopez**, Steward Delegate **Jorge Ellis**. Secretary thanked crew for keeping mess hall and laundry room clean. He reminded departing crew

members to leave clean linen for their reliefs as a courtesy. Educational director urged mariners to take advantage of upgrading opportunities at Piney Point. No beefs or disputed OT reported. Suggestions made pertaining to medical and pension benefits. Next port: Long Beach, Calif.

MAERSK MAINE (Maersk Line Limited), Sept. 3—Chairman **Brian P. Corbett**, Secretary **Fidelis N. Oliveira**, Educational Director **E. Gomez**. Educational director urged members to upgrade skills at the Paul Hall Center. No

with patrolman about food supply. Educational director urged everyone to upgrade at Paul Hall Center. Treasurer stated \$515 in ship's fund. No beefs or disputed OT reported. Suggestions made for better laundry detergent and improvements to raise retirement pay.

QUALITY (Maersk Line Limited), Sept. 2—Chairman **William M. Richards Jr.**, Secretary **Pedro Sellan**, Educational Director **Brian J. Sengelaub**, Deck Delegate **Mark Carpenter**, Engine Delegate **Carlos Bonfont**, Steward Delegate **John A. Padilla**. Chairman announced

Seafarers on the Job



Stopping the the middle of their duties for a quick snapshot are (from the left) Bosun Richard Dobbyn aboard the *Green Point* and Chief Cook Bill Columbo on the *Maersk Nebraska*.

beefs or disputed OT reported. Members discussed concerns regarding pending contract. Next port: Newark, N.J.

MAERSK NEBRASKA (Maersk Line Limited), Sept. 29—Chairman **Frederick L. Gathers**, Secretary **Luis A. Caballero**, Engine Delegate **J. Byrnes**. Chairman informed seafarers that pay raise would be retroactive once all details were worked out. No beefs or disputed OT reported. Suggestion made to post all letters regarding contract for all to read. Crew would like ventilation aboard vessel to be checked and requested clarification on time off after a voyage. They also had questions as to whether work gear (coveralls, gloves, etc.) should be provided upon joining vessel or whether members can be reimbursed for purchasing such items.

PFC JAMES ANDERSON (Maersk Line Limited), Sept. 14—Chairman **William N. Henderson**, Secretary **Stephan F. Osovitz**, Deck Delegate **Gerald Freeman**, Engine Delegate **Saleh Q. Omar**, Steward Delegate **Mario V. Siclot**. Chairman thanked mariners for safe trip, making this 2½ years without a lost-time accident. Educational director advised crew to attend upgrading classes at Piney Point school. No beefs or disputed OT reported. Thanks given to engine department for installing new washer and to entire crew for keeping ship clean.

PHILADELPHIA EXPRESS (Marine Transport Lines), Sept. 3—Chairman **Stephen D. Petersen**, Secretary **James H. Narcisse Jr.**, Educational Director **David Carter**, Deck Delegate **Stephen C. Bohne**, Engine Delegate **Phillip Niles**. Secretary to talk

receipt of new pay rate. Secretary reported great sailing with great bunch of crew members. Educational director encouraged crew to continue upgrading skills for increased pay and job security. No beefs or disputed OT reported. Request made to provide more health-conscious food on board ship. Vote of thanks given to steward department. Crew members suggested Paul Hall Day be reinstated and requested satellite hook-up in every cabin as well as new chairs in crew lounge and computer returned to crew lounge.

SEABROOK (Maritrans), Sept. 10—Chairman **Errol M. Pinkham Jr.**, Secretary **Anthony F. French**, Educational Director **James T. Cerami**, Deck Delegate **Adolfo Figueroa**, Engine Delegate **Troy L. Fleming**. Secretary reported smooth sailing. No beefs or disputed OT reported. Vote of thanks given to GSU for keeping mess hall so clean. Members suggested installation of refrigerators and satellite TV in all crew cabins. Clarification requested as to who buys DVDs for vessel. Steward department was thanked for excellent food and spotless galley and mess hall.

USNS MARY SEARS (Horizon Lines), Sept. 10—Chairman **Kelly J. Doyle**, Secretary **Philip F. Lau**, Educational Director **Christopher Eason**, Engine Delegate **Bernard Fanancial**, Steward Delegate **James C. Dewey**. Chairman discussed Horizon Lines stock purchase plan for qualified Seafarers. He noted that crew members sailing out of New Orleans have been granted a one year extension on MMDs and licenses. Educational director stated that "now is the time to upgrade at Piney Point." Next port: Sasebo, Japan.

