



The

www.seafarers.org

Volume 71, Number 6

June 2009

# SEAFARERS LOG

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

## 2 More Tankers Christened

### SIU-Contracted Fleet Continues Adding New Tonnage



As this edition of the LOG went to press, christening ceremonies were scheduled for the double-hulled tankers *Overseas Nikiski* (top photo) and *Pelican State* (directly below). The vessels reflect the steady addition of new tonnage into the Seafarers-contracted fleet. Aker Philadelphia Shipyard built the *Overseas Nikiski*, while General Dynamics NASSCO constructed the *Pelican State*. Page 3.

### Maritime Labor Testifies on Piracy



Representatives from the SIU and other U.S. maritime unions have taken their united voice to Capitol Hill to call for protection of American-flag ships sailing in dangerous waters. Pictured at a May 20 hearing of the House Subcommittee on Coast Guard and Maritime Transportation are (right to left) SIU Executive VP Augie Tellez, AMO Legislative Affairs Director Paul Doell, MM&P Executive Assistant to the President Mike Rodriguez and MEBA Secretary-Treasurer Bill Van Loo. Page 3.

### D.C. Events Honor U.S. Mariners

The SIU had a typically strong turnout May 22 for this year's National Maritime Day events in Washington, D.C. Secretary of Transportation Ray LaHood (right) was the featured speaker at the morning ceremony and at the traditional luncheon. Among those in the group photo below are SIU President Michael Sacco (center), MSC Commander Rear Adm. Robert Reilly, SIU Executive VP Augie Tellez, Maersk Line, Limited President and CEO John Reinhart and students from the union-affiliated Paul Hall Center for Maritime Training and Education. Page 5.



### Ceremony Recognizes Efforts of Mariners in 'Miracle on the Hudson'

Medals were presented on May 13 to Seafarers and other rescuers involved in the "Miracle on the Hudson." U.S. Secretary of Transportation Ray LaHood handed out the awards during a ceremony in New York City. At right, New Jersey Governor Jon Corzine (left) congratulates NY Waterway founder Arthur Imperatore (right) and SIU Capt. Vincent Lombardi. Page 4.



Scholarship Winners Announced  
Pages 2, 7

Charter Member Likes Union's Direction  
Page 6

## President's Report

### New Tonnage and Better Days Ahead

It has taken a while, but we're finally starting to read and hear about cautious projections for an eventual economic recovery in the U.S. For example, the White House last month reported on significant progress stemming from the American Reinvestment and Recovery Act, including job creation and the funding of more than 3,000 transportation construction projects in all 50 states. Some economists are also saying they see hints of a recovery, and Federal Reserve policymakers in late May said they notice "tentative evidence" of improvement.



Michael Sacco

While those reports and forecasts aren't cause for celebration, they beat the gloom-and-doom accounts that have been in the news for so long. There's still a long way to go, of course, and on balance, things may even get a little worse before they get better.

In the SIU, we are well-positioned to ride out this economic storm. One reason we're in good shape is because we have jobs in so many sectors of the industry. Just like one of the basic rules of investing money is to diversify, we don't put all of our eggs in one basket when it comes to employment for the membership. We have jobs aboard deep-sea commercial ships sailing internationally and in the domestic trades. We have jobs aboard privately owned military support vessels and on government-owned ships. We have jobs on the Great Lakes and in the inland sector, including aboard tugboats, dredges, self-unloaders and more. We have jobs aboard passenger ferries and on the only American-flag, deep-sea cruise ship.

Obviously, our industry and our contracted operators still are feeling the effects of the rough economy just like everyone else. But we have reason for long-range optimism, and part of the foundation for that belief can be seen in all the new tonnage coming into our fleet. The new tanker programs in Philadelphia and San Diego (for OSG and U.S. Shipping, respectively) are moving right along. Crowley is bringing in new ATBs on schedule. APL is in the process of "flagging in" four ships. In the Government Services Division, new dry cargo-ammunition ships are being added to the fleet.

These are just some of the examples reflecting our strength, our diversity and our long-term security. As always, however, the union takes nothing for granted and is constantly working to fulfill our top priority: protecting the jobs and job security of the membership.

As I've noted in recent months, the SIU has survived tough times in the past and we will survive the current challenges, too. In fact, I believe we will come out of this recession in excellent shape, because we are examining new opportunities for our members. We just have to stay the course.

#### Progress on Piracy, but Work Remains

Piracy may be off the front pages of the nation's newspapers, but it remains sharply in focus for the SIU and for our counterparts throughout American maritime labor.

As reported elsewhere in this edition, we have been fully engaged in working to find timely, effective solutions. Inevitably, that work involves meetings and hearings – it's simply how things get done in Washington. We are in regular contact with our contracted operators and also are communicating with the military and the administration.

Some progress has been made. Understandably, for security reasons, not all the steps taken can be reported. But, the successful prevention of attacks against the SIU-crewed *Maersk Virginia* and *USNS Lewis and Clark* in late May showed how the beefed-up military presence in the danger zones is working. A number of other attacks also have been turned back since the highly publicized incidents involving the *Maersk Alabama* and *Liberty Sun* back in April.

The pirates definitely aren't out of business, though. They have boarded other ships and undoubtedly will continue trying to attack others.

We're on record as stating that the U.S. military should provide protection for American crews aboard U.S.-flag ships. This seems especially logical when considering that most if not all of our ships in that area carry government cargo. We also understand that other solutions have to be considered in conjunction with military support.

Strictly in terms of American-flag ships, one of the more interesting facts to emerge from this situation is that there aren't very many "low and slow" vessels sailing in the Gulf of Aden and Horn of Africa. For the most part, those are the truly vulnerable ships. Protecting them must be a top priority of this nation, and our union won't rest until effective protection is in place.



Volume 71, Number 6

June 2009

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

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

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

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

## Rank-and-File Committee Okays SIU's Financial Records for 2008

Seven SIU members last month reviewed and approved the union's financial records for 2008, following careful examination of those files in Camp Springs, Md. The Seafarers – who were elected by fellow rank-and-file members to serve on the yearly financial committee – found the records in good order.

In accordance with the SIU Constitution, the committee's report will be read in all ports at the union's monthly membership meetings and presented for membership approval. The report formally was presented to the SIU secretary-treasurer, also in accordance with the constitution.

Serving on the committee following their election at the May membership meeting in Piney Point, Md., were Seafarers **Gerard Costello** (chairman),



Members and officials review some paperwork as the committee wraps up its duties.

**Tawrence Abrams, Thommie Hampton, DeCarlo Harris, Brandon Maeda, Martin Simmons and Rodger Taylor.**

In its report, the committee noted, "We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegat-

ed to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The report also pointed out, "Representatives of the certified public accounting firm who periodically audit the union's books and records explained their auditing procedures for the checking of the secretary-treasurer's financial report of the union's records. They further discussed with us the overall financial operation of the union. In addition, the secretary-treasurer worked with the committee and made himself and the records of his office available to the committee.... All of said records were, in fact, examined by the committee."

The committee worked at SIU headquarters during the first full week of May.

Article X, Section 14-c of the SIU Constitution lists the duties of the annual financial committee along with rules and procedures for electing the committee.



In accordance with the union's constitution, the yearly financial committee examined the appropriate records last month at headquarters. Pictured above are committee members and union officials (seated, from left) Tawrence Abrams, DeCarlo Harris, Rodger Taylor, Thommie Hampton, (standing) Gerard Costello, Martin Simmons, Asst. VP Ambrose Cucinotta, Brandon Maeda and Secretary-Treasurer David Heindel.

## Seafarers Health and Benefits Plan Awards \$132,000 in Scholarships

Exemplary Seafarers, their spouses and dependents for more than 50 years have been the recipients of scholarships from the Seafarers Health and Benefits Plan (SHBP).

Members of the SHBP scholarship selection committee took action to continue that tradition April 24 in St. Croix, U.S. Virgin Islands, when they chose eight individuals – two active Seafarers and six dependents – as scholarship recipients for the upcoming school year. Each of the two Seafarers will receive two-year scholarships for \$6,000 while the six dependents will be awarded individual four-year scholarships for \$20,000 in order to attend institutions of their choices. In total, the 2009 scholarship

recipients will be awarded \$132,000 from the SHBP.

This year's winners are: Recertified Steward **Brandon Maeda**; QMED **Robert Oliveto**; **Jeffrey Monteiro**, son of Deep Sea Engineer **Francis Monteiro**; **Bethany Horner**, daughter of inland Captain **Arthur Horner**; **Matthew Taylor**; **Jillian Cairco**, daughter of retired deep sea Chief Engineer **Gary Jarvis**; **Giselle Bodden**, daughter of inland AB-Tanker **Albert Bodden**; and **Alyssa Rothschild**, daughter of inland Chief Mate **Robert Rothschild**.

The scholarship recipients were selected by a group of distinguished

professional educators: Dr. Trevor Carpenter, Charles County Community College (retired); Dr. Louis Fernandez, provost and vice president academic affairs, California State University, San Bernardino; Dr. Michael Glaser, St. Mary's College (retired); Dr. Gayle Olson, University of New Orleans (retired); Dr. Keith Schlender, University of Toledo; Dr. Henry Toutain, dean of students, Gustavus Adolphus College; and Dr. Charles Lyons, American Association of Colleges and Universities (retired).

See Page 7 for brief biographical backgrounds, scholastic accomplishments and educational goals of each of the above college-bound scholarship recipients.



The 2009 SHBP Scholarship Selection Committee on April 24 in St. Croix, U.S. Virgin Islands, chose eight individuals as recipients of \$132,000 in scholarships. After making their selections, committee members joined SIU Assistant Plans Administrator Kitty Eno (third from right in photo above) and SIU Deputy Assistant Plans Administrator Miriam Bove (third from left) for this photo. Committee members (from left) were: ; Dr. Henry Toutain, dean of students, Gustavus Adolphus College; Dr. Gayle Olson, University of New Orleans (retired); Dr. Keith Schlender, University of Toledo; Dr. Charles Lyons, American Association of Colleges and Universities (retired); Dr. Trevor Carpenter, Charles County Community College (retired); Dr. Michael Glaser, St. Mary's College (retired); and Dr. Louis Fernandez, provost and vice president academic affairs, California State University, San Bernardino.

# 2 More Tankers Christened

## APL Containership Reflags Under Stars and Stripes

The nationwide economic slowdown has not prevented substantial progress in several new-build programs affecting Seafarers, as evidenced in part by christenings that were scheduled to take place in late May and early June.

The double-hulled tanker *Pelican State* was slated for christening May 30 (after press time) at San Diego's NASSCO shipyard. The vessel is a product carrier built for Seafarers-contracted U.S. Shipping Partners.

Overall, the shipyard is under contract to build nine tankers for U.S. Shipping. Earlier this year, the first vessel in the series – the *Golden State* – completed sea trials and was delivered. Each tanker in the program will be 600 feet long and 49,000 DWT, with a cargo capacity of approximately 331,000 barrels. They will carry petroleum and chemical products between U.S. ports – commerce that is covered by the Jones Act, which stipulates that cargo moving from one domestic port to another be carried aboard ships that are crewed, built, flagged and owned American.

Progress continues on the East Coast, too, where Aker Philadelphia Shipyard was scheduled to conduct a naming ceremony in early June for its latest double-hulled tanker: the Seafarers-contracted *Overseas Nikiski*. It will be operated by Overseas Shipholding Group, as are the previously built vessels in the 12-ship program (*Overseas Houston*, *Overseas Long Beach*, *Overseas Los Angeles*, *Overseas Texas City* and *Overseas Boston*).

Meanwhile, Seafarers-contracted American President Lines planned to reflag the containership *APL Pearl* under the Stars and Stripes June 1 in Charleston, S.C. Overall, the company is bringing four ships into its U.S.-flag fleet, with Seafarers filling all of the unlicensed positions aboard two of the vessels (*APL Pearl* and *APL Cyprine*) and manning the steward-department slots aboard the two others (*APL Agate* and *APL Japan*).

Members of the union's Government Services Division also see ongoing advancement in the military's T-AKE program, taking place at NASSCO. The shipyard has delivered seven of the dry cargo-ammunition ships to the U.S. Navy and is under contract to build five to seven additional ships in the Lewis and Clark class. Two of those vessels (the *USNS Charles Drew* and *USNS Washington Chambers*) are under construction.



The *Pelican State* underwent sea trials May 13 in San Diego, Calif.



SIU Executive VP Augie Tellez (right) tells members of a House subcommittee about safety training conducted at the Seafarers-affiliated school in Piney Point, Md. AMO Director of Legislative Affairs Paul Doell is seated at Tellez's right during the May 20 hearing.

## Unions Testify on Piracy

American maritime labor has stated its unified position on piracy via a letter to President Obama and through joint testimony submitted at two recent Congressional hearings.

Meanwhile, SIU headquarters officials recently participated in anti-piracy meetings with high-ranking U.S. military leaders and government officials.

While not ruling out other possible solutions, the SIU, American Maritime Officers (AMO), Marine Engineers' Beneficial Association (MEBA), and Masters, Mates & Pilots (MM&P) essentially told the president and Congress that the best short-term answer to preventing attacks on American-flag commercial vessels is to provide military protection.

In the letter to President Obama, the four union presidents (Michael Sacco of the SIU, Tom Bethel of AMO, Don Keefe of MEBA and Tim Brown of MM&P) noted, "We believe that the most effective step that must be taken to prevent further aggressive action against U.S.-flag commercial vessels and their crews is for our government to immediately provide U.S.-flag vessels with the force protection necessary to prevent any further acts of piracy against them. There should be no question but that it is the responsibility of the United States government to provide the protection necessary to ensure the safety of life and property aboard United States-flag vessels. When a vessel flies the United States flag it becomes an extension of the United States itself, regardless of where in the world the vessel is operating."

The unions later expanded on those points, first at a May 5 hearing conducted by the Senate Subcommittee

on Surface Transportation and Merchant Marine Infrastructure, Safety and Security, and then at a May 20 hearing conducted by the House Subcommittee on Coast Guard and Maritime Transportation.

At the latter hearing, and in reference to finding practical but timely solutions to piracy, Chairman Elijah Cummings (D-Md.) stated, "We want this thing done right, but we want to get it done." That sentiment is shared by maritime labor and, undoubtedly, by other segments of the industry, too.

While some of the steps taken to fight piracy in the Gulf of Aden and the Horn of Africa remain closely guarded, it appears progress has been made since the SIU-crewed *Maersk Alabama* and *Liberty Sun* were attacked in separate incidents in April. At least three U.S.-flag ship operating companies have hired armed guards for their vessels sailing in dangerous waters, and the international military presence there has been bolstered. Several attempted attacks by pirates have been turned back, including one against the Seafarers-crewed *USNS Lewis and Clark* (see story, page 4) and one against the SIU-crewed *Maersk Virginia* on May 22. Canadian and Italian naval helicopters turned back the attempted attack on the *Maersk Virginia* in the Gulf of Aden.

Additionally, the U.S. Coast Guard in mid-May issued an anti-piracy directive calling for updated vessel security plans. The agency also reported that since the attacks against the *Maersk Alabama* and *Liberty Sun*,

*Continued on Page 13*

## Training, Drills Pay Off Aboard Liberty Sun

The captain and crew of the *Liberty Sun* said there's no doubt that preparation – including fire fighting training and ship-board anti-piracy drills – proved valuable when the vessel came under attack April 15 near the Gulf of Aden.

"We had practiced what to do in case it happened, and everybody did their job," said Recertified Bosun **Mark Downey**. "The guys did great. Everybody knew where to go."

"Everybody pulled their weight, apprentices included, and we had a lot of help from the U.S. Navy," stated Captain Donald Grosse, the ship's master. "Our preparations were up to the task."

The incident occurred one week after the highly publicized boarding of another SIU-crewed ship, the *Maersk Alabama*. In the *Liberty Sun's* case, pirates fired bullets and rocket-propelled grenades (RPGs) but didn't attempt to climb aboard.

"We weren't expecting RPG fire," Downey noted. "It sounded like you were in a metal box getting hit by sledgehammers. We figured they might take some potshots at us, but after we'd heard about the threats of violence against the next American crew if they were captured, we

knew it was more than just the pirates wanting the ship. If they did get on board, they were planning on killing somebody."

While the ship wasn't boarded, one of the RPGs caused a fire on the *Liberty* Maritime vessel. Unlicensed Apprentices **Ken Stearns** and **Bill Waldmann** used portable extinguishers to put out the fire.

"My fire fighting training from Piney Point came in quite handy," Stearns said in reference to time spent at the SIU-affiliated Paul Hall Center for Maritime Training and Education. "I think it's a very good school. The instructors there are top-notch."

Concerning the attack, Stearns observed, "The crew did a good job. I was on the bridge wing at the time.... I think everybody was scared, but it didn't interfere with what had to be done. It happened fast and everybody did what they were told."

He added that the experience won't prevent him from continuing with the apprentice program.

"Oh, absolutely – I'll keep going," Stearns said. "That's the only reason I got off the ship (so he could return to the school for the next phase of training). I plan on eventually getting my master's license."

Waldmann said he, too, will move ahead with the program.

"Oh, yeah, definitely. I'm not going to let this scare me away," said Waldmann. "The school is well worth it – well worth the time. It's a necessity to get the background."

He added, "The training on the ship was helpful. We had practice runs and meetings over what to do. As far as the school goes, going through fire fighting definitely helped, as did learning how to handle the hoses. Luckily, we didn't have to use any first aid or CPR, but if something had happened...."

After the attack, the vessel received assistance from the *USS Bainbridge* – a Navy destroyer which, ironically, was transporting *Maersk Alabama* Capt. Richard Phillips at that time.

