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