Swapping Provisions at Sea



Crew members aboard the *USNS Mary Sears* help in the operation to swap provisions with the *USNS Sumner* while at sea. Pulling the line with the attached bundle of food are (from the left) OS Tyrell Blackburn, AB Dennis Avila, OS Darnell O'Hara and AB Mike Sherman. Chief Mate Richard Madden is in the background.

Letters to the Editor

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

Jones Act Expansion Would Boost Security

Reading Mike Sacco's article, "Supporting the Jones Act" in the October 2006 *Seafarers LOG* brought many memories to mind which pointed not only to the notion that American shipping needs protection from foreign attacks but also that American port security needs are now at an all-time high.

As I mulled Mike's words that President Bush "pledged to continue backing the Jones Act, a law that requires cargo moving between domestic ports to be carried on ships that are crewed, built, owned and flagged American," I remembered that one of the major problems that America is facing is inspection of cargo coming into America's ports. In particular, time seems to be the

prime limiting factor, which permits only five to 10 percent of the shipped cargo to be inspected.

Plugging this gaping hole in American port security would only take an updating of the Jones Act to be: "A law that requires cargo moving between foreign and American ports to be carried on ships that are crewed, built, owned and flagged American."

This simple change of a few words would allow the time needed for inspection that would be done on American ships, which are, of course, the same as America.

Jim Kincaid
Plumber, SS Patriot

Honor WWII Mariners By Backing H.R. 23

I am writing this letter to request active and retired merchant mariners to support House bill H.R. 23 now before Congress.

Bill H.R. 23 is stalled in the Veterans' Affairs Committee. Congressman Bob Filner (D-Calif.) introduced Discharge

Petition 109-14 to move the bill out of committee to the House floor for a vote. We need 218 members of the House of Representatives to sign Discharge Petition 109-14 to move the bill along through the legislative process.

The short title of H.R. 23 is the "Belated Thank You to the Merchant Mariners of World War II Act." The bill provides for a monthly benefit of \$1,000 to qualified merchant mariners, including those who sailed in the Army Transport Service and Naval Transport Service during the period from Dec. 7, 1941 to Dec. 31, 1946.

Your readers can give us their support by writing or calling their congressional representative requesting they sign Discharge Petition 109-14 for H.R. 23.

All assistance in this matter will be very much appreciated. Thank you and smooth sailing for your members.

James W. Hassett
President, Gene DeLong-Hudson Valley Chapter
American Merchant Marine Veterans of WWII
Baldwin Place, New York

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

THE SLOP CHEST

THE EXCLUSIVE ONLINE SOURCE FOR SEAFARERS INTERNATIONAL UNION MERCHANDISE

Polo Shirt

ITEM #SIU-06/08. MENS/LADIES SATIN STITCH, 100% INTERLOCK POLO SHIRT IN SLATE/BLACK WITH SEAFARERS LOGO EMBROIDERY



Fenway Jacket

ITEM #SIU-05. NAVY/STONE FENWAY JACKET. POLY/COTTON SHELL WITH NYLON LINING, ELASTIC CUFFS AND COLLAR. SEAFARERS LOGO EMBROIDERED POCKET SIZE ON FRONT.



Clipper Watch

ITEM #SIU-18. SILVER CARABINER STYLE CLIP WATCH WITH SEAFARERS LOGO PRINTED ON WHITE DIAL.

THESE ITEMS AND MORE AVAILABLE VIA THE SLOP CHEST LINK ON OUR WEBSITE

WWW.SEAFARERS.ORG

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 November through February 2007. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	November 13 January 22	December 8 February 16
Lifeboatman/Water Survival	January 8	January 19

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Nov. 13.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	November 13	December 8
	January 29	February 23
FOWT	February 26	March 23
Junior Engineer	January 8	March 2
Welding	January 15	February 2

Inland Upgrading Courses

Course	Start Date	Date of Completion
Inland Radar (<i>non STCW</i>)	January 8	January 12

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (5 day) <i>(*must have basic fire fighting)</i>	January 29	February 2
Advanced Fire Fighting	January 15	February 26
Basic Safety Training - AB	November 6	November 10
Basic Safety Training - FOWT	November 13	November 17
Medical Care Provider	January 29	February 2
Tankerman Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	November 27	December 8

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.

A future edition of the *Seafarers LOG* will contain a complete guide of all the upgrading courses available to students in the year 2007.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

11/06

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 678 — Graduating from the water survival course are unlicensed apprentices from class 678. They include (in alphabetical order) Steven Allen, Christopher Baum, Shaun Bryant, Toni Rose Clark, Daniel Dale, Timothy Delapp, Timothy Dougherty, Tyrone Ellis, Grant Fedukovich, Robert Ferguson, Peter Johnson, Zachary Knotts, Latisa May, Montree Nakwichet, Johnny Nealy, Ryan Otterbourg, Corey Overbeck, Tereza Papelopoulou, Jumar Rapuet, Mike Rottloff, David Torres, Jeffrey Tubbs, Jeremiah Vargas, Jermaine Williams and Marcus Williams.