The Navy personnel "were great," Downey said.

Waldmann described them as "real nice guys."

Grosse said the Navy's presence "took a lot of pressure off of us."

The captain added that the attack and the subsequent interaction with the military reminded him of the dangers routine-

ly faced by our troops.

"They are the real heroes," he said. "We just had a short experience, but the reality of this existence (coming under fire) all of a sudden became very clear to us. The armed forces have to put up with incoming rounds all the time. My hat goes off to them."

Downey offered special praise for Stearns and Waldmann.

"All of the apprentices I've sailed with have been good, but I've never had ones that performed like these guys," the bosun said. "They were great and I'd welcome them back any time. Under pressure, they both acted like this was nothing new."

He also commended the work of QMED **James Glover**, whom Downey credited with going "above and beyond."

Seafarers aboard the *Liberty Sun* during the attack included Bosun Downey, ABs **Thomas Conry**, **Jimmie Joseph**, **Tyrone Benjamin**, **Osnan Arriola** and **Mohammed Haruna**, QMED Glover, GSTU **Wilmer Alvarez**, GUEDEs **Hector Guity** and **Talal Saleh**, Recertified Steward **Fernando Guity**, Chief Cook **Carlos Rosales** and Unlicensed Apprentices Stearns and Waldmann.



Transportation Secretary Ray LaHood describes the rescuers as "extraordinary men and women."

## Transportation Secretary LaHood Honors Mariners from 'Miracle on the Hudson'

Dozens of Seafarers were among those honored by U.S. Secretary of Transportation Ray LaHood during a May 13 ceremony in New York cele-



SIU President Mike Sacco credits NY Waterway mariners for their heroic efforts.

brating the safe conclusion of the "Miracle on the Hudson."

SIU President Michael Sacco was a featured speaker at the ceremony, which took place at the Intrepid Sea, Air & Space Museum in New York City. Along with Secretary LaHood, the other speakers included New York Governor David Paterson, New Jersey Governor Jon Corzine, Maritime Administrator James Caponiti, NY Waterway President Arthur Imperatore and Bill White, president of the museum.

SIU mariners from NY Waterway and other personnel involved in the January rescue of passengers and crew from US Airways Flight 1549 received Merchant Marine Outstanding Achievement Medals, presented by LaHood.

"I congratulate our NY Waterway crews for a fantastic effort. Brothers and sisters, your lifesaving work helped lift the spirits of an entire nation," said Sacco.

The SIU president also pointed out that "virtually every person who rescued the passengers and crew from US Airways Flight 1549 was a union member. And for the most part, they all received safety training through their union-affiliated schools."

LaHood said of the mariners and other rescue personnel, "These extraordinary men and women woke up on a cold January morning, expecting an ordinary day. Yet by the time they got to bed that night, they were true heroes. Thanks to their bravery and skill, they helped save more than a hundred lives."

All 155 passengers and crew from the downed plane were saved – the vast majority having been picked up by SIU-crewed NY Waterway ferries.

According to the Department of Transportation, the Merchant Marine

*Continued on Page 13*



Some of the SIU members and officials attending the ceremony are pictured at the Intrepid Sea, Air & Space Museum, which hosted the event.

## Fourth Arm of Defense Stands Up to Aggression

Three recent actions against Seafarers-crewed vessels show that merchant mariners are still on the front line of unrest at sea.

When Chinese vessels harassed two surveillance ships in April, it brought the total of Seafarers-crewed ships being bothered by the Chinese to at least four in two months. The latest two were the *USNS Victorious* and *USNS Loyal*. Both ships are operated by Maersk Line, Limited.

The ocean surveillance ships were conducting routine exercises some 200 miles off the coast of China when fishing boats approached dangerously close. According to the Defense Department, one Chinese vessel closed to within 30 feet of the *Victorious*. Pentagon spokesman Bryan Williams commented, "The Chinese vessels clearly

demonstrated unsafe seamanship."

In the case of the *Victorious*, the crew manned fire hoses and turned them on the Chinese craft without hitting them. In both instances, the *Victorious* and *Loyal* crews radioed nearby Chinese military vessels to escort their fishing vessels from the scenes.

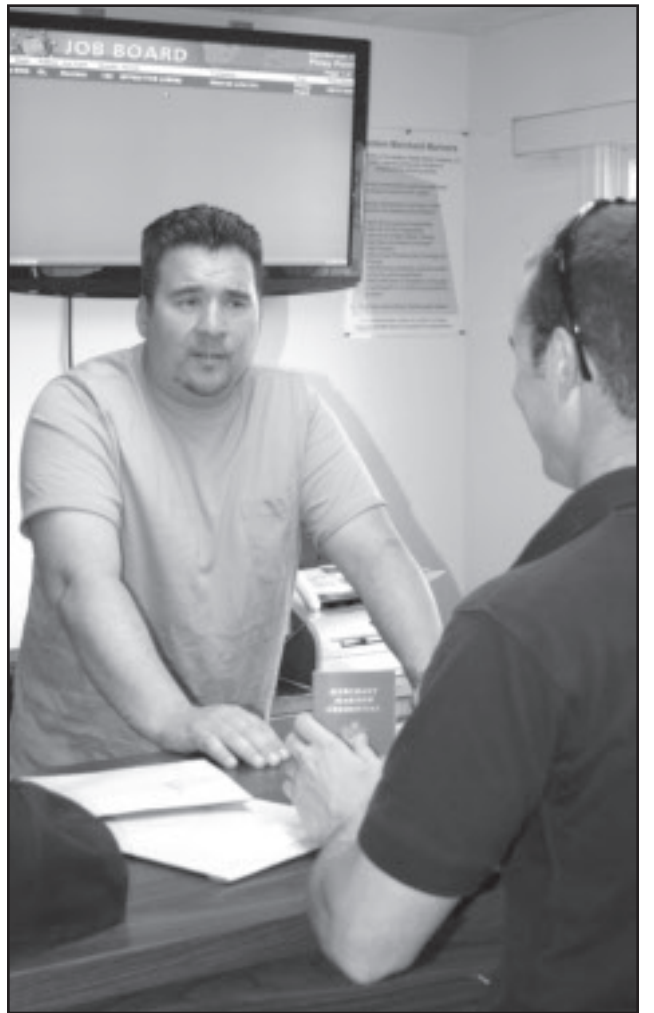
Meanwhile, civilian mariners were again in the thick of pirate hostility on May 8 aboard the dry cargo/ammunition ship *USNS Lewis and Clark* off the east coast of Somalia.

While the CIVMAR-crewed vessel was transiting north to provide logistics support for U.S. Navy and coalition ships, two pirate skiffs pursued the *Lewis and Clark* for more than an hour, closing to a distance of approximately one nautical mile.

Once shipboard lookouts spotted the two suspected pirate skiffs, the *Lewis and Clark* conducted evasive maneuvers and increased speed. The ship's embarked security team also used a long-range acoustical device to issue verbal warnings to the approaching skiffs.

The pirates then fired small arms weapons from

## New Shipping Boards in Place



As part of an upgrade to the shipping and registration system, new electronic shipping boards now are in place at the union halls. The modern system is designed to benefit members by saving time and by making more information available to them more quickly than under the old system. Related new equipment at the halls includes not only the shipping boards (the one pictured in the background above is located in Piney Point, Md.) but also scanners, state-of-the-art computers and faster network connections. Known as SMIS (Seafarers Management Information System), the new system will be further enhanced throughout the year.

## Business as Usual on U.S. Shipping Vessels

The union in late April informed crews aboard U.S. Shipping Partners vessels that their jobs are protected even though the company has filed for a type of bankruptcy called chapter 11.

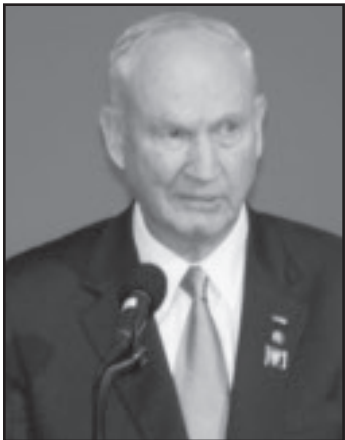
"This move does not affect operation of U.S. Shipping's SIU-crewed vessels," Vice President Contracts George Tricker said in a communication to the ships. "It is business as usual aboard the ships.... While I do not mean to minimize the seriousness of a chapter 11 filing, this essentially is a strategic business move designed to help ensure the company's long-term viability."

In a prepared statement, U.S. Shipping noted, "The voluntary pre-arranged filing allows the company to continue its operations in the normal course through the financial restructuring process, providing uninterrupted service to its customers.... The plan is supported by a substantial majority of the company's secured lenders and noteholders."

approximately two nautical miles toward the *Lewis and Clark*, which fell one nautical mile short of the ship's stern. The *Lewis and Clark* continued to increase speed and the skiffs ceased their pursuit of the U.S. ship.

According to the Navy, "Despite recent successful pirate attacks off the coast of Somalia, merchant mariners have proven successful as first-line defenders against pirates. Along with *Lewis and Clark*, a number of merchant vessels have conducted evasive maneuvers and other proactive defensive measures, including embarked security teams, to protect their ships and their cargoes."

In lauding the overall efforts of American Seafarers, the Navy commented in a news release, "U.S. Merchant Mariners have a long and storied history of providing direct support to U.S. military operations ashore. From re-supplying Navy ships at sea to delivering combat cargo to deployed troops in war zones, merchant mariners have played an integral logistics support role in U.S. military operations."



Retired Navy Vice Adm. Albert J. Herberger (above, left) and Transportation Secretary Ray LaHood (above, right) were two of the event's guest speakers. The Smithsonian's Flag Hall (photo at right) provided the setting for this year's National Maritime Day ceremony which was jointly sponsored by the U.S. Maritime Administration, the Military Sealift Command and the Smithsonian National Museum of American History.

## Maritime Day Cites Mariners' Contributions

The service and sacrifice of members of the fourth arm of defense were honored during National Maritime Day, May 22, in the halls of the Smithsonian National Museum of American History's Flag Hall in Washington, D.C.

Flag Hall is home of the Star Spangled Banner, the flag to which, during the War of 1812, Francis Scott Key penned his poem that became America's National Anthem.

While the Smithsonian hosted the ceremony, it was sponsored by the U.S. Maritime Administration, and the memorial service and wreath-laying was hosted by the U.S. Military Sealift Command. The event was held in conjunction with the opening of the Smithsonian's newest exhibit, "On the Water: Stories from Maritime America," which is a dynamic depiction of American maritime history.

Attendees to the event included an SIU delegation of SIU President Michael Sacco, Executive Vice President Augie Tellez, Vice President Contracts George Tricker and students from the SIU-affiliated Paul Hall Center for Maritime Training and Education, who stood at attention in a mezzanine section above the ceremony like sentries guarding the memory of the sacrifices of their seafaring forefathers.

Lauded at the event were the crew members of the *Maersk Alabama* who recently thwarted a pirate attack. "These brave

Americans remind us of the service and patriotism of U.S. Merchant Mariners," said featured speaker Secretary of Transportation Ray LaHood. "For 76 years, National Maritime Day has stood as a proud reminder to our nation that mariners have put their lives at risk to answer our nation's call to duty. The Department of Transportation is proud to support these highly trained mariners."

Special guest speaker former Maritime Administrator Vice Admiral (Retired) Albert J. Herberger commented, "In times of war, the U.S. Merchant Marine has a wonderfully rich heritage of service to the nation. By carrying critical supplies and equipment, merchant mariners have provided the essential support to our armed forces and often to our allies. Today, they are supporting operations in Afghanistan and Iraq and delivering food aid to many parts of the world. Their devotion to duty is a tribute to the generations of men and women who have served our nation with courage and determination in every conflict in America's history."

Also at the heart of the ceremony was the placing of a wreath to commemorate the sacrifices that generations of mariners have made in service to the nation. The wreath ceremony was led by Paul Hall Center student Antonio Jones and featured a single bugle playing the lonely call of Taps in remembrance of those who were lost at sea.



Among the union members and officials attending the ceremony were (from left) SIU Executive VP Augie Tellez, AB Veronica Hernandez, SIU President Mike Sacco and AMO President Tom Bethel.

The day's events concluded at a large gathering at a luncheon jointly sponsored by local chapters of the Propeller Club and the Kings Point Club, where Secretary LaHood expressed the Transportation Department's vision for the future of the U.S. shipping industry. "U.S. ships opened trade for our

nation and DOT sees a growing future. We see a possible increase of projects and shipping in U.S. ports of 50 percent, a growth in industry grants by ten-fold, a strengthened commitment to the U.S. marine highway and making maritime one of the strongest modes of transportation."

Unlicensed Apprentice Antonio Jones (photo at right) places a wreath and then salutes in honor of all U.S. Merchant Mariners. SIU VP Contracts George Tricker (second from right in photo below) chats with students from the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. A contingent of students from the center participated in the the day's events.



### National Maritime Day 2009 Proclamation

By the President of  
The United States of America  
A Proclamation

Americans have long looked to the sea as a source of security and prosperity. Bounded by two oceans and the Gulf of Mexico, and criss-crossed by a myriad of inland waterways, America's destiny as a maritime nation was a story foretold.

The Merchant Marine took up arms alongside the Continental Navy to help defeat the British Navy during the American Revolution. Since then, they have served bravely as the United States has faced threats ranging from war to piracy, and our seafaring fleet has proven instrumental in protecting our safety. In times of conflict and crisis, the Armed Forces rely on the Merchant Marine's sealift capability to transport critical equipment and supplies. Time and again, mariners have demonstrated their willingness and ability to meet daunting challenges.

Waterways have also enabled much of the commerce that has expanded America's economy. Domestic and international commerce occurred along rivers and coasts even before our Nation's birth. Great cities have sprouted near waterways, and maritime activity remains crucial to our economy today.

The men and women of the U.S. Merchant Marine and the many other workers who have supported the maritime

industry have made significant contributions to our leadership in the global marketplace, and to our security.

On this National Maritime Day, we also mark the opening of a permanent exhibition at the Smithsonian Institution, "On the Water." It demonstrates the importance of the maritime industry and chronicles our history as a maritime nation.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2009, as National Maritime Day. I call upon the people of the United States to mark this observance by honoring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand nine, and of the Independence of the United States of America the two hundred and thirty-third.

BARACK OBAMA

# Charter Member Says SIU Remains on Right Course

As a teenager in Port Everglades, Fla., Jack Johns often watched the seemingly giant merchant ships sail away, past the horizon.

"I used to wonder where those big ships went," recalled Johns, a charter member of the SIU. "All of a sudden, I got on one and went with it."

Johns, 88, signed aboard with the union in December 1938 – about two months after the SIU received its charter from the American Federation of Labor. He would spend the better part of the ensuing half-century as a Seafarer, first as a rank-and-file member in the deck department and then from the mid-1950s to the early 1980s as a union official. Along the way, he served at different times during World War II in both the U.S. Navy and U.S. Merchant Marine – he was at Normandy on D-Day. He walked his share of picket lines, too, which he described as "rough and tumble, but we really won out."

Where the SIU is concerned, it's not much of a stretch to say Johns has seen it all, including an up-close look at the founding of the union's affiliated training center in Piney Point, Md. He remains involved with the union today, regularly visiting the hall in Ft. Lauderdale, Fla., in addition to serving as an officer with the local chapter of the American Merchant Marine Veterans (AMMV).

Asked what motivates him to stay active with the union, Johns replied, "I'm just trying to help everybody I can help in the SIU, which I've tried to do all my life."

## Challenging Start

This won't surprise anyone even loosely familiar with the early 20<sup>th</sup> century merchant marine, but Johns confirms that in those days, making a living at sea meant low pay and less-than-ideal surroundings.

"We had nothing at the beginning, really," the former bosun noted. "The living conditions were rough. Eventually, we started getting paid overtime. That was a big deal."

Johns first sailed as an ordinary seaman aboard the *Estrada Palma*, a car carrier later

acquired by the Navy and converted to a mine-layer. He helped organize one of the union's first contracted companies: Peninsula and Occidental Steamship, which sailed vessels between Florida and Cuba.

"We use to run overnight trips," Johns remembered. "Havana was a nice town then, with all the casinos. A rum and Coke then was 25 cents."

After initially sailing as a civilian mariner in World War II, Johns found himself in the Navy, where he sailed as bosun's mate. He served aboard destroyers at D-Day and during the launch of the atomic bombs.

Immediately, after the war, Johns returned to the SIU. He sailed with various union-contracted companies including Waterman, A.H. Bull Line, Calmar Steamship, Victory Carriers and Isthmian Lines (which he also helped organize). Encouraged by then-SIU President Paul Hall, he came ashore in 1956 and worked in different positions under Hall and Bull Shepard, one of the founders of both the SIU and the school in Piney Point.

Johns was based in Baltimore when the southern Maryland training facility project came to fruition in 1967. His proximity to Piney Point and his work duties afforded him a good look at the challenge of building a maritime school on what had been a Navy torpedo-testing facility.

"It's unbelievable what the school has become and what it has done for the SIU," he stated. "It's a miracle, really, and the same thing is true for the SIU when you look at how everything has improved over the years."

"Today's members probably don't know how lucky they have it – the pay, the features aboard ship," he continued. "But it looks like they're doing real good and they have a good future."

Johns added that he wouldn't change much about his career if given the chance. "I'd go through the same thing," he said. "I was just a young kid when I started.... It was what I wanted to do in life. I worked for the union and they took good care of me."



Retired Seafarer Jack Johns, pictured outside the union hall in Ft. Lauderdale, Fla., says the SIU's progress throughout its history is remarkable.

# Company Issues Statement About Hawaii Superferry

In early April, the top official at Hawaii Superferry issued a statement after the Hawaii Supreme Court ruled that a state law allowing the high-speed catamaran to operate was unconstitutional due to issues related to environmental impact studies. The statement by President and CEO Tom Fargo read in part, "We would like to extend our gratitude to the more than 250,000 customers who have voyaged and booked with us and to all who have supported our service. I am especially grateful to the businesses that have sailed with us and now have apparently lost an economical alternative...."

"This is a difficult time for all of us. Our employees have been nothing but stellar in their dedication to our company and in their service to our customers and our community. I have been impressed with the commitment of our team in executing with great detail and energy all of our procedures to properly address environmental concerns and provide our passengers with the best customer service.

"As I mentioned [earlier in April], we are hugely disappointed with the Supreme Court's decision that Act 2 is unconstitutional. After a year of operations, including a successful winter season, we looked forward to the upcoming spring break with great energy and enthusiasm.

"The problem before us today is there appears to be no short-term solution to this ruling. To conduct another EIS, even with the work done to date, and move it through legal review might take a year or so. Other options don't provide the certainty necessary to sustain a business.

"As a result, we are going to have to go out and find other employment for *Alakai*, for now.

"Obviously, this is not even close to our preferred outcome. We have believed from the start and continue to believe that there is a clear and unmet need for an inter-island high speed ferry system for the state. My hope, our hope, is that the conditions will eventually be such that we can realize that vision in Hawaii."

In mid-May, the court denied the state's motion to reconsider its earlier ruling.

According to news reports, the ferry has returned to Mobile, Ala., where it was constructed. Meanwhile, the state is proceeding with the environmental impact study.

Ironically, after the court's initial ruling, Hawaii Superferry won an award from the local chapter of the American Marketing Association (for best marketing of a new product or service).

## Notice

# TWIC, MMC Reminders

April 15 was the deadline for mariners to have obtained a Transportation Worker Identification Credential (TWIC). That date also marked the roll-out of the new merchant mariner qualification credential (MMC), a passport-style document which over the next five years will be phased in as a replacement for the current z-card/merchant mariner document (MMD).

Following are some reminders concerning the TWIC and MMC.

■ If you currently hold a merchant mariner document/credential, you are required to obtain a TWIC.

■ If you do not currently hold a merchant mariner document/credential but plan to get one in the future, you will be required to obtain a valid TWIC in order to secure the mariner credential.

■ When applying for a TWIC, identify yourself as a merchant mariner. This should help to avoid delays in processing MMC applications (whether originals, upgrades, renewals or endorsements).

■ Mariners will need to ensure that the biographical information they supply to the TSA during the TWIC application process is the same information included on the Coast Guard merchant mariner credential application. This is important as the Coast Guard will be comparing data from TSA to determine if mariners hold a valid TWIC.

■ Mariners do not need to rush to get an MMC. The rationale for the five-year phase-in period is that, starting April 15 (earlier this year), when mariners renew or upgrade their z-card, or when mariners new to the industry apply for a credential, they will receive the MMC. The MMC program does not affect the legitimacy of currently valid z-cards/merchant mariner documents. It also eliminates the need for mariners to appear in person at a Coast Guard regional exam center (REC), provided they have applied for a TWIC. Mariners do still have the option to go to an REC.

■ To protect the personal information of mariners, in October 2008 the Coast Guard removed the mariner's Social Security number from all the credentials issued after that date and replaced it with a "mariner reference number" generated by the agency's merchant mariner licensing and documentation (MMLD) system. While the Social Security number is still collected on a credential application, it is not printed on the credential and it is not used internally by the Coast Guard when processing the application. When a mariner applies for an original credential for the first time, they will receive a mariner reference number and an application identification number. The mariner reference number is unique to the mariner and will not change during subsequent credential transactions. Mariners wishing to check the status of their application on-line via the Coast Guard's Homeport portal (<http://homeport.uscg.mil>) will need to use their mariner reference number and the application ID number.

■ The phone number for the TSA's TWIC Program Help Desk is 1-866-DHS-TWIC (1-866-347-8942), while the e-mail address is [Credentialing@dhs.gov](mailto:Credentialing@dhs.gov).

■ The phone number for the Coast Guard's National Maritime Center is 1-888-IASKNMC (1-888-427-5662), while the web site address is <http://www.uscg.mil/nmc/>

■ To begin the application process for a TWIC, visit the TSA's website at: [http://www.tsa.gov/what\\_we\\_do/layers/twic/index.shtm](http://www.tsa.gov/what_we_do/layers/twic/index.shtm)



The new merchant mariner qualification credential (above and inset) is a passport-style document.

# SHBP Awards \$132,000 in Scholarships

A panel of professional educators in April selected two active Seafarers and six dependents as recipients of scholarships provided by the Seafarers Health and Benefits Plan (SHBP).

A total of \$132,000 was given during this year's scholarship program. Two Seafarers were awarded \$6,000 scholarships for study at a four-year college or university. Each of the six dependents received \$20,000 grants to pursue their educational aspirations.

Following are brief biographical sketches of each scholarship recipient as well as recaps of their respective educational goals.

## Brandon Maeda

Recertified Steward **Brandon Maeda** is the recipient of one of two scholarships designated for active Seafarers.

A native of Honolulu, Maeda is a 1974 graduate of 71<sup>st</sup> High School in Fayetteville, N.C. He joined the union in 1982 and has since been sailing in the deep sea division as a member of the steward department.

Nine years following his initial voyage aboard the *SS Independence* and on the advice of a friend, Maeda made his way to Piney Point for upgrade training. "I finally made it there (Piney Point) in 1991 and it became a turning point in my life, one of the best experiences I have ever had," he said. "I've been back many times and became a recertified chief steward in 1996."



Brandon Maeda

Maeda has been sailing for 23 years. "In a way, I grew up in the SIU... I went from a young adult to middle age and have had a great life because of the union," he continued. "I have never regretted my decision to become a Seafarer and will always cherish my time at sea and the wonderful people I have met along the way."

"Now I would like to take on the challenge of becoming a registered nurse," he continued. "Becoming a nurse would afford me the opportunity to give something back to the community and the Seafarers. Hopefully, I can still sail as a nurse or medical person aboard one of the (union-contracted) ships."

Maeda currently is enrolled in a nursing program at the College of Southern Maryland, La Plata Campus. He hopes to graduate at this year's end with an associate's degree.

As of the time he submitted his package to the scholarship selection committee, Maeda already had finished his prerequisites and completed his first year in the school's ADN program. He did so while achieving a 3.9 grade point average.

"Because I am an older student, the pathway to success hasn't always been easy," he shared. "There were plenty of adjustments that had to be made."

Maeda has had to sail for one year at a time and then attend college the following year. "For example, in 2006, I attended spring, summer and fall classes and completed all my prerequisites with the help of my scholarship and money I had saved. I sailed for most of 2007 to replenish my savings and attended college again in 2008, sailing only during the summer months."

"College is all about hard work and achievement and that's something I have never been afraid of," he concluded. Following his graduation from the College of Southern Maryland, Maeda hopes to attend Vila Julie College in Stevenson, Md., where he plans to earn his bachelor's degree in nursing.

## Robert Oliveto

QMED **Robert Oliveto** is the second active mariner selected to receive an SHBP scholarship. A 2002 graduate of Moultonborough Academy in Moultonborough, N.H., he joined the SIU in 2004 in Piney Point. Oliveto's goal is to become a marine engineer.



Robert Oliveto

Following his graduation from the Paul Hall Center, the Loconia, N.H.-born mariner sailed as a wiper aboard the Alaska Tanker Company-operated *Alaskan Frontier*.

"After working in the engine room for only four months, I was hooked," he said. "There were so many things going on at the same time."

He specifically recalled an instance when engineers were performing maintenance on one of the vessel's main diesel generators. "This was a very important task because the diesel generator produces power for the propulsion," Oliveto said. "As I watched and helped out where instructed, I got to see all the moving parts."

Having caught a glimpse of this aspect of the generators and the details of the vessel's main engine components, Oliveto became even more fixated with the idea of working in the engine room permanently. Returning to Piney Point in 2005, Oliveto completed the FOWT course. Next up was four work tours aboard the *ST Denali* followed by a second stint on the *Alaska Frontier* where he still works.

In an effort to realize his goal of becoming a marine engineer, Oliveto in December 2007 applied for admission to the Maine Maritime Academy. After submitting his application package, though, he discovered that he fell short of the institution's academic requirements for acceptance.

"I was a little let down, but at the same time I wanted to know what requirements I needed," he said. "The e-mail I received (from the academy) listed four classes: algebra II, trigonometry, college prep physics and English composition."

After going online and researching local community colleges that offered the courses he needed, Oliveto found an institution to his liking. On the downside though, he ended up having to take introductory algebra before he could enroll in intermediate algebra, which meant that he now had a total of five required classes. He enrolled in an intro as well as a college prep class and completed them both during the winter. He completed intermediate algebra during his summer vacation.

Next, he would launch his assault on college physics and trigonometry. Although he found it challenging, he completed physics with flying colors and acquired a solid foundation for trigonometry, which he began in March.

"I have mailed all transcripts for the three classes that I have taken so far to the academy," Oliveto said. "I currently have a provisional acceptance letter to attend classes as a full-time student this fall."

He concluded by saying that he has worked extremely hard to get into the marine engineering program. Oliveto also credited the union for the tremendous role it has played in his life so far.

"I feel that that SIU has been there for me since day one at Piney Point," he said. "It has helped me to develop the essential skills I'll need as I pursue my goal: responsibility, teamwork and hard work."

## Jeffrey Monteiro

Jeffrey Monteiro was born in Hackensack, N.J. A 2009 graduate of Seton Hall Prep in West Orange, N.J., Jeffrey is the son of engine-department Seafarer **Francis Monteiro** (and mother, Dorothy).

Monteiro's dream is to someday make a difference in the lives of those who have not been fortunate enough to have experienced many of the privileges he himself in years past often took for granted. "My parents have always reminded me that I am privileged to have the life that I claim as my own," said the 18-year-old, who has applied for admission to Boston College, Seton Hall University and Stonehill College.

"Their words, however, never really struck me...until the spring of my sophomore year when my mother planned a short spring vacation to India to visit my grandmother and extended family that I received the life-altering experience necessary for me to reach great heights," he said.

As Monteiro exited the Mumbai Airport, he noticed a woman dressed in tattered garments lying on a sidewalk. A few feet away sat the woman's child who was naked, crying and continuously being bitten by horseflies.

"Despite the child's plea for help, the people exiting the airport—myself included—made no attempt to help him. He was simply ignored." Jeffrey said that during the remainder of his stay in Mumbai, he noticed that in general, every beggar was ignored. "The thought (of their plight) began to eat away at my conscience the longer I remained there," he said. "One day as my mother and I were walking to church," he continued, "a physically deformed boy asked me for money. I felt compelled to give him money, but my mother shook her head and told me later that many of the children begging for money are usually forced to do so by someone who provides them with food and shelter."

These providers, Jeffrey's mother told him, subsequently misuse the money they obtain from the children for drugs or alcohol. "The brutal reality of the situation began to sink in," he said. "Even if I did give money to that child, it would not have had a lasting effect and in most cases it would do more damage than good."

When he returned home, he said the experiences he had stomachached with the poor of Mumbai have scorched his mind. "My failure to help them now serves as a catalyst for me to aid others less fortunate whenever possible," he said. "I have been become involved in multiple volunteer institutions such as BRIDGES and Habitat for Humanity. Also, I collect books, toys, school materials, clothing and arts and crafts for children in Zambia."

Jeffrey said he also has developed a keen interest in an organization known as Invisible Children which promotes awareness for the children who are caught up in the middle of a government conflict in Northern Uganda.

"My desire to help those less privileged than me is something I plan on implementing in my future career," Monteiro concluded. "After achieving success in the business world, I hope to one day have my own organization and return to Mumbai so I can give the impoverished the opportunity to reach heights which they think are unattainable."

## Bethany Horner

Bethany Horner is a 2009 graduate of Clarkston High School in Clarkston, Mich. The daughter of inland Captain **Arthur Horner** (mother Beth is a registered nurse), she graduated in the top 12 percent of her class which numbered more than 600 students.

In addition to excelling in the academic arena while in high school, Horner made her mark in extracurricular activities. "I loved high school from the very beginning and I soon became a very involved member of my student body," she said. "My

most important achievement had to be my involvement in the Clarkston High School's drama program.

In total, Horner was involved in eight drama productions during her high school tenure and won numerous awards along the way. In her estimation, the most meaningful recognition corralled was the Clarkston Foundation's Performing Arts Award, which she claimed first as a freshman, then as sophomore and finally as a senior. More important than the awards, however, were the positions of leadership bestowed upon her while participating in the drama program. "The titles of drama club president, musical theater camp director, crew chief, lights chair and pyro technician were my greatest accomplishments," she said, "because they demonstrated that not only adults believed I was a strong leader, but also my peers."

In addition to drama, Horner during her scholastic years also was intensely involved in what she labeled her favorite tradition. "Every summer, beginning when I was seven, I would attend a camp that meant the world to me," she said. "Finally, when I was old enough (the end of her sophomore year in high school), I was able to volunteer as a counselor for the camps."

"My hope was that I could provide children with the same wonderful experiences I had when I was a camper," Horner continued. She initially signed up for only one week of service at a camp for girls, but when that was over, she decided to give a bit more. "I immediately signed up as a volunteer at the boy's camp for a week and then Camp Ozanam—a camp entirely for underprivileged children—the week after," she said.

When the camps were over, she had accumulated three weeks of service and logged some 200 hours as a volunteer.

"No number can be assigned to how much I learned during those three weeks and there is no way to describe how much the experience affected me," she said. "But I will say that is was the most inspiring experience of my life and I am a better person because of it."

Horner's ambition is to become a nurse. "I was accepted to Michigan State University in East Lansing which has been a dream of mine for a very long time," she said. "I will be majoring in nursing and anticipate graduating in the spring of 2013."

"Being a nurse means so much to me and I believe it is one of the most rewarding jobs in the world," she concluded. "I want to help the sick get better and perhaps one day volunteer in a foreign country assisting people who suffer as a result of limited access to quality healthcare."

## Matthew Taylor

Matthew Taylor was born in Philadelphia but now makes his home in Mt. Ephraim, N.J. A 2007 graduate of Gloucester Catholic High School in Gloucester City, N.J., Matthew is the son of inland Captain **Rodger Taylor** (mother Patricia is a revenue agent).

Taylor was an exceptional student in high school, amassing an overall 3.69 grade point average. He was a Dominican Scholar during his four years at Gloucester Catholic—a first in the school's history—and as a junior was selected for membership in the Marion Chapter of the National Honor Society. A year later as a senior, he was elected as the society's vice president. Matthew served on the school's student council and also was involved in a host of community service projects including Habitat for Humanity (school chapter president), Volunteers for America and JusticeWorkX. Additionally, he represented his school at Model United Nations.

Following his graduation from high school, Taylor enrolled in Washington, D.C.'s Catholic University where he remained for one semester. In January 2008, he transferred to LaSalle University in Philadelphia where he is majoring in public administration. Taylor recently completed his sophomore year at LaSalle. So far, he has posted an overall 3.45 grade point average.

He is president of his fraternity (TKE), holds membership in the Young Democrats Club and the National Honor Society and is a member of the university's student council. In the athletic arena, Taylor participates in rugby, cross country, track and swimming.

"My goal is to continue working hard and studying during my years at LaSalle University," he said. "I hope to earn both a bachelor and master's degree in public administration."

Both Taylors gained national prominence in August 2008 when they, along with two ferry crew members aboard the *Freedom Ferry*, rescued a woman in distress in the Delaware River. The senior Taylor at the time was captain of the vessel while Matthew was a deckhand. As reported earlier in the *Seafarers LOG*, within minutes of seeing the distressed woman, the Taylors and SIU Deckhands Zack Tannoia and Kevin Fisher had teamed to safely extract the woman from the water, administer first aid and transport her to shore. Local fire and rescue personnel arrived a short time later and transported



Bethany Horner



Jeffrey Monteiro



Matthew Taylor

See Committee, Page 11

# More Majority Sign-Up Myths Debunked

## Employee Free Choice Act Would Allow Workers to Choose Voting Method

Naysayers opposing the right to majority sign-up at the workplace – an already accepted method which would be enhanced through enactment of the Employee Free Choice Act (EFCA) – claim the legislation would ruin the economy, among other myths.

Recent studies and news items have exposed some of the untruths broadcast by foes of the EFCA.

For instance, a University of Illinois study found no union coercion against employees in firms that used majority sign-up when determining whether to unionize. The report, released last month by University of Illinois Professor Robert Bruno, analyzed data from public sector workers in Illinois for six years and found that out of more than 21,000 people who joined unions through majority sign-up (a process sometimes referred to as “card check”), there was not a single proven case of union or employer intimidation.

The report states, “In brief, from 2003 to 2009, 21,197 public sector workers employed in state, county, municipal and educational institutions voluntarily joined a union. Most importantly, contrary to business claims, in nearly 800 petition cases, there was not a single confirmed incidence of union coercion.”

“Today’s report shows that corporations are throwing more lies to keep workers from forming unions,” said AFL-CIO President John Sweeney. “Workers form unions to bargain for a better life, not because of outside intimidation. Workers need the majority sign-up provision because it gives workers the

choice of how to form a union, not corporations.”

According to the findings, the lack of intimidation on either side also shows that when there is a clear path to forming a union, the workplace as a whole functions more smoothly.