Junior Engineer — Receiving certificates for completion of the junior engineer course Oct. 13 are (in alphabetical order) David Brewster, Jess Cooper, Daniel Gaffney, Peter Jensen, Charlie Johnson (accompanied by his wife), Justin Johnson, Jomar Rodriguez, Jervona Vorise and Dominic Whitty. Their instructor, Jay Henderson, is at far left.



Welding — Under the instruction of Buzzy Andrews (center, back row) are Sept. 29 graduates of the welding course. In alphabetical order are Martin Hamilton, Joshua Kilbourn, Scott Martin, Karl Mayhew, Yamil Sanchez and Damian Spedale.



Advanced Fire Fighting — Graduates of the advanced fire fighting course that ended Sept. 29 are (in no specific order) Eugene Arcand, Nathan Rippey, Carlos Valdes, Mikhail Kozlov, Joseph Spillman, Charlene Edwards, Frank Monteiro, Ahmed Ahmed, Gheorghe Mustata, Gheorghe Davencu and Eugeni Golubev.



Celestial Navigation — Sept. 29 graduates of the celestial navigation course include Rafael Clemente, Glen McCullough and Sergey Kurchensko. Not pictured is Douglas Carson.



Specially Trained OS — Receiving their STOS certificates of completion Oct. 6 from instructor Stan Beck (standing, third from right) are (in no specific order) Jamison McIntyre, William Bolden, John Cash Jr., Robert Freeman Jr., Randall Brown, Jamar Allen, Mohamed Mazid, John Worae, Pete Johnson, Johnnie Potter, Grant Fedukovich, Ernest Frank III and Roy Carey. (Note: not all are pictured.)



Computer Lab Classes

With instructor Rick Prucha (standing in each photo) are students who recently completed computer classes at the Paul Hall Center. Proudly showing their certificates of achievement are, from the left, Ardecia Hill, Wilfredo Espinosa and Bryan N. Dawson.



Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Upgrading students who completed this course Sept. 29 are (in no specific order) Terry Santure, David Dinan, Maurice Flemings, James Oling, Leroyal Hester II, Earl Kendrick, John Maynor Sr., Timothy Huth, Michael Kanga, Lorenzo Allen, Joaquim Ganeto, Villanito Villanueva, Alfonso Marin, Jaime Colon, Omer Almaklani, Sacarias Suazo, Ernesto Lomboy, Michael Cousin, Dimarko Shoulders, Charles Horton and Jimmie Schuck. Their instructor, Jim Shaffer, is at far left.



Water Survival — Class members who completed the lifeboatman/water survival course Sept. 29 include Ashley Pearce, Raymond Harvell, Marco Figueroa, Silvana Clark, Kyle Hudson, Paul Amato, Richard Moore, John Kelly, Darrell Moore, Peter Cooke and Rudolfo Jordan. Their instructor, Bernabe Pelington, is at far right. (Note: not all are pictured.)



Tanker Familiarization/Assistant Cargo (DL) — Two classes of Phase III apprentices pose for a group picture after completing this course Sept. 1. They include (in no specific order) Sherwin Jones, Randall Brown, Ernest Britt, Eeric White, DeWayne Jacobs, James Wynegar III, Myckal Sands, Robert Freeman Jr, Shaun Bryant, Latisa May-Christopher, Marcus Williams, Jermaine Williams, Kyle Spruill, Sean Fletcher Kristopher Travis, Cindy Smith, Sally Santiago, Thomas Hampshire, Michael Bussiere, Michael Stilwell, John Worae, John Cash Jr., Rustin Calame, Jason Lamadiou, Jamar Allen, Mark Hoffer, Dominic Washington, Mateusz Muller, Robert Morrison, Jeffrey Gronotte Jr. and Daniel Dale. Their instructor (not pictured) was Jim Shaffer.



Certified Chief Cook — Completing one of the certified chief cook courses in October are (from left) Sedell Mitchell, Regie Ignacio, Instructor/Chef John Dobson, Michael Henry, Carinda Bohus and Penny Pollard.

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

Certified Chief Cook — Standing in front of the Romeo Lupinacci Culinary Lab are students who upgraded their culinary skills in October. From the left are Orlando Suazo, Nelson Rochez, Robinson Eromesele, Instructor/Chef John Dobson, Caesar Mercado and Miriam Chacon.