The report concludes, “As is true in so many other policy areas, on the subject of union representation the states are incubators for new ideas and practices. Illinois has demonstrated that a majority authorization petition can genuinely determine the will of the employees to be unionized and provides a functional, largely non-adversarial and event-less process for insuring a fair work environment for everyone.”

According to Bruno, the Illinois state law is very similar to the proposed EFCA majority sign-up provision. The report, commissioned by the United Association for Labor Education, is the first part of a nationwide report which analyzes similar state laws.

Majority sign-up is a process by which workers may choose union representation, provided more than half of the employees sign authorization or pledge cards – and provided the employer honors the selection. Under current law, the employer still can force a National Labor Relations Board-run election, even after a majority of workers signs cards indicating they want to be represented by a union.

The AFL-CIO and other labor organizations indisputably have proven that in many cases, employers use the time leading up to an election to harass, intimidate and possibly even

fire pro-union workers. The EFCA would rectify this situation by guaranteeing union representation when a majority of workers signs authorization cards. In other words, the bill would let the workers – not the employer – decide if and how they select union representation.

Other components of the EFCA address issues such as employers stalling in negotiations for a first contract.

In other news concerning the legislation, American Rights at Work, a think tank devoted to employment research, recently noted there is general consensus among economists that unionization is linked to reduced turnover. The organization also reported that businesses are working with unions to help reduce turnover via training and career development.

Taking it a step further, American Rights at Work pointed out that whereas many small businesses may not be able to afford formalized employee training, many unions already have programs at their disposal – programs which arguably would benefit the employer.

Also according to American Rights at Work, many businesses are turning to unions to help pool their workforces with others in health care programs because of better services and reduced costs in union-affiliated plans. Businesses, especially small ones, find it good for employee retention and quality, the organization reported.

The EFCA has been introduced in the current session of Congress, and President Obama has stated he will sign it into law if given the chance.

## Ground Broken for National Workers Memorial

### Monument Spotlights ‘Importance of Workplace Safety’

Labor leaders and workers from around the U.S. gathered at the National Labor College in Silver Spring, Md., to honor America’s fallen workers on Workers Memorial Day, April 28. During the ceremony, officials read the names of deceased workers and broke ground for the college’s planned worker memorial.

The memorial – tentatively scheduled for completion by September – will commemorate the more than 5,000 workers who are killed on the job each year and the more than 50,000 who die from occupational illness and disease.

During the ceremony, U.S. Labor Secretary Hilda Solis told the crowd of about 300 there is no doubt that knowledgeable workers have a safer workplace and there is no more knowledgeable group than union workers.

“It is appropriate that we dedicate this memorial at the National Labor College,” she said. “Not only will this calm and quiet spot serve as a gathering place to pause and remember the men and women who have lost their lives while pursuing their livelihood, but it will serve as a reminder to future labor leaders about the importance of workplace safety.”

The open-air memorial will be centered on the college’s campus and will feature paver bricks that individuals and groups can ensure are included in the memorial’s



Officials participating in the groundbreaking included (left to right) AFL-CIO Secretary-Treasurer Rich Trumka, CWA-AFA President Pat Friend, AFL-CIO President John Sweeney, U.S. Secretary of Labor Hilda Solis, National Labor College President William Scheuerman, UMW President Cecil Roberts, OPCMIA President Patrick Finley, UFCW President Joe Hanson and BAC President John Flynn.

design by donating to the project and its upkeep. The bricks will carry the names of fallen workers as a tribute to their contributions and sacrifices.

Thinking of the families and shipmates of fallen Seafarers, the SIU has contributed to erect a granite bench at the memorial. The SIU bench will honor the sacrifices of Seafarers who have served as part of the nation’s fourth arm of defense. When completed, the inscription on the bench will read, “Dedicated to members of the Seafarers International Union. In memory of the thousands of Seafarers who have given their lives on the job. Since our founding, SIU members have served our troops and our country in every conflict, always answering their call to duty. Seafarers also serve this nation by transporting vital commercial cargo to and from our shores. Their courage and sacrifices shall not be forgotten. 1938-Present.”

Solis was joined by National Labor College President William E. Scheuerman, AFL-CIO President John Sweeney, Secretary-Treasurer Rich Trumka, United Mine Workers President Cecil Roberts and other union officials and members as well as college faculty, students and staff who were on hand for the groundbreaking.

“Today, what working people are establishing on the campus of the National Labor

College is a lasting tribute to those workers who lost their lives simply trying to make a living,” said Sweeney. “Through the efforts of this college, the union movement and all those who work to improve health and safety conditions on the job, we will continue to fight to ensure that workers are able to return home alive and well, every single day.”

Solis also announced the sponsoring of an engraved brick in honor of Department of Labor Employees who gave their lives in service.

According to an AFL-CIO annual report, on an average day, 15 workers lose their lives as a result of workplace injuries and disease, and another 10,959 are injured.

Originally founded by the AFL-CIO in 1969 as the George Meany Center for Labor Studies, the center became the National Labor College in 1997, offering bachelor’s degrees in labor studies disciplines and union skills courses. The college is accredited by the Middle States Commission on Higher Education, an independent, regional accrediting body recognized by the U.S. Department of Education.

For more information about the memorial go to the following web site: [www.nlc.edu/alumniCommunity/workers\\_memorial.html](http://www.nlc.edu/alumniCommunity/workers_memorial.html)



The memorial will include blank bricks replaced over time, one by one, with other bricks engraved with the names of fallen workers.

## Maritime Labor Backs Bill Addressing Medical Evaluation Process, Fatigue

The nation’s maritime unions, the SIU included, have expressed support for Sen. Frank Lautenberg’s (D-N.J.) bill S. 685, which calls for improvement in the medical review process for merchant mariner credentials by establishing a national registry of medical examiners. The legislation calls for a medical review system based on a network of physicians similar to that used successfully in other transportation modes. It also would task the Coast Guard in assessing the role that workload, manning levels and fatigue have on safety and accidents.

Senator Lautenberg is the chairman of the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security (and an ardent supporter of the U.S. Merchant Marine). In a letter dated April 22 and addressed to the senator, the maritime unions said the provisions in the bill “are extremely important to American merchant mariners and will, in our opinion, greatly enhance the health and wellbeing of American seafaring personnel and the safe operation of American vessels of all types.”

The unions also commend the legislation as being a step forward in helping end delays in the medical review process and in determining the physical fitness of mariners.

An amendment suggested by maritime labor would increase the range of medical examiners authorized to conduct mariner medical evaluations in order to accommodate mariners who don’t reside near doctors who would be included in a national registry of qualified medical examiners under S. 685. Another amendment would assure the right of appeal for mariners found unfit for duty in some or all capacities during the medical evaluation process.

In addition to the SIU, representatives from the following unions signed the letter: American Maritime Officers; InlandBoatmen’s Union of the Pacific; International Organization of Masters, Mates & Pilots; Local 333, United Marine Division, ILA; Marine Engineers’ Beneficial Association; Marine Firemen’s Union; and Sailors’ Union of the Pacific.



Sen. Frank Lautenberg (D-N.J.)



## Letter To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)

### Credit to Maersk Alabama Crew

April 9, 2009

Having lived for 74 years, today was one of my proudest days to be an American and former mariner, when I read that an American-flagged ship with 20 unarmed American citizens took on the lawless pirates off the coast of Somalia. They did what hundreds of crews of foreign-flag ships did not do.

I have no knowledge of the *Maersk Alabama* or its crew, but past experience tells me that they are from all across our country, all having different backgrounds and all members of unions with the common goal of protecting the ship and its cargo.

My heart and prayers are with these fine seafarers and their families, and I hope there are no casualties. I also hope that their action prompts action by international or American authorities, as Presidents Jefferson and Ford took with U.S. Marines against pirates in the 1800s and 1970s. Meanwhile, the American spirit and ingenuity live.

Franklin K. Riley Jr.  
Chico, California



### Remembering Brother Adams

Fellow mariners aboard the *El Faro* recently memorialized the late Recertified Bosun John T. Adams as they scattered his ashes at sea while the vessel sailed between Puerto Rico and Jacksonville, Fla. Brother Adams, 69, passed away March 14. He was a graduate of the old Andrew Furuseth Training School in New York, where he signed on with the union in 1959. He started his maritime career as a porter aboard passenger ships. A U.S. Army veteran, he retired in 1995 – 20 years after completing the bosun recertification course in Piney Point, Md. He last sailed aboard the *Horizon Expedition*.

### Honoring Capt. Pete Johnson



Earlier this year, the union presented Pacific-Gulf Marine CEO Todd Johnson (right) with a shadow box containing elements designed in tribute to Todd's father, the late Capt. Pete Johnson, who passed away late last year. The shadow box features a printed sentiment expressing the union's respect and appreciation for Capt. Johnson (who founded Pacific-Gulf Marine), and components of his honorary SIU book. Presenting the item to Todd Johnson prior to the Maritime Trades Department meetings in Florida are SIU President Michael Sacco (center) and SIU Secretary-Treasurer David Heindel.

## Horizon Lines Recognizes 'Heroes'

Seafarers-contracted Horizon Lines recently praised the work of two SIU members and an officer who went "above and beyond the call of duty" aboard the *Horizon Trader*.

For their efforts, Recertified Bosun **Tony Mercado**, Electrician **Tom Flynn** and Chief Engineer Paul McCarthy were hailed as "Horizon Heroes." The title is part of a new employee recognition program. Honorees receive gift cards as tokens of Horizon's appreciation.

According to an article by the company's corporate communications office, the *Horizon Trader* was sailing to San Juan, P.R., when the ship's 10 cm. radar scanner failed. Flynn and Mercado then "scaled the radar mast in 20-plus knot winds to unbolt and bring down the motor

assembly for repairs," the article notes. "The motor assembly, which weighs approximately 35 lbs., houses the gears that keep the horizontal antenna turning at a precise speed. The antenna detects and monitors objects on the water and nearby land, yielding precise range and bearings critical to a safe voyage."

The nearest replacement part was in Japan, so Flynn fabricated and reinstalled two new bushings in the unit.

"With the full repair completed, Flynn and Mercado then hoisted the assembly back into position and re-bolted it atop the mast, allowing the *Trader* to continue on course without any delays," the company pointed out, adding that the entire operation "was truly a cooperative effort among the crew."

## April Data Shows Unemployment Growing

The recession continued its steady march in April. The U.S. Bureau of Labor Statistics (BLS) reported unemployment rose by another 563,000 Americans in April, which translates to an unemployment rate of 8.9 percent. Overall, according to government data, 13.7 million Americans were out of work. The recession, which is now the longest in the post-World War II period, has eliminated more than five million jobs.

The Labor Department also reports that the number of Americans collecting unemployment compensation has climbed to 6.35 million, the fourteenth straight record.

Additionally, the recession continues to batter homeowners as government statistics show that nearly 804,000 homes received at least one foreclosure-related notice within the first three months of 2009.

### 30 Seafarers Complete Maersk Safety Session

Thirty SIU members last month finished a two-day safety "boot camp" hosted by the union-affiliated Paul Hall Center for Maritime Training and Education for Maersk Line, Limited. The gatherings are part of the company's ongoing efforts to sustain and improve workplace safety. They are attended by shipboard personnel and shore-based Maersk employees. Graduating from the May 5-6 safety boot camp (and among those pictured at right) were the following Seafarers: Mark Pearson, Alice Kwasnjuk, Daniel Wehr, Bryan Maddox, Terry Smith, Nathan Lamb, Moses Mickens, Michael Carello, Army Joe Leake, Nathan Elliot, Edward Villanda, Eufemiano Gomes, Maximo Lacayo, James Brockington, Stephen Katel, Robert Engelhart, Soreno Berame, Raymond Alexander, Jervona Vorise, Elwyn Ford, Daniel Heintz, Jimmie Robles, Luisito Antolin, Walter Matt, Ronald Scintilla, Donald Dabbs, Gary Dewitt, Hugh Wildermuth, Bryan Fountain and Hanapiah Ismail.





**MEETING IN ALGONAC** – The group photo at left shows Seafarers attending the March membership meeting at the hall in Algonac, Mich. That same day, SIU VP Great Lakes Tom Orzechowski (left in photo above) swears in Scott Wake (right), who received his full membership book.

## Snapshots from Around the SIU

**WELCOME ASHORE** – Ft. Lauderdale Safety Director Kevin Marchand (left) congratulates QMED Emanuel Paul on his retirement. The Seafarer is shown in late April picking up his first pension check. "Emanuel has been a dedicated member for many years, and I know I speak for the entire Brotherhood of the Sea in saying we all wish him nothing but the best in retirement," Marchand noted.



**PRAYERFUL SUPPORT IN HOUSTON** – Before the April membership meeting at the Houston hall, Father Sinclair Oubre, an SIU member, leads fellow Seafarers in a specially written prayer of blessing for the spiritual and physical healing of mariners from the *Maersk Alabama*. The Houston meeting took place April 13 – one day after Capt. Richard Phillips had been freed by U.S. Navy SEALs, and five days after the *Alabama* had been attacked by pirates.



**MEMBERS GATHER IN NEW YORK** – Playing a friendly game of dominoes at the New York hall (photo at left from the left) are Seafarers Efrain Moreira, Ernest Martinez, Reynaldo LaCayo, Mario Clotter and Mauricio Arriola.



**CRONAN CREDITS TRAINING** – John Cronan (standing at microphone) sailed as third engineer during the recent, highly publicized pirate attack on the *Maersk Alabama*, but he definitely hasn't forgotten his SIU roots. A graduate of Trainee Class 379 at the SIU-affiliated Paul Hall Center for Maritime Training and Education, Cronan attended the May membership meeting in Piney Point, Md., where SIU President Michael Sacco asked if the hawsepiper would like to address the audience. Cronan noted that in addition to completing the trainee program and upgrading courses, he also earned his high school diploma through the Paul Hall Center. He described the overall training as "priceless" and added, "This school set me right."



**PRIDE AND PARTICIPATION AT PETTY'S ISLAND** – Seafarer Robert Weinhardt Jr. submitted these photos of fellow members at Petty's Island. Taken in late March, two of the photos show members voluntarily donating to the Maritime Defense League. The other (above, right) features Philadelphia Port Agent Joe Baselice (right) congratulating Seafarer Frank Lyons on his last day of work heading into a well-earned retirement. In a follow-up note to the *LOG*, Weinhardt wrote, "We have been walking around our terminal with a deep sense of pride and dignity as fellow SIU members since the *Maersk Alabama* incident." He cited the "absolute professionalism, quality training and sense of brotherhood" that he says exists not only among the *Alabama* mariners but throughout the organization. Petty's Island is located in the Delaware River between Pennsylvania and New Jersey.

# Committee Awards SHBP Scholarships to Eight Individuals

Continued from Page 7

the unidentified woman to Thomas Jefferson Hospital, located about five blocks away.

Captain Taylor said that when he first maneuvered the ferry into rescue position, one of the deckhands threw a life ring into the water, but the woman didn't respond. Matthew then jumped into the river to save her, just as she appeared to be going under the water.

## Jillian Cairco

Jillian Cairco hails from Henderson, Texas. She is the daughter of retired deep sea Chief Engineer **Gary Jarvis** (and of mother Betsy).

Born in North Carolina, Cairco attended A. Beka Academy in Pensacola, Fla. She graduated recently and posted an overall grade point average of 4.03. While in high school she was very active in civic and church organizations in her community. She served as vice president of the Rusk County (Texas) Library's Teen Advisory Board and did volunteer work at the Henderson Civic Theatre, Henderson Inner-City Church Ministry and the Rusk County Library. Jillian also gave of her time to the Salvation Army in Henderson and worked full time at a Henderson tax service business.



Jillian Cairco

Cairco hopes to have a successful future in the film production and theatre arena. To this end, she has applied for admission to Savannah College of Art and Design, in Savannah, Ga. If accepted there, or at other institutions at which she is still contemplating applying, she will pursue a dual major: film and television and performing arts.

"Ever since I can remember, I've been attracted to the fine arts," she said. "As a small child in South Carolina, I spent the majority of my time performing in church plays, cantatas and creating artistic masterpieces on our home's kitchen table."

Shortly after moving to Florida when she was eight, Jillian auditioned for "The Wizard of Oz" at a community children's theater. Her audition was successful and "I was cast as the Wicked Witch of the West," she said. "After opening night, it was official that I had fallen in love."

Her passion toward the stage flourished during and throughout the years that followed as she traveled the world and matured. "I assumed theater was going to be my future," she shared. "That was before I wrote, edited, directed and filmed my first short film at the age of 15. To me, watching all of my hard work coalesce and seeing my story being told on screen was as rewarding as a standing ovation in theatre."

Taking her past into perspective—especially her fond memories about the arts with respect to creating and performing—Jillian said her plans for her future were virtually predetermined. "When it came time to apply for college, I knew I wanted to do something that I loved," she said. "And there

was no hesitation as to just what that was: film production and theatre."

At this point, Cairco says that she has no firm idea as to what her specific career path will be, based on her college majors. "But I do have one goal and that is to inspire," she said. "I aim to be able to weave a story powerful enough that it inspires audiences towards progression."

"To change the world would be an admirable but ridiculous aspiration," she concluded, "but to influence just one person would be a dream come true."

## Giselle Bodden

Giselle Bodden is the daughter of inland AB-Tanker **Albert Bodden** (mother Trixie is an ultrasound technician). Born in Dade County, Fla., she has two siblings.

Giselle is a 2009 graduate of Lincoln Park Academy in Fort Pierce, Fla. She ranked 28<sup>th</sup> in her class of 201 students while amassing an overall 4.62 grade point average. Giselle is a member of the National Honor Society, the International Thespian Society and is an inductee to the National Honor Roll.



Giselle Bodden

Extremely active in extracurricular activities, Bodden was vice president of her 11<sup>th</sup> grade class, a member of Lincoln Park's student government, the captain of her school's dance troupe and a member of her school's 2008 prom committee. Additionally, she held membership in the Save Darfur Club, Beta Club and Relay for Life.

Bodden someday hopes to have a career in multimedia. To date, she has applied for admission to Florida State University, New York University and Savannah College of Art & Design.

Giselle and her family moved from her place of birth to Port St. Lucie when she was 11 years of age. "The move caused me to become more in touch with my creative talents," she shared. "I spent much time writing stories and poems to ease my boredom during the first few months of the move."

After enrolling at Lincoln Park Academy for her eighth grade year, she decided to remain there for her entire high school experience. "I aspire to attend the film school at Florida State University," she said. "My ultimate goal is to own and operate a multimedia production company, but I essentially wish to become a documentary and mainstream film director."

"Every man has his own perspective of the world and I believe it can be shared through media," Bodden suggested. "I want to share my perspective in order to compel change in society by revealing truths."

"I want to use my vision to impact the lives of others," she concluded, "even if it is in a minor way."

## Alyssa Rothschild

Alyssa Rothschild hails from New City, N.Y., and is the daughter of inland Chief Mate **Robert Rothschild**

(mother Sandra is teacher).

She is a 2009 graduate of Clarkstown High School North in New City. Alyssa ranked 179 in her class which numbered 380 and finished her requirements with an overall 3.02 grade point average. She served as editor and reporter on her school's newspaper and was a member of the Clarkstown High fencing team. Rothschild held membership in the Bella North and Help Our Planet Clubs, sang in her high school chorus and mentored ninth grade students during her junior and senior years. Additionally, she was a member of Clarkstown High's Superintendent Advisory and served as class treasurer while a sophomore. Alyssa did volunteer work at the Sunrise Assisted Living facility.



Alyssa Rothschild

Rothschild's goal is to become a registered dietician. In pursuit of that objective, she has applied for admission to the University of Connecticut, Simmons College and Northeastern University.

As an adolescent, Alyssa suffered through extreme weight fluctuations due to an undiagnosed metabolic disorder. "I gained a shocking 40 pounds in two months and my self esteem was completely shot," she shared. "My doctor who once accused me of eating nothing then accused me of eating everything.... He claimed that I was a closet eater."

Rothschild's mother refused to accept the doctor's evaluation and decided to seek a second opinion. She forwarded the results of one of Alyssa's blood tests to one of her friends—an adolescent pediatrician—for analysis. This professional examined the results and came to the conclusion that Rothschild's weight problem was the result of a metabolic disorder.

"It all finally made sense," Alyssa said. "Everything that happened to me could be explained and, better yet, treated to make me my dream self again." The recovery plan laid out by the pediatrician worked and life again looked positive for Alyssa—an outcome she admitted thinking would never happen again.

"In the 11<sup>th</sup> grade, I went back to being me," she said. "My weight stabilized and I was no longer bouncing around." Rothschild's grades took a radical spike and she began posting A's and recording 100's on tests. "I no longer thought I was stupid," she said. "Instead, I realized that I am smart and intelligent."

Alyssa said that she's now back to the person she once dreamed she would be. "In high school, I became everything," she shared. "I was the smart girl, the stupid girl, the thin girl, the fat girl, the happy go-lucky girl and the sad girl. But in the end, I'm just the extraordinary girl who's ready for the next challenge in her life."

"I'm ready to move on and go to college—one that has a dietetics program," she concluded, "because it is my dream to become a registered dietician."

## SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the Plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was \$327,255 as of July 31, 2008, compared to \$677,570 as of August 1, 2007. During the plan year the plan experienced a decrease in its net assets of \$350,315. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$7,639,604, including employer contributions of \$7,543,674, gains of \$1,912 from the sale of assets and earnings from investments of \$94,018.

Plan expenses were \$7,989,919. These expenses included \$446,264 in administrative expenses, and \$7,543,655 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

- An accountant's report;
- Financial information and information on payments to service providers;

- Assets held for investment; and
- Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$12.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U. S. Department of Labor in Washington, DC, or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

## SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$9,810,009. These expenses included \$1,022,768 in administrative expenses and \$8,787,241 in benefits paid to participants and beneficiaries. A total of 2,819 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$122,240,712 as of July 31, 2008, compared to \$130,306,177 as of August 1, 2007. During the plan year the plan experienced a decrease in its net assets of \$8,065,465. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$1,744,544, including employer contributions of \$32,420, losses of \$885,495 from the sale of assets, earnings from investments of \$2,588,830 and other income of \$8,789.

### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on

request. The items listed below are included in that report.

- An accountant's report;
- Financial information and information on payments to service providers;
- Assets held for investment;
- Transactions in excess of 5% of plan assets; and
- Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 730 Harrison Street, Suite 400, San Francisco CA 94107, (415) 764-4990. The charge to cover copying costs will be \$17.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.



The *Independence II* (photo at left) docks in Baltimore. The vessel (photo above) is part of a program that boosts U.S. national and economic security.

## With Seafarers Aboard the *Independence II*

The SIU-crewed *Independence II* is a car carrier that has been part of the union-contracted fleet since May 2008. Operated by American Roll-On Roll-Off Carrier (ARC), the ship was built in 1994. It is 653 feet long and can sail at up to 18 knots.



OMU Gilberto Baltazar

When the *Independence II* reflagged under the Stars and Stripes, General Norton Schwartz called it an important addition to the nation's "arsenal of democracy." (General Schwartz, now U.S. Air Force chief of staff, was the commander of the U.S. Transportation Command at that time.) That sentiment very much remains true today, as the ship is enrolled in the U.S. Maritime Security Program (MSP).

The MSP has been a key element of America's economic and defense security since its enactment in 1996. The U.S. Maritime Administration describes the MSP as "a fundamental element of the U. S. maritime transportation system, providing an active, privately owned, U.S.-flag and U.S.-crewed liner fleet in international trade which is available to support Department of Defense sustainment in a contingency.... These vessels are modern, efficient and militarily useful commercial dry cargo vessels which can support national security requirements and maintain a competitive U.S.-flag presence in international commerce. The MSP helps retain a labor base of skilled American seafarers who are available to crew the U.S. government-owned strategic sealift as well as the U.S. commercial fleet, both in peace and war."

The photos on this page were taken in late April in Baltimore.



Bosun Rafael Clemente (left in photo above), AB Mark Cordova and AB Ferdinand Lugo prepare cargo to be loaded aboard the vessel. A car carrier, (photo below) the *Independence II* was built in 1994.



Recertified Steward Hazel Johnson (photo at left), SA Melany Rivas (above) and SA Shantay Joquin (photo at right) do a masterful job ensuring that members of the crew consume nutritious meals.



# Professor Has Maritime Documentary in Works

A college professor whose father and uncles were NMU members is putting together a television documentary about mariners of color, and the SIU is assisting in the effort.

Dr. Denise B. Santiago, who teaches anthropology and is the director of multicultural affairs at Pace University in New York, started the project in 2004. At that time, though, she envisioned it as a book, possibly about merchant mariners in Puerto Rico.

For various reasons the undertaking changed course, and Santiago reached out to the SIU. Last month, she and her colleague Al Santana, a

veteran documentary filmmaker, visited the union's headquarters building (located in Camp Springs, Md.) and its affiliated training facility (based in Piney Point, Md.). They conducted interviews with retired NMU officials Rene Lioeanjie and Charles Stewart, SIU Secretary-Treasurer David Heindel and rank-and-file members who were with the NMU before that union merged into the SIU in June 2001. (Lioeanjie was the NMU's fourth president while Stewart was vice president. Both became SIU vice presidents after the merger.)

"My father's travels and stories

subconsciously nurtured my desire to learn about cultures – hence my career in anthropology," Santiago noted. "I decided to initiate this documentary because it is an important part of history, particularly among people of color, which has not been documented."

She anticipates the finished product will be ready by the end of this year. The documentary likely will air on PBS and may also have an international distribution.

Anyone interested in contributing stories or financial support to the documentary may contact the professor at dsantiago@pace.edu



Rene Lioeanjie, the NMU's fourth president (right in photo above), sets up for his turn on camera while Professor Denise Santiago (left in photo at far left) interviews retired union official Charles Stewart (right). Al Santana (center in same photo) mans the recording equipment. Among other topics, the documentary will examine the NMU's history. SIU Secretary-Treasurer David Heindel (left in photo at immediate left) explains some of the mechanics of the 2001 merger of the NMU into the SIU.



## U.S. House Votes to Thank WWII Merchant Mariners

U.S. Rep. Bob Filner (D-Calif.), chairman of the House Committee on Veterans' Affairs, last month announced that the full House of Representatives approved H.R. 23, the Belated Thank You to the Merchant Mariners of World War II Act of 2009. The House approved the legislation on May 12.

The bill next will be considered by the Senate Committee on Veterans' Affairs.

The legislation would establish a Merchant Mariner Equity Compensation Fund and allow qualifying mariners to receive monthly payments of \$1,000 out of that fund. Individuals eligible for payments would be those who, between Dec. 7, 1941 and Dec. 31, 1946, were documented members of the U.S. Merchant Marine (including the Army Transport Service and the Naval Transport Service).

Officials from the American Merchant Marine Veterans (AMMV) are urging the bill's sup-

porters to contact their senators and President Obama to ask for their backing.

Filner noted, "I have been fighting for more than a decade to provide merchant mariners of World War II the thanks they deserve for their forgotten service – not just in words, but in deeds. This Congress is once again on the precipice of correcting a grave injustice heaped upon the gallant men of the merchant marine of World War II. These heroes were not granted veteran status until 40 years after the War. We are here today to rectify the improper denial of G.I. Bill benefits and to find a way to compensate them, more than 60 years later, for their heroic deeds."

U.S. Rep. William Delahunt (D-Mass.) stated, "Those who served in the merchant marine risked their lives to make sure our troops would have the food, fuel and ammunition to fight and win the war. This legislation gives them the long overdue recognition they deserve."

## Crews Receive Recognition

Continued from Page 4

Medal for Outstanding Achievement recognizes individuals who have made extraordinarily valuable contributions to the merchant marine. In all, 72 civilian mariners who participated in the rescue of the passengers and crew from Flight 1549 received medals.

Seven representatives from companies and private vessels involved in the rescue effort joined LaHood and other officials on stage to receive medals in the official ceremony: SIU Capt. Vincent Lombardi, NY Waterway; Scott Keon, M/V Lt. Michael P. Murphy; Captain Ed Werber, Circle Line; Robert Giordano, New York Water Taxi; Greg Hanchrow, Staten Island

Ferry; Captain Kenneth Poesl, Ken's Marine; and Glenn Miller, Miller's Launch.

Meanwhile, a week after the ceremony, NY Waterway mariners were back in the news thanks to another successful rescue. Seafarers aboard the *Admiral Richard Bennis* (which also was involved in the Miracle on the Hudson) saved four local men whose 19-foot fishing boat overturned May 19. According to news reports, two of the four men weren't wearing life jackets, and one couldn't swim.

Capt. Kurt Hansen and Deckhand Tom Lennane pulled them from the water within minutes. Speaking later to local reporters, Hansen credited the regular safety training that NY Waterway crews receive for man-overboard scenarios.

## Maritime Labor Addresses Piracy

Continued from Page 3

Coast Guard units, working with the U.S. Navy, "have made four interdictions, resulting in the apprehension of at least 30 suspected pirates."

In their testimony to the two subcommittees, the unions thanked legislators for their support while also emphasizing the need for prompt, effective action.

Citing the successful outcomes of the *Maersk Alabama* and *Liberty Sun* sagas – both of which relied on military support – the unions noted, "This is important not only because no American ship, cargo or crew member was lost but because our country unequivocally demonstrated that we will protect our U.S.-flag fleet, which contributes to the economic, political and military security of the United States. Our country cannot allow pirates to force the U.S. flag off the high seas or to drive American citizens out of our industry. All too often the role that our organizations and the United States citizen merchant marine officers and crew we represent play in protecting the economic security of our nation and supporting the Department of Defense and our troops overseas is overlooked. Without a United States-flag merchant fleet and without the American [mariners] who sail aboard these vessels, our armed forces overseas would be dependent on others for the supplies, equipment and other cargo they need to do their job to protect America's interests. Consequently, we are extremely disappointed that the Department of Defense has apparently decided not to accept primary responsibility for protecting United States-flag vessels and their U.S. citizen crews."

The unions continued, "We do not disagree that there is a limit to any government's resources – even America's. In fact, due to the vastness of the area to be covered – and the areas of threat are continually growing larger – our Navy and the coalition of other navies currently positioned in the Gulf of Aden region may simply not have the resources to provide all the protection necessary to prevent and stop every attack."

"Nor do we disagree that private industry must and should assume some responsibility. But, it is in our opinion naive at best to believe that private industry does not need and deserve the U.S. government's help. Simply having the Department of Defense respond to an attack, rather than working in concert with private industry to prevent attacks, is not enough to properly assure American mariners that their government stands ready, willing and able to protect them from attack by pirates."

They further noted that the International Maritime Bureau (IMB) of the International Chamber of Commerce recently reported that compared to the first quarter of 2008, piracy incidents have almost

doubled in the first quarter of 2009, from 53 to 102. According to the IMB, this increase is due almost entirely to increased pirate attacks off the Gulf of Aden and the east coast of Somalia.

The unions went on to say that they realize the root of the problem lies in the political and economic conditions within Somalia. Because of that instability, there is no quick, perfect solution to the attacks at sea.

Further, they noted, the situation calls for "a coordinated international effort" rather than one solely driven by the United States. "But while the world works to confront the root causes of piracy, it is critical that the United States and the rest of the world act to address piracy itself – to develop an international approach that entails uniform response procedures when pirates are discovered in waters near a vessel; that includes a uniform approach to protecting vessels and crews; and which covers the prosecution for piracy and penalties for those convicted. We also believe that all flag nations, including those which do not have military forces to contribute to this effort, must therefore participate in this effort financially. They should pay their fair share to help offset the cost of protecting their flag vessels that the United States and other countries will incur."

Turning to the subject of possibly arming the civilian crews, the unions said, "We categorically reject the notion that this should be considered the best or even a primary solution to the problem of piracy or that it is 'the answer' to the threat posed by pirates. Rather, we believe that to the degree this option is considered – and we believe it must be considered – it should be considered as only one part of an overall, comprehensive response. Even then, it should entail no more than a few highly trained individuals who, as determined by the ship owner and master, have extensive training and expertise in the use of weapons and that only these few individuals have access to the arms. Conversely, we do not believe that an individual should have access to arms aboard the vessel simply and exclusively because he happens to hold a certain rating or license."

They also pointed out that existing law prevents mariners aboard commercial ships from carrying arms – a statement echoed in others' testimonies.

During a question-and-answer session at the May 20 hearing, SIU Executive Vice President Augie Tellez told the subcommittee that hundreds of Seafarers have completed Military Sealift Command-approved small arms training at the union-affiliated Paul Hall Center in Piney Point, Md. However, being trained in safe use and handling of firearms is "a different story" compared to knowing the rules of engagement, he noted. In that regard, piracy presents a unique and wide-ranging set of challenges.

## SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund.

### Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$(24,014) as of June 30, 2008, compared to \$(134,986) as of July 1, 2007. During the Plan year, the Plan experienced an increase in its net assets of \$110,972. During the plan year, the plan had total income of \$616,512 including employer contributions of \$483,529, earnings from investments of \$228 and other income of \$132,755.

Plan expenses were \$505,540. These expenses included \$411,528 in administrative expenses and \$94,012 in benefits paid to or for participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

- An accountant's report;
- Financial information and information on payments to service providers; and

### ■ Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, 730 Harrison St., Suite 400, San Francisco, CA 94107, (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and the accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

## ANNUAL FUNDING NOTICE MCS SUPPLEMENTARY PENSION PLAN

### Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2008 and ending December 31, 2008 (referred to hereafter as "Plan Year").

### Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and 2 preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2008	2007	2006
Valuation Date	January 1, 2008	January 1, 2007	January 1, 2006
Funded Percentage	151.11%	142.17%	138.14%
Value of Assets	\$7,954,211	\$7,977,823	\$8,087,142
Value of Liabilities	\$5,263,805	\$5,611,333	\$5,854,244

### Transition Data

Annual Funding Notices for plan years prior to 2008 contained a Funded Percentage based on the applicable law at that time. The funded percentage for plan years prior to 2008 was called the "funded current liability percentage". The Plan is providing you with comparable information that reflects the funding status of the Plan under the law in effect prior to 2008. For 2007, the Plan's "funded current liability percentage" was 134.9%, the Plan's assets were \$7,977,823, and Plan liabilities were \$5,914,126. For 2006, the Plan's "funded current liability percentage" was 136.4%, the Plan's assets were \$8,087,142, and Plan liabilities were \$5,928,474.

### Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2008, the fair market value of the Plan's assets was \$7,061,480. As of December 31, 2007, the fair market value of the Plan's assets was \$8,143,400. As of December 31, 2006, the fair market value of the Plan's assets was \$8,253,399.

### Participant Information

The total number of participants in the plan as of the Plan's valuation date was 949. Of this number, 289 were active participants, 553 were retired or separated from service and receiving benefits, and 107 were retired or separated from service and entitled to future benefits.