STCW — NCL, Sept. 28: Joshua Dickerson, Juan Figueroa, Steven Fisher, Richard Flood, Richard Force, Cora Forrester, Robert Frazier, John Frey, Carolina Garcia, Steven Garcia, Luis Garcia Romero, Larry Goodson, Sam Gray, Betsy Grier, Jane Healey, Jason Hegard, Josh Hegard, Eric Hines, Katrina Hopper, Claudia Hunlow, Steven Hunlow, Tache Huston, Megan Jarvis and Antonia Jerusalem.



STCW — NCL, Sept. 28: Travis Johnson, Shuronda Jones, Andrew Jorden, Jonathon Kefer, Johnny Konneh, George Leiesz, Maria Lubrano, Cherie Lundy, Nellie Madera, Erica Mancina, Amor Mariano Jr., Manuel Martinez, Jamarr Massey, Megan Mauricio, Tiffany McGuire, Robin Mehlbrech, Darrin Mellinger, John Mendiola, Randy Miller, Blaine Morgan III, Stevie Moss, Agnes Ogle, Paula Old, Donald Ott, Cynthia Page, Teri Park, Jonathan Pender, Edek Perea and Nicholas Perea.

Safety Training Abounds at Piney Point

Maersk Crews, SIU Safety Directors Complete Separate Sessions

Safety Directors



SIU safety directors take a hands-on tour of the full mission bridge simulator.

Safety training is a staple of many curriculums at the Seafarers-affiliated Paul Hall Center, located in Piney Point, Md. The school offers dozens of Coast Guard-approved classes concentrating on shipboard safety in all three departments as well as specialized courses such as STCW Basic Safety Training (BST).

Early last month, the school provided separate and unique safety seminars to crew members from SIU-contracted Maersk Line, Limited and to SIU safety directors from seven ports. The Maersk group completed what was described as a "safety boot camp" (though each of the mariners previously had completed other safety training) on Oct. 3 and 4, while the safety directors tackled their agenda Oct. 3-5.

For the safety directors, it was their eighth annual meeting at the school. Their workload included (but was not limited to) hands-on training, reviewing key port and shipboard safety and security regulations, galley sanitation, ship inspection procedures, techniques for uncovering hidden hazards, and various ways the Paul Hall Center can help port officials better serve crew members. Among others, they met with Paul Hall Center Vice President Don Nolan, Safety Director Jim Hanson, Assistant Director of Training J.C. Wiegman and Instructor Janet Hazelzet.



Instructor Janet Hazelzet discusses shipboard conduct and how it may influence safe operations.



The safety directors checked out all the state-of-the-art equipment at the school.

Completing the program were: Monte Burgett (Algonac), Kathy Chester (Oakland), Frank Iverson (Honolulu), Randy Senatore (Jacksonville), Jack Sheehan (Brooklyn), Joe Vincenzo (Tacoma) and Jimmy White (Houston).

Each of the safety directors indicated that the training will help them when they conduct vessel inspections.

Successfully finishing "boot camp" were some of the ABs and QMEDs who normally sail aboard Maersk vessels. They included **Robert Arneel, Servando Campbell, Michelle Hopper, Andrew King, Timothy Logan, James McLeod, Cholley Moses, Michael Papaioannou, Herman Reynolds, Wilfredo Rice, Clarence Poore, Walter Loveless, Kenneth Steiner, Kimberly Strate, James Walker, Darrell Weatherspoon, Bob Powell, Ralph Garner and Curtis Williams.**

Among several other key topics, they studied job safety analysis, risk of electrical shock, and communications. Maersk officials David Callahan, Ed Hanley, Capt. Robert Powell and Kim Estes each met with the mariners, as did Jay Henderson, Lois Stephenson and Pat Vandergrift of the Paul Hall Center.

Callahan reported that the feedback forms submitted by course participants were the most favorable he's ever seen.



Instructor Mike Smith (right) explains the intricacies of some of the school's training equipment.



Left: Pictured with Paul Hall Center Safety Director Jim Hanson (third from right) are SIU Safety Directors (from left) Frank Iverson, Jimmy White, Kathy Chester, Joe Vincenzo, Randy Senatore, Monte Burgett and Jack Sheehan.

Maersk Line



Maersk officials, including Capt. Bob Powell, addressed the participants.



SIU Executive VP Augie Tellez and VP Contracts George Tricker congratulate Seafarers on their participation in the "safety boot camp" at Piney Point.



Maersk official Kim Estes met with the mariners attending the seminar.



The two-day seminar took place in the school's Maryland Room.