### Funding and Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Connecticut General Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 40% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	4.11
2. U.S. Government securities	23.60
3. Corporate debt instruments (other than employer securities):	
Preferred	13.11
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
All other	29.50
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	0
14. Value of funds held in insurance co. general account (unallocated contracts)	31.61

### 15. Employer-related investments:

Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	-1.93

### Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

**The Plan was not in endangered or critical status in the Plan Year.**

### Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

### Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

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

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

### Benefit Payments Guaranteed by the PBGC

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

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

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

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

### Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746-4275, 301-899-0675. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, [www.pbgc.gov](http://www.pbgc.gov), or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

## Personal

Alicia Rios is looking for Albert Rios or any mariners who sailed with him during his career. Rios sailed from 1942 to 1969 and was born in Colorado or Michigan. Alicia may be reached at (801) 414-8468.

## June & July 2009 Membership Meetings

Piney Point.....	Monday: July 6, August 3
Algonac.....	Friday: July 10, August 7
Baltimore.....	Thursday: July 9, August 6
Guam.....	Thursday: July 23, August 20
Honolulu.....	Friday: July 17, August 14
Houston.....	Monday: July 13, August 10
Jacksonville.....	Thursday: July 9, August 6
Joliet.....	Thursday: July 16, August 13
Mobile.....	Wednesday: July 15, August 12
New Orleans.....	Tuesday: July 14, August 11
New York.....	Tuesday: July 7, August 4
Norfolk.....	Thursday: July 9, August 6
Oakland.....	Thursday: July 16, August 13
Philadelphia.....	Wednesday: July 8, August 5
Port Everglades.....	Thursday: July 16, August 13
San Juan.....	Thursday: July 9, August 6
St. Louis.....	Friday: July 17, August 14
Tacoma.....	Friday: July 24, August 21
Wilmington.....	Monday: July 20, August 17

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

## Attention Seafarers

**It Takes A 4-Letter  
Word To Be Heard**



**CONTRIBUTE TO SPAD**

# Dispatchers' Report for Deep Sea

**April 16, 2009 - May 15, 2009**

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>Deck Department</b>										
Algonac	5	7	1	2	3	2	1	9	16	13
Anchorage	1	2	0	0	1	0	0	1	5	0
Baltimore	4	8	1	2	7	1	1	9	6	1
Fort Lauderdale	13	15	7	4	12	2	4	23	27	10
Guam	1	5	0	1	5	0	0	6	4	0
Honolulu	9	5	1	6	5	1	1	15	13	1
Houston	49	35	10	38	27	0	28	87	66	12
Jacksonville	31	26	6	22	15	1	15	50	54	9
Joliet	4	6	1	4	3	2	2	2	7	0
Mobile	17	5	1	5	1	0	4	35	8	3
New Orleans	9	8	3	5	4	0	4	28	17	6
New York	43	18	4	44	13	1	14	69	46	13
Norfolk	15	22	4	14	16	4	6	28	36	9
Oakland	9	13	2	20	6	0	7	43	23	5
Philadelphia	2	3	1	1	5	1	1	7	9	2
Piney Point	1	7	7	0	3	6	0	3	7	4
Puerto Rico	2	9	0	4	7	0	3	10	12	1
Seattle	25	27	2	26	11	1	15	62	51	9
St. Louis	3	7	1	2	0	1	0	4	11	0
Wilmington	31	25	3	26	18	2	15	59	40	7
<b>TOTAL</b>	<b>274</b>	<b>253</b>	<b>55</b>	<b>226</b>	<b>162</b>	<b>25</b>	<b>121</b>	<b>550</b>	<b>458</b>	<b>105</b>
<b>Engine Department</b>										
Algonac	0	5	3	1	1	3	0	0	6	5
Anchorage	0	0	0	0	1	0	0	0	2	0
Baltimore	5	5	0	0	7	0	2	8	3	0
Fort Lauderdale	9	7	0	7	4	0	2	13	16	0
Guam	1	2	0	1	1	0	0	1	3	1
Honolulu	6	4	1	4	4	0	3	15	9	3
Houston	11	16	0	15	14	0	11	33	26	1
Jacksonville	16	14	1	16	11	0	10	26	33	4
Joliet	1	1	1	1	0	0	1	0	1	2
Mobile	5	3	0	3	2	0	5	13	11	0
New Orleans	4	10	0	2	0	0	0	11	8	0
New York	24	9	2	8	10	0	3	32	18	3
Norfolk	11	15	4	7	9	1	4	21	33	5
Oakland	10	7	0	10	4	0	5	23	21	3
Philadelphia	1	1	0	1	3	0	4	2	3	0
Piney Point	2	4	1	0	1	1	0	3	4	0
Puerto Rico	4	9	0	2	4	0	1	8	14	0
Seattle	13	24	1	14	11	0	8	22	27	3
St. Louis	3	2	0	0	0	0	0	4	8	1
Wilmington	11	13	0	8	11	0	3	23	29	2
<b>TOTAL</b>	<b>137</b>	<b>151</b>	<b>14</b>	<b>100</b>	<b>98</b>	<b>5</b>	<b>62</b>	<b>258</b>	<b>275</b>	<b>33</b>
<b>Steward Department</b>										
Algonac	1	6	0	0	2	0	0	2	5	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	2	1	3	1	0	1	5	4	0
Fort Lauderdale	10	6	2	6	2	1	3	10	17	1
Guam	2	2	0	2	3	0	1	2	2	0
Honolulu	9	1	1	4	2	2	0	18	4	0
Houston	22	6	0	17	4	0	6	54	15	0
Jacksonville	16	7	2	12	2	0	4	32	15	2
Joliet	1	0	0	1	0	0	0	0	2	0
Mobile	7	2	0	2	2	0	3	12	5	0
New Orleans	5	4	0	4	4	0	3	12	3	0
New York	15	8	0	27	6	0	7	38	11	0
Norfolk	9	6	4	7	7	3	0	13	16	1
Oakland	26	3	0	20	4	0	8	36	8	1
Philadelphia	0	0	1	0	1	2	0	1	1	0
Piney Point	2	1	1	0	0	1	0	4	2	1
Puerto Rico	0	1	0	0	0	0	0	1	5	0
Seattle	16	4	1	9	2	0	5	29	10	1
St. Louis	1	2	0	0	1	0	1	2	2	0
Wilmington	25	5	0	12	3	2	10	66	8	7
<b>TOTAL</b>	<b>169</b>	<b>66</b>	<b>13</b>	<b>126</b>	<b>46</b>	<b>11</b>	<b>52</b>	<b>336</b>	<b>135</b>	<b>15</b>
<b>Entry Department</b>										
Algonac	1	11	4	0	2	1	0	3	15	12
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	0	5	0	0	5	0	0	1	2	0
Fort Lauderdale	0	8	8	0	5	2	0	0	13	11
Guam	0	1	0	0	0	0	0	0	3	0
Honolulu	0	5	2	0	3	1	0	7	15	12
Houston	7	24	8	7	9	3	4	10	45	23
Jacksonville	0	17	9	0	5	3	0	2	41	24
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	0	4	3	0	4	0	0	1	10	8
New Orleans	2	9	2	0	4	0	1	2	10	2
New York	7	25	7	4	16	2	0	12	49	18
Norfolk	1	16	12	1	10	2	2	0	25	26
Oakland	4	14	6	3	9	6	3	12	31	15
Philadelphia	0	0	1	0	1	2	0	0	0	4
Piney Point	0	9	71	0	7	53	1	0	5	26
Puerto Rico	0	1	2	0	1	0	0	0	3	4
Seattle	6	18	6	5	10	1	2	9	39	10
St. Louis	0	2	0	0	1	0	0	0	0	0
Wilmington	3	12	10	4	5	1	3	4	32	15
<b>TOTAL</b>	<b>31</b>	<b>181</b>	<b>152</b>	<b>24</b>	<b>98</b>	<b>77</b>	<b>16</b>	<b>63</b>	<b>338</b>	<b>211</b>
<b>Totals All Departments</b>	<b>611</b>	<b>651</b>	<b>234</b>	<b>476</b>	<b>404</b>	<b>118</b>	<b>251</b>	<b>1207</b>	<b>1206</b>	<b>364</b>

## 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*

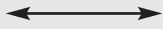
**Dean Corgy, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**

*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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

## Inquiring Seafarer

*Editor's note: This month's Inquiring Seafarer question was posed to members at the Tacoma union hall.*

**Question: What was your first ship and what do you remember about it?**

**Scott Opsahl, Recertified Steward**

The *Independence*, in 1980. Those were the good old days, definitely. I took care of (the late actor) Cary Grant as a room steward. After coming back from the liquor barn, he and his entourage were at the door, and it was locked. It was supposed to be open. I finally got the door open and there were welders in the room, welding his bed together. We're all wedged in this room and the PR guy goes, "Where are the flowers?" We had him on board for two weeks, and whatever he wanted, he got. He had a lot of steak and lobster.... I had a lot of fun on board. I was 21 years old and I remember good times on the fantail, with ukuleles and guitars. At times it looked like we were having more fun than the passengers.



**Wayne Casey, Recertified Bosun**

I was an OS on the *Sea-Land Boston*, running out of Elizabeth, N.J., to Europe – Bremerhaven, Felixtowe, Glasgow. It was 1968 or 1969 – that's going back a long time ago. It was my first seafaring experience, and I liked it. The rough weather, travelling to different



countries, meeting interesting people.... I do remember one little thing. The bosun was from Brooklyn. He told me the first live cow he ever saw in his life was in India. He never saw one in the U.S.

**Gary Loftin, Chief Cook**

I shipped out of Piney Point as a (newly graduated) trainee on the *Monticello Victory*, a T2 tanker that I caught in Baltimore. It was 1980 and I was the messman. From Baltimore, we went through the Panama Canal to Amarilla, Panama. Then, we would come back through the Panama Canal and discharge in Corpus Christi, Texas, or we would discharge at the Hess facility in the Virgin Islands. That was our run. I was on there for about 90 days. The steward, my boss – he was great. He used to do a little thing with the menus. He'd put up riddles, and if you got it, he'd give you a silver dollar. That was cool.... We'd pull in (to port) really close and stay for three or four days. It was a good start on a good career. I never looked back.



**Amanda Suncin, Recertified Steward**

It was the *SS Monterey*, a Marine Cooks & Stewards passenger ship, in 1976 out of San Francisco. (The MC&S merged into the SIU in 1978.) I was sailing as a waitress. It drastically changed my life – it was like Cinderella walking off to the ballroom. The older members reached



out and helped the people who were new to the industry. It was a beautiful experience – like a big, united family. They worked with me, gave me that patience and the time I needed. The maitre d put me on the staff table until I felt comfortable giving the first-class passengers the service they were entitled to.... My father was a merchant mariner and I wanted to follow in his footsteps. He worked in the engine room, in the black gang.... I still see continued support today with all of our union officials, especially here in the hall in Tacoma. The support we get from them is awesome.

**Kevin McCagh, QMED-Electrician**

The *Cape Nome*, an old stick ship, in 1990. I had spent nine years drifting around the country. Finally, I put myself through college and got a bachelor's degree, but I couldn't get a job afterward. I shipped out of Baltimore and the port agent, Sal Aquia, really jumped through hoops for me and went out of his way later to help me, too. I swear I jumped up and down when I left the hall after I got a job.... My memory is of making a decent living for the first time in my life. My other jobs had been non-union. When I got into this union and found out I was getting paid overtime on the weekends.... I stayed on seven months. It was always from Germany to Holland, Saudi, Dubai. We were carrying armaments before the first Gulf War. I took a month off and went back for five more. Somebody would ask me to get a tool and I'd run, I was so excited. I must have been the happiest oiler in the SIU.



## Pic-From-The-Past



Trainees for the first time attended the monthly union meeting at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md, during the summer of 1970. In those days, just as it is today, the monthly meetings afforded trainees a firsthand opportunity to see how the union functions and keeps its members informed. In the photo above, school President Robert Matthews explained the operations of the union to the trainees and informed them about their responsibilities as union members.

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



# Welcome Ashore

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

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



## DEEP SEA

### OSWALDO BERMEO

Brother Oswaldo Bermeo, 73, joined the union in 1968. He initially sailed on the *Steel Age*. Brother Bermeo was born in Ecuador and shipped in the engine department. He frequently visited the Paul Hall Center in Piney Point, Md., to upgrade his skills. Brother Bermeo's final ship was the *Motivator*. He resides in Miami.



### MICHAEL BOLGER

Brother Michael Bolger, 65, became an SIU member in 1967. His first ship was the *R.D. Conrad*; his last the *USNS Potomac*. Brother Bolger attended classes on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. The deck department member was born in New York and now lives in Gold Beach, Ore.



### RICKIE BURGESS

Brother Rickie Burgess, 55, started sailing with the Seafarers in 1970. His first voyage was aboard a Michigan Tankers Inc. vessel. Brother Burgess, who sailed in the deck department, was born in Tennessee. He often took advantage of educational opportunities available at the maritime training center in Piney Point, Md. Brother Burgess was last employed on the *Cape Island*. He makes his home in Tacoma, Wash.

### RODERICK COLEMAN

Brother Roderick Coleman, 65, donned the SIU colors in 1990. He originally shipped aboard the *USNS Harkness*. Brother Coleman upgraded on three occasions at the union-affiliated school. He was a member of the deck department. Brother Coleman most recently sailed on the *Seabulk Energy*. He is a resident of his native state, Alabama.

### JAMES DAVIS

Brother James Davis, 65, joined the SIU ranks in 1978. His first vessel was the *Manhattan*. In 1984 and 1987, Brother Davis enhanced his seafaring abilities at the Piney Point school. He was born in Ohio and sailed in

the engine department. Brother Davis's final voyage was aboard the 2<sup>nd</sup> Lt. *John Paul Bobo*. He calls Las Vegas home.

### TAN JOON

Brother Tan Joon, 59, signed on with the Seafarers in 1971. He was initially employed on the *Trans Oregon*. Brother Joon was a frequent upgrader at the Paul Hall Center. His last ship was the *Quality*. Brother Joon sailed in the deck department and now makes his home in Kissimmee, Fla.



### THOMAS LONG

Brother Thomas Long, 65, became a union member in 1961. His earliest trip to sea was aboard the *Mermaid*. Brother Long worked in the engine department. His final voyage was on the *Champion*. Brother Long resides in Mobile, Ala.



### ROBERT SNOW

Brother Robert Snow, 44, was born in Washington State. He began sailing with the SIU in 1987. Brother Snow originally shipped aboard the *USNS Indomitable* as a member of the steward department. He often visited the Piney Point school during his seafaring career. Brother Snow's most recent voyage was on the *Tacoma*. He lives in Tacoma, Wash.



### CHARLES SPENCE

Brother Charles Spence, 65, donned the SIU colors in 1973. He worked in both the Great Lakes and the deep sea divisions. Brother Spence's first ship was the *Kinsman Enterprise*; his last the *Overseas Motivator*. He was born in California and attended classes in 1985 at the Paul Hall Center. Brother Spence, who was a member of the deck



department, settled in La Quinta, Calif.

## INLAND

### JAMES O'MEARA JR.

Brother James O'Meara Jr., 55, joined the union 1977 while in Piney Point, Md. He upgraded on numerous occasions at the maritime training center. Brother O'Meara initially sailed aboard the *Charleston*. The deck department member was born in Washington, D.C. Brother O'Meara's final trip was on an OSG Ship Management vessel. He is a resident of Chester, Md.

### HAROLD THORNTON

Brother Harold Thornton, 62, signed on with the SIU in 1990 while in New Orleans. He primarily worked in the deck department aboard the *Delta Queen*. Brother Thornton was born in Mississippi. He now calls Vidalia, La., home.

### BRADLEY THOMAS JR.

Brother Bradley Thomas, 55, joined the union in 1972, initially sailing on a Steuart Transportation Company vessel. He enhanced his skills frequently at the Seafarers-affiliated school. Brother Thomas was born in Virginia and worked in the deck department. His most recent trip was with Express Marine Inc. Brother Thomas



makes his home in Tangier, Va.

## GREAT LAKES

### WILLIAM STRAUB

Brother William Straub, 62, joined the SIU ranks in 1968. His first trip was with ESCO Dredge & Fill Corporation. Brother Straub was born in Pennsylvania. He was last employed aboard a vessel operated by Erie Sand & Gravel. Brother Straub resides in Erie, Pa.

## NATIONAL MARITIME UNION

### LUIS FLOWERS

Brother Luis Flowers, 68, became an NMU member in 1967, originally shipping from the port of Jacksonville, Fla. on the *Flying Foam*. Brother Flowers was born in Honduras. The deck department member most recently sailed aboard the *Cape Decision*. Brother Flowers lives in Jacksonville.



### FRANCIS MCDONALD

Brother Francis McDonald, 64, was born in Boston. He began shipping with the union 1981. Brother McDonald worked in both the



steward and engine departments. His final voyage was on the *Islander*. Brother McDonald is a resident of Falmouth, Mass.

### STEPHEN PETERSEN

Brother Stephen Petersen, 58, donned the NMU colors in 1974 in the port of Houston. His first ship was the *John Lykes*; his last the *Philadelphia Express*. Brother Petersen shipped as a member of the deck department. He was born in Houston but calls Pasadena, Texas, home.



### AGUEDO SABINO

Brother Aguedo Sabino, 66, joined the union in 1992 while in Boston. He was born in Cape Verde. Brother Sabino sailed aboard the *Energy Enterprise* as a member of the deck department for the duration of his seafaring career. He now makes his home in Portugal.



Reprinted from past issues of the Seafarers LOG

### 1941

The *SS Robin Moor*, an SIU ship, was the first U.S.-flag vessel to be sunk by the Germans. The crew was given 20 minutes by the German submarine commander to leave the vessel. After the crew launched the lifeboat and were about one mile from the ship, the German submarine torpedoed the ship, sinking it. The action led to the union's demand for higher crew bonuses and insurance.

### 1951

The SIU made history when it negotiated with its contracted operators a revolutionary, industry-wide vacation plan which guarantees all Seafarers the equivalent of two weeks' paid vacation for each 12 months of service. Regardless of how many ships or companies a member works for, the operators will pay into a central fund a certain amount for each day worked. The mariner no longer has to go to the company office to collect his/her vacation pay – the person merely goes to the union hall to

submit discharges and, on that basis, will receive pro-rata vacation pay.

### 1973

By proclamation, President Nixon has opened the way for the first time to increased use of American-flag ships in the carriage of some of the nation's oil imports by providing financial incentives to importers. Under terms of the proclamation, importers who use American-flag tankers to bring in motor gasoline or finished products or unfinished oil manufactured in the Virgin Islands, American Samoa or Guam get a special break on import fees.

## This Month In SIU History

### 1980

Paul Hall, the man who built our union with brawn and brains from a struggling organization of 500 seamen into the number one maritime union in the world, died on June 22, 1980 at the age of 65. Brother Paul Hall, whose legendary battles emblazon the SIU's history with a deep tradition of victory, succumbed after an eight-month fight against cancer. It's one of the few battles he ever lost.

# Final Departures



## DEEP SEA

### EDDIE BOWERS

Pensioner Eddie Bowers, 93, passed away Jan. 15. Brother Bowers was born in Mobile, Ala. He joined the union in 1952, initially sailing on the *Alcoa Patriot*. Brother Bowers worked in the steward department. He last worked aboard the *Guayama*. Brother Bowers retired in 1979 and continued to make his home in Alabama.



### THOMAS BROWN

Pensioner Thomas Brown, 81, died Jan. 12. Brother Brown became a Seafarer in 1947. His first trip was with Sprogue Steamship Company. Brother Brown was born in Georgia and sailed in the engine department. Prior to his retirement in 1984, he shipped on the *Pacer*. Brother Brown settled in Savannah, Ga.



### ANTONIO HALL

Pensioner Antonio Hall, 71, passed away Jan. 2. Brother Hall started sailing with the union in 1991 while in the port of New Orleans. The steward department member was born in Panama. Brother Hall's first ship was the *Cape Mendocino*; his last was the *Cape Hudson*. He went on pension in 2008 and called New Orleans home.

### ANDERSON JORDAN

Pensioner Anderson Jordan, 75, died Jan. 19. Brother Jordan first donned the SIU colors in 1960. His earliest trip to sea was aboard the *Alcoa Partner*. Brother Jordan, a member of the steward department, was born in Florida. His final voyage took place on the *Sam Houston*. Brother Jordan became a pensioner in 1998 and lived in Mobile, Ala.



### ABELL MACK

Pensioner Abell Mack, 69, passed away Jan. 28. Brother Mack joined the SIU ranks in 1972 while in the port of New York. He initially worked aboard the *USNS Potomac* as a member of the deck department. Brother Mack was born in South Carolina. Before retiring in 2004, he was employed on the *Transcolumbia*. Brother Mack made his home in Chesapeake, Va.



### WILLIAM MANSFIELD

Brother William Mansfield, 84, died Jan. 16. He was born in California. Brother Mansfield signed on with the Seafarers in 1944 in the port of New York. The deck department member last shipped aboard the *Independence*. Brother Mansfield was a resident of Collinsville, Ill.



### OSCAR MARTINEZ

Pensioner Oscar Martinez, 81, passed away Jan. 17. Brother Martinez began his seafaring career in 1974. His earliest trip was on the *Beaugard*. Brother Martinez was born in the Philippines. He was a member of the deck department. Brother Martinez's last voyage was aboard the *Cleveland*. He went on pension in 1993 and continued residing in the Philippines.



### ROBERT PADON

Pensioner Robert Padon, 67, died Dec. 10. Brother Padon first donned the SIU colors in 1991 while in the port of Jacksonville, Fla. He primarily sailed on vessels operated by Interocean American Shipping Corporation to include the *Cape Fear* and the *El Morro*. Brother Padon was born in New York and worked in the engine department. In 2007, he retired and settled in Jacksonville, Fla.

### DAVID SEIBEL

Brother David Seibel, 68, passed away Dec. 19. He became a Seafarer in 2002 in the port of Seattle. Brother Seibel's first voyage was on the *USNS Able*. The deck department member was born in Yakima, Wash. Brother Seibel's final trip was aboard the *Observation Island*. He lived in Silverdale, Wash.

### MARION SIMONEAUX

Pensioner Marion Simoneaux, 86, died Jan. 19. Brother Simoneaux joined the SIU ranks in 1951, initially shipping with Eagle Carriers Inc. Prior to his retirement in 1987, Brother Simoneaux, a member of the deck department, sailed aboard the *Panama*. He was a resident of Metairie, La.



### CHARLES SMITH

Pensioner Charles Smith, 79, passed away Jan. 5. Brother Smith was born in Mississippi. He started his seafaring career in 1955. Brother Smith's earliest trip was on the *Steel Age* as a member of the engine department. He last sailed aboard the *Robert E. Lee*. Brother Smith began collecting his pension in 1993 and continued to make his home in his native state.



### RAY TODD

Pensioner Ray Todd, 73, died Dec. 22. Brother Todd signed on with the union in 1961 while in the port of New Orleans. His first ship was the *Morning Light*; his last was the *Ultramax*. Brother Todd was born in Mississippi. The deck department member went on pension in 2003.



### KOK WAH

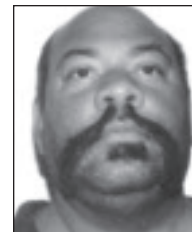
Pensioner Kok Wah, 93, passed away Jan. 11. Brother Wah joined the Marine Cooks

& Stewards (MC&S) while in the port of San Francisco before that union merged into the SIU. He was born in Hong Kong and shipped in the steward department. Brother Wah's final trip to sea took place on the *Maunalei*. He became a pensioner in 1981 and called San Francisco home.



### SAMUEL WITT

Brother Samuel Witt, 58, died Jan. 17. He began his SIU career in 1969 while in the port of New York. Brother Witt initially sailed aboard the *Buckeye Atlantic* as a member of the engine department. The New York-born mariner most recently shipped on the *Horizon Producer*. Brother Witt resided in San Juan, P.R.



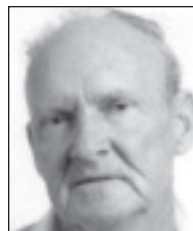
## INLAND

### WOODROW BALL SR.

Pensioner Woodrow Ball Sr., 90, passed away Dec. 31. Brother Ball first donned the SIU colors in 1964. He originally worked aboard a McAllister Towing of Virginia vessel. Brother Ball was born in North Carolina. He last sailed with Marine Towing & Transportation Company. Brother Ball retired in 1980 and settled in Chesapeake, Va.

### RAYMOND GARNER

Pensioner Raymond Garner, 81, died Jan. 8. Brother Garner was born in Mississippi. He joined the union in 1962. Brother Garner mainly shipped on Dixie Carriers vessels in the deck department. He started receiving compensation for his retirement in 1990 and lived in Gulfport, Miss.



### RODNEY JEZIOROWSKI

Pensioner Rodney Jeziorowski, 67, passed away Jan. 16. Brother Jeziorowski signed on

with the SIU in 1967. His earliest trip was aboard a Marine Fueling Inc. vessel. Brother Jeziorowski's final voyage was with H&M Lake Transport Ltd. He was a resident of Toledo, Ohio, and went on pension in 2003.



## GREAT LAKES

### PERRY WILLIS

Pensioner Perry Willis, 75, died Jan. 19. Brother Willis started sailing with the union in 1973 while in Detroit. His first vessel was the *George D. Goble*; his last was the *Paul Thayer*. Brother Willis was a member of the deck department. He resided in his native state of West Virginia. Brother Willis became a pensioner in 1999.



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

Name	Age	DOD
Alvarez, Roberto	66	April 8
Bargas, Paul	77	Feb. 24
Batista, Gilberto	85	April 22
Beckford, Charles	78	April 1
Castro, Jose	84	April 23
Cousin, Manuel	78	Feb. 11
Crawford, Warner	83	Feb. 13
Cugno, Corrado	90	Jan. 25
Dela Barceña, Ricardo	80	March 30
Economy, John	89	Feb. 3
Elmuflili, Naser	76	Dec. 27
Ferreira, Jose	95	Jan. 28
Gordan, Robert	77	April 16
Guenard, Arcadio	90	Feb. 13
Hafemeister, David	86	March 21
Harkless, Flowis	79	April 8
James, Joseph	94	Feb. 26
Jones, Samuel	89	April 26
Koslowski, Joseph	95	Feb. 15
Lamb, Rodney	71	March 1
Lassare, Alvin	75	April 14
Leite, Alvaro	75	Jan. 25
Martinez, Pedro	94	Feb. 27
McCoy, Sullivan	71	March 19
McCree, Robert	83	April 3
McWilliams, Jesse	83	April 18
Medina, Juan	89	April 14
Melendez, Juan	84	April 3
Mente, Alois	81	March 13
Mooney, Alphones	85	Feb. 10
Muentes, Francisco	90	March 1
Murray, George	84	Jan. 11
Nelson, Frank	88	Feb. 22
Nobles, Aubrey	77	April 17
Nunes, Alyrio	96	April 18
Pace, Leroy	83	March 30
Paddy, Robert	82	Jan. 4
Pruden, Clarence	87	Jan. 4
Rivera, Severo	71	April 4
Rodriguez, Julio	89	Jan. 18
Salford, Robert	77	March 3
Tatum, Harding	86	March 31
Torres, Jose	87	March 1
Trojan, Andrew	87	Jan. 1
Valencia, Alfredo	91	April 4



# 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.

**CHAMPION** (Maersk Line, Limited), April 19 – Chairman **James K. Walker**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Engine Delegate **Gregorio A. Blanco**, Steward Delegate **Stanley C. Smith**. Chairman informed crew members that sanitary inspection would take place on April 22. Secretary thanked everyone for helping keep ship clean. She announced that there would be another Maersk Line, Limited safety boot camp at the Piney Point school and encouraged crew to attend. Educational director reminded fellow members to prepare in advance when renewing z-cards. No beefs or disputed OT reported. Suggestion was made to raise pension amounts and lower retirement age. It was reported that new dishwasher would be picked up in Norfolk, Va. Steward department was thanked for great food. Next ports: Charleston, S.C.; Houston; Mobile, Ala.; and Norfolk, Va.

**EL MORRO** (Interocean American Shipping), April 29 – Chairman **Robert T. Grubbs**, Secretary **Rafael A. Cardenas**, Educational Director **Joseph A. Letang**, Deck Delegate **Reuben M. Brown**, Engine Delegate **Rickey J. Pettaway**, Steward Delegate **John L. Foster**. Bosun talked about the importance of reading the *Seafarers LOG* to stay informed on issues affecting the maritime industry. He urged mariners to contribute to SPAD (Seafarers Political Activity Donation). Educational director discussed the importance of enhancing seafaring abilities at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Recommendation was made regarding medical benefits. Request was made for satellite TV in all crew rooms. Next ports: San Juan, Port Everglades, Fla. and Jacksonville, Fla.

**HORIZON EAGLE** (Horizon Lines), April 26 – Chairman **Daniel W. Seagle**, Secretary **Rang V. Nguyen**, Educational Director **John E. Conn**, Deck Delegate **Stanley W. Parker**, Engine Delegate **Allen Ward**, Steward Delegate **Charles Atkins**. Chairman reported smooth sailing. He asked those getting off vessel to leave rooms clean and supplied with fresh linen. Educational director urged Seafarers to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Request was made for new TV remote. Vote of thanks was given to the steward department. Next port: Oakland, Calif.

**HORIZON HAWK** (Horizon Lines), April 4 – Chairman **Shawn M. Strand**, Secretary **Mark V. Cabasag**, Educational Director **Gary M. Dahl**, Deck

## Aboard the Padre Island

SIU Norfolk, Va. Port Agent Georg Kenny recently submitted these photos from the dredge *Padre Island*. Kenny serviced the vessel in Wilmington, N.C.



Some of those aboard the union-contracted *Padre Island* during SIU Norfolk, Va., Port Agent Georg Kenny's recent visit were AB/Dragnet Duane Evans (above); AB/Dragnet Brad Burnett, Chief Engineer Dave Bragdon and Captain Bill Cliette (from left to right in photo at immediate right) and Mate Carl Sanderson (photo at far right).



Operated by Great Lakes Dredge & Dock, the *Padre Island* is a trailing suction hopper dredge and is 281 feet long.

Delegate **Robert L. Richardson**, Engine Delegate **Michael S. Kirby**, Steward Delegate **Nasser Ahmed**. Chairman thanked crew members for working well together. Secretary asked mariners departing ship to leave cabins neat for arriving crew. Educational director recommended all seamen upgrade their skills at the Piney Point school. He also urged them to keep dues up-to-date and donate to SPAD. No beefs or disputed OT reported. Clarification requested concerning "trip tour off."

**HORIZON HUNTER** (Horizon Lines), April 6 – Chairman **Loren E. Watson**, Secretary **Jennifer K. Jim**, Educational Director **Morris A. Jeff**, Steward Delegate **Mussa A. Mohamed**. Chairman announced payoff upon arrival in Tacoma, Wash., on April 11. Educational director advised all mariners to attend classes at the SIU-affiliated training center and get TWIC cards ASAP. Treasurer stated \$2,345.14 in ship's fund. No beefs or disputed OT reported. Suggestions were made pertaining to pension benefits. Crew discussed new policies and charges at airlines and what could be done about it. Motion was made to use ship fund money to purchase a computer for crew use only. Next ports: Tacoma, Wash. and Oakland, Calif.

**HORIZON KODIAK** (Horizon Lines), April 5 – Chairman

**Garry D. Walker**, Secretary **Alan E. Hollinger**, Educational Director **Alfonso D. Bombita**, Deck Delegate **Brent Johnson**, Engine Delegate **Carl J. Castagna**, Steward Delegate **Else David**. Chairman reported payoff would take place at sea April 5. He informed members that captain has requested everyone check out no more than two movies at a time. Crew members were reminded that ideas to improve safety could get you appointed "safety sailor of the month" which includes an extra day off. Secretary expressed his gratitude for help keeping ship clean. He asked mariners to let him know of any food requests and stated they would be filled if possible. Captain purchased halibut, crab and cob for the ship. Request was made for members to not use as much laundry detergent in new washer. New dryer has been installed; crew was asked to keep lint traps emptied at all times. Educational director suggested crew check out what the Piney Point school has to offer and keep dues current. No beefs or disputed OT reported. Thanks were given to Else David, Al Hollinger and Chef **Mo Shibly** for excellent meals. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

**HORIZON NAVIGATOR** (Horizon Lines), April 9 – Chairman **Eric J. Perez**, Secretary **Jonny Cruz**, Educational Director **Christopher M. Devonish**,

Deck Delegate **Ricardo C. Quinones**, Engine Delegate **Eddie J. Pittman**. Bosun praised crew for a smooth, safe voyage. Secretary urged everyone to make sure company physical and all necessary shipping documents were up-to-date. Educational director encouraged mariners to take advantage of Paul Hall Center to upgrade not only for job security but to stay on top of the technology on the new ships coming out. Treasurer reported \$316 in ship's fund with \$133 of that going for satellite radio subscription. No beefs or disputed OT reported. Crew members wished President Sacco the best with his new term in office. Recommendations were made regarding vacation and pension benefits. Seafarers expressed the need for another clothes dryer. Next ports: Jacksonville, Fla., San Juan, P.R. and Elizabeth, N.J.

**HORIZON TIGER** (Horizon Lines), April 19 – Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Paul P. Pagano**, Deck Delegate **Redentor G. Borja**, Engine Delegate **Leo B. Bacall**, Steward Delegate **Abdulla M. Baabbad**. Chairman announced payoff April 25 upon arrival in Tacoma, Wash. Secretary noted that the guards at the port of Guam will not let you in or out of the gate without your TWIC card. Educational director sug-

gested mariners apply early for z-cards. Treasurer stated \$690 in ship's fund. No beefs or disputed OT reported. Motion was made to lower age requirements for pension benefits. Request was made for company to install a satellite system with crew making monthly payments. Next ports: Tacoma, Wash. and Oakland, Calif.

**OVERSEAS NEW ORLEANS** (OSG Ship Management), April 9 – Chairman **Samuel Duah**, Secretary **Louins Johnson**, Educational Director **Larry F. Phillips**, Deck Delegate **Christopher A. Green**, Engine Delegate **William P. Stone**, Steward Delegate **Breon A. Lucas**. Chairman notified crew members of payoff and lay-up in Orange, Texas, on April 19. He thanked everyone for a great voyage, especially Louins Johnson for impressive menu and meals. Secretary expressed his gratitude for crew willingness to help keep pantry and lounges clean. Members were asked to clean rooms before departing vessel. Educational director urged mariners to upgrade whenever possible to improve skills and better their chances of moving up. No beefs or disputed OT reported. Suggestion was made concerning eligibility requirements for retirement. Crew member inquired about purchasing refrigerator for rooms and getting reimbursed from company. Next port: Orange, Texas.

## ANNUAL FUNDING NOTICE SEAFARERS PENSION PLAN

### Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2008 and ending December 31, 2008 (referred to hereafter as "Plan Year").

### Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and 2 preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2008	2007	2006
Valuation Date	January 1, 2008	January 1, 2007	January 1, 2006
Funded Percentage	121.6%	116.8%	111.3%
Value of Assets	\$700,482,858	\$676,260,582	\$633,159,327
Value of Liabilities	\$575,915,644	\$578,933,983	\$569,011,172

### Fair Market Value of Assets

As of December 31, 2008, the fair market value of the Plan's assets are estimated to be \$797,500,000, subject to audit.

### Participant Information

The total number of participants in the plan as of the Plan's valuation date was 16,917. Of this number, 8,839 were active participants, 4,188 were retired or separated from service and receiving benefits, and 3,890 were retired or separated from service and entitled to future benefits.

### Funding & Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union, Atlantic, Gulf and Pacific Districts and the employers. The Plan may receive the portion of the employers' contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions.

The investment policy of the Seafarers Pension Plan is primarily a balanced portfolio of equity, fixed income, and cash equivalent securities.

Equities consist of common stocks, preferred stocks, and convertible securities. The total equity exposure for the total managed account should not exceed 55% for a prolonged period of time.

The portfolios are diversified into 10 or 15 industry sectors and hold in excess of 50 individual issues. No issue exceeds 3.5% of the portfolio at cost.

The fixed income portion of the portfolio consists of:

- U.S. Government and Agency Securities
- Commercial Paper
- Corporate Bonds
- Traditional Non-High Leverage
- Mortgage and Asset backed Securities

These securities must be rated Investment Grade at time of purchase.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	2
2. U.S. Government securities	29
3. Corporate debt instruments (other than employer securities):	0
Preferred	18
All other	0
4. Corporate stocks (other than employer securities):	0
Preferred	0
Common	33
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	15
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	0
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	0
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	3

### Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

**The Plan was not in endangered or critical status in the Plan Year.**

### Events with Material Effect on Assets or Liabilities

Federal law requires trustees to provide in this notice a written explanation of events, taking effect in the current plan year, which are expected to have a material effect on plan liabilities or assets. For the plan year beginning on January 1, 2008 and ending on December 31, 2008, the following events are expected to have such an effect:

During 2008 the Seafarers Pension Plan Trustees approved a merger with the Pension Plan of the National Maritime Union ("NMU"). The Seafarers Pension Plan was the successor Plan and assumed all assets and liabilities of the NMU Plan. At the time the Trustees approved the merger, the NMU assets exceeded the liabilities and it was deemed a prudent action by both parties.

The severe economic downturn during the latter part of 2008 resulted in significant investment losses to the Plan and a decline in assets. Although the decline in assets has no effect on plan liabilities, the Plan's funded level has declined and the actuarial funding requirements will increase significantly.

The results of both of these events will be reflected in the next annual notice.

### Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202-693-8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

### Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

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

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

### Benefit Payments Guaranteed by the PBGC

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

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

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

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

### Where to Get More Information

For more information about this notice, you may contact the Board of Trustees or: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746.

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329. For more information about the PBGC and benefit guarantees, go to PBGC's website, [www.pbgc.gov](http://www.pbgc.gov), or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

# 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 circum-

stances 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.

# Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	June 22 August 17 October 12	July 17 September 11 November 6
ARPA	June 8 July 20	June 12 July 24
Bosun Recertification	October 13	November 2
GMDSS	June 15 July 6 July 27	June 26 July 17 August 7
Government Vessels	July 27 September 21	July 31 September 25
Lifeboat	June 8 September 28	June 19 October 9
Radar	July 6 November 2	July 17 November 13
Specially Trained Ordinary Seaman (STOS)	August 24 October 19	September 4 October 30
Tanker Assistant	July 27 September 21	August 7 October 2
Tank Pic Barge	September 21	September 25

## Engine Upgrading Courses

Course	Start Date	Date of Completion
Advanced Refrigerated Container	June 22 October 5	July 17 October 30
Basic Auxiliary Plant Operations (BAPO)	July 20 September 14 November 9	August 14 October 9 December 4
FOWT	June 22 August 17 October 12	July 17 September 11 November 6
Junior Engineer	August 31	October 23

Course	Start Date	Date of Completion
Marine Electrician	October 26	December 18
Marine Refrigeration Technician	November 9	December 18
Machinist	September 14	October 2
Pumpman	June 22	July 3
Welding	June 1	June 19

## Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	August 17	August 28
Basic Firefighting/STCW	July 20 September 14 November 9	July 24 September 18 November 13
Fast Rescue Boat	June 29 August 17	July 3 August 21
Medical Care Provider	August 31	September 4

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations  
These modules start every Monday.  
Certified Chief Cook/Chief Steward  
These classes start every other Monday. The most recent class began June 1.

## Academic Department Courses

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

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

## Online Distance Learning Courses

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

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

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

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

## UPGRADING APPLICATION

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

Seniority \_\_\_\_\_ Department \_\_\_\_\_ E-mail \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	BEGIN DATE	END DATE

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

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

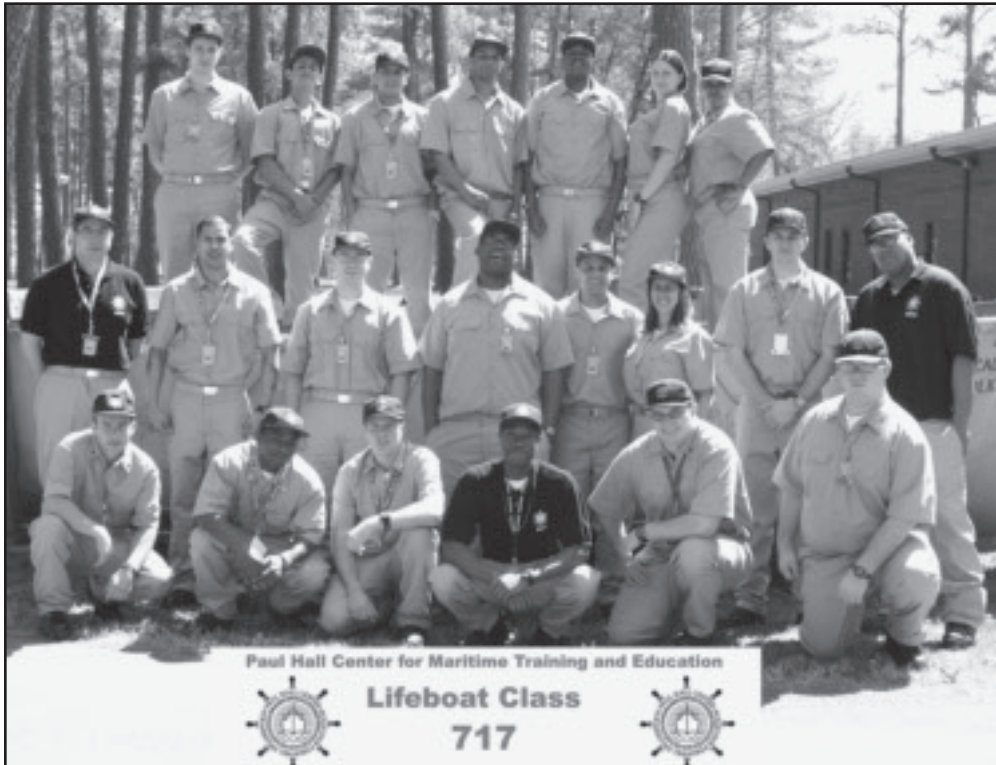
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 5/09

# Paul Hall Center Classes



**UNLICENSED APPRENTICE WATER SURVIVAL CLASS** – Unlicensed apprentices from class 717 recently completed requirements for graduation from the water survival course. Those graduating (above, in alphabetical order) were: Andrew Beach, Samuel Blancard, Lorenzo Chaparro, Maldonado Cortes, Christopher Cross, John Eastman, John Edwards, Nathaniel Fitzpatrick, William Fountain, Mayra Gaines Otero, Kelvin Jennings Jr., Patricia Lamb, Allen Ludlow, Noorudin Muthala, Mauriceio Oubre, David Santiago Arroyo, DeShawn Smith, Marcus Toby, Dean Trott, Lisa Williams, and James Williamson.



**BASIC & ADVANCED FIRE FIGHTING (INLAND)** – The following individuals (above, in alphabetical order) completed training in this 41-hour class April 17: Luis Burgos, Roderick Frazier, Robert Knowlton, Charles Mull Jr., and Jackie Pruitt. Their instructor, Steve Stockwell, is at far right.



**RADAR** – Seven upgraders completed their training in this course April 3. Graduating (above, in alphabetical order) were: Albert Bharrat, Jason Boyer, Randolph Knipfer, Winton Rich, Jon Silveria, Neil Sullivan and Guillermo Zapata-Nichols. (Note: Not all are pictured.)



**ADVANCED CONTAINER MAINTENANCE** – Four Seafarers on April 24 completed their requirements in this course. Graduating (above, in alphabetical order) were: Roger Dillinger Jr., Joseph Letang, Marc Poniatowski and Charles Sneed. Calvin Beal, their instructor, is at left.



**JUNIOR ENGINEER** – The following individuals (above, in alphabetical order) on May 1 finished their requirements and graduated from this course: Sandra Baker, Damien Bautista, Arkady Bichevsky, Donald Bishop, Francis Brown, Michael Clark, Mervin Cruzat, Marion Cruzat, Arman Deblois, Jose Deoferio, Oscar Garcia, Lawrence Guerrero, Nat Lamb, Peter Meglow, Travis Moody, Montree Nakwichet, Orlando Pabon, Christian Rosado, David Ruggirello, Ronald Sease, JoVannii Sprauve, and JoVanio Sprauve. Their instructor, Jay Henderson, is at far right.

# Paul Hall Center Classes



**ARPA** – Five upgraders enhanced their skills by completing this course April 17. Those graduating (above, in alphabetical order) were: Jason Boyer, Randolph Knipfer, Jon Silvera, Neil Sullivan and Rodger Taylor. Their instructor, Stacey McNeely, is at left.



**GOVERNMENT VESSELS** – Fourteen Seafarers on April 10 finished their requirements for the completion of this course. Those graduating (above, in alphabetical order) were: Abdo Ahmed, Joselito Beof, Luis Burgos, David Bustos, Donnell Criswell, Jioia DeLeon, Waldemar Gajc, Claude Letts, Aldrin Saez, Adrian Schubert, Tyrell Thabit, Cade Vaussine, Randy Wallace and Shedrick Walker. Stan Beck, their instructor, is at far right.



**STCW** – The following upgraders (above, in alphabetical order) on April 3 completed this course: Gregory Baker, Antonio Baskins, Joselito Beof, David Bustos, Donnell Criswell, Donald Dabbs, Carlos Eclevia, Raymond Fernandez, Brian Freme, Claude Letts, Lyle McCorison, Cameron Mitchell, Andres Param, James Peterson, Aldrin Saez, Ronald Scintilla, Cade Vaussine and Randy Wallace. Their instructor, Bernabe Pelingon, is at far right.



**WELDING** – Nine upgraders completed this 103-hour course April 24. Graduating (above, in alphabetical order) were: Aquino Aristeo, George Box, Tyasha Boyd, Angel Cintron, Abner Diaz-Torres, Kabir Garcia Santiago, Michael Maldonado, Caroline Thomas and James Tyson. Buzzy Andrews, their instructor, is third from right in the back row.

## Computer, College Classes



Four Seafarers, each of whom underwent upgrade training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., recently completed computer courses. A fifth individual completed a pair of academic courses. Earning certificates for finishing computer courses (above, from the left) were: Sajid Foster, Jason Boyer, Charles Sneed and Tonya Gist. Lawrence Cormier (left in photo at left below and right in photo at below right) completed academic courses in History 101 and Math 101. Rich Prucha (second from left in photo above and left in photo at below right) served as instructor for the computer and Math 101 courses while Peggy Densford (left in photo below) provided instruction for the History 101 course.



**BST/STCW (Hawaii)** - Twelve individuals completed training requirements in the course April 25 at the Barbers Point, Hawaii-based Seafarers Training Center. Those graduating (above in no particular order) were Jonathan Diggs, Terry Weatherford, Sarah Kinney, Amy Nupp, Todd Wacker, Travis Havelka, Emily Music, Jillian Smith, Charles Wise, Robert Cook, Emmanuel Santos and Monica Frake.



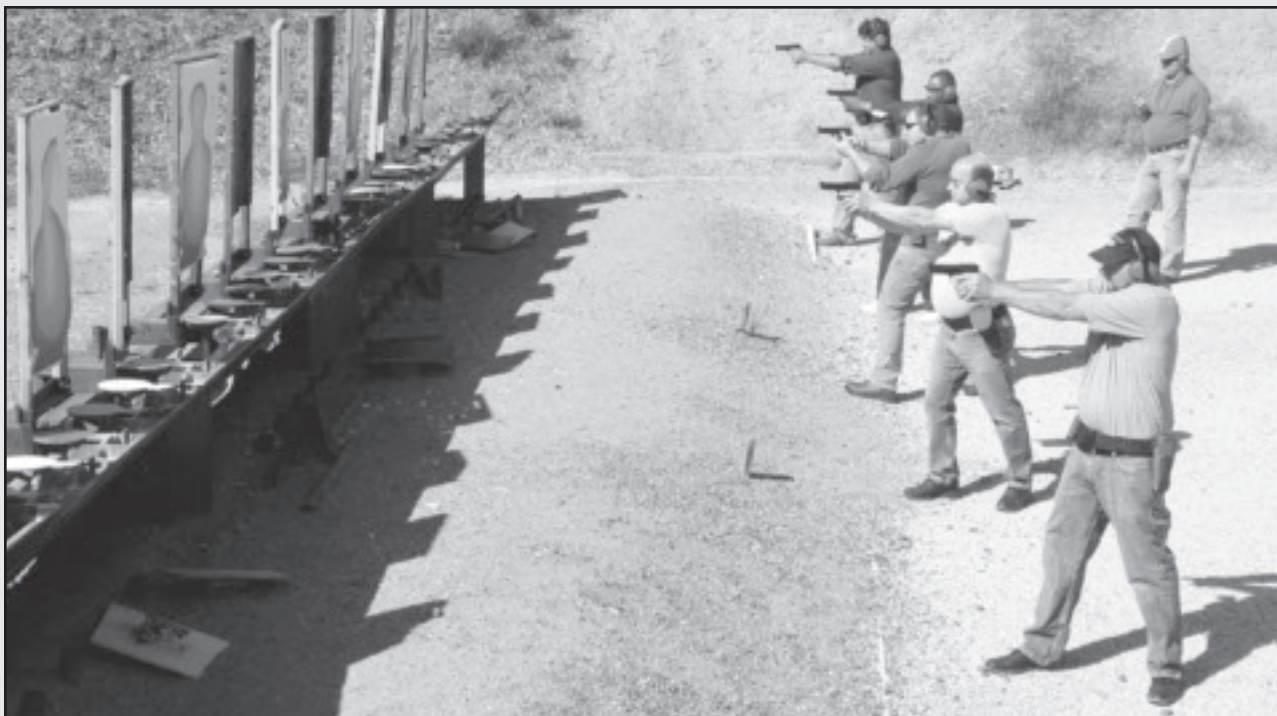
**BST/STCW (Hawaii)** – The above individuals, in no particular order, completed this course April 4 at the Seafarers Training Center at Barbers Point, Hawaii: Chris Alvarado, Brett Lyons, Robyn Norris, Jeffrey Griggs, Renato Rapayrapay, Michael Hart, Richard Guerin, Erin Burns, Elaine Richardson, Ebony Gregory, Denis Amador, Irvin Arroyo, Orlando Apodaca, Omar Vega-Barrera, Bernard Runo, Frances Cahill, Krista Kluge, Angela Mokate and Mark Neglia.



# The Seafarers Log

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

**Funding Notices,  
Summary Annual  
Reports  
- Pages 11, 14, 20**



## Paul Hall Center Course Spotlight



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

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

### Small Arms Training

Approved by the U.S. Military Sealift Command (MSC), the course is

designed to provide basic familiarization, knowledge and skills needed to meet the U.S. Navy standards for Small Arms Training for Security Personnel Afloat. Topics include an in-depth study of small arms safety, use of force and deadly force, the fundamentals of marksmanship, the use of a 9MM pistol, use of an M-14 rifle and the use of a 12-gauge shotgun. This is accomplished through classroom lecture and practical exercises. In addition, students must demonstrate the ability to qualify with a 9MM M9 pistol, a 12-gauge shotgun and an M-14 rifle. Students are required to qualify on each weapon in order to receive certification.

Small Arms Training is a minimum three-day, twenty-one (21) hour course designed for candidates who are qualifying on small arms for the first time, or who failed on all three weapons initially or during the re-qualifying firing, or whose certificate of qualification or re-qualification is greater than one year old. Class size is established at not more than 16 students. Practical assessments will be conducted with a student/instructor ratio of not more than four to one (4:1).

### Small Arms Re-Qualification

The Small Arms Re-Qualification class is a minimum one-day, seven-hour course designed for students:

- Who are not qualifying on small arms for the first time,
- Who have qualified on the 9MM

M9 pistol, the M-14 rifle and the 12-gauge shotgun and

■ Whose certificate of qualification or re-qualification is not greater than one year old.

The course is designed to provide the student with the level of knowledge and skills necessary to meet the U.S. Navy standards for Small Arms training for Security Personnel Afloat. Students must demonstrate the ability to re-qualify with a 9MM M9 pistol, a 12-gauge shotgun and an M-14.

Class size is established at not more than 16 students. Practical assessments will be conducted with a student/instructor ratio of not more than six to one (6:1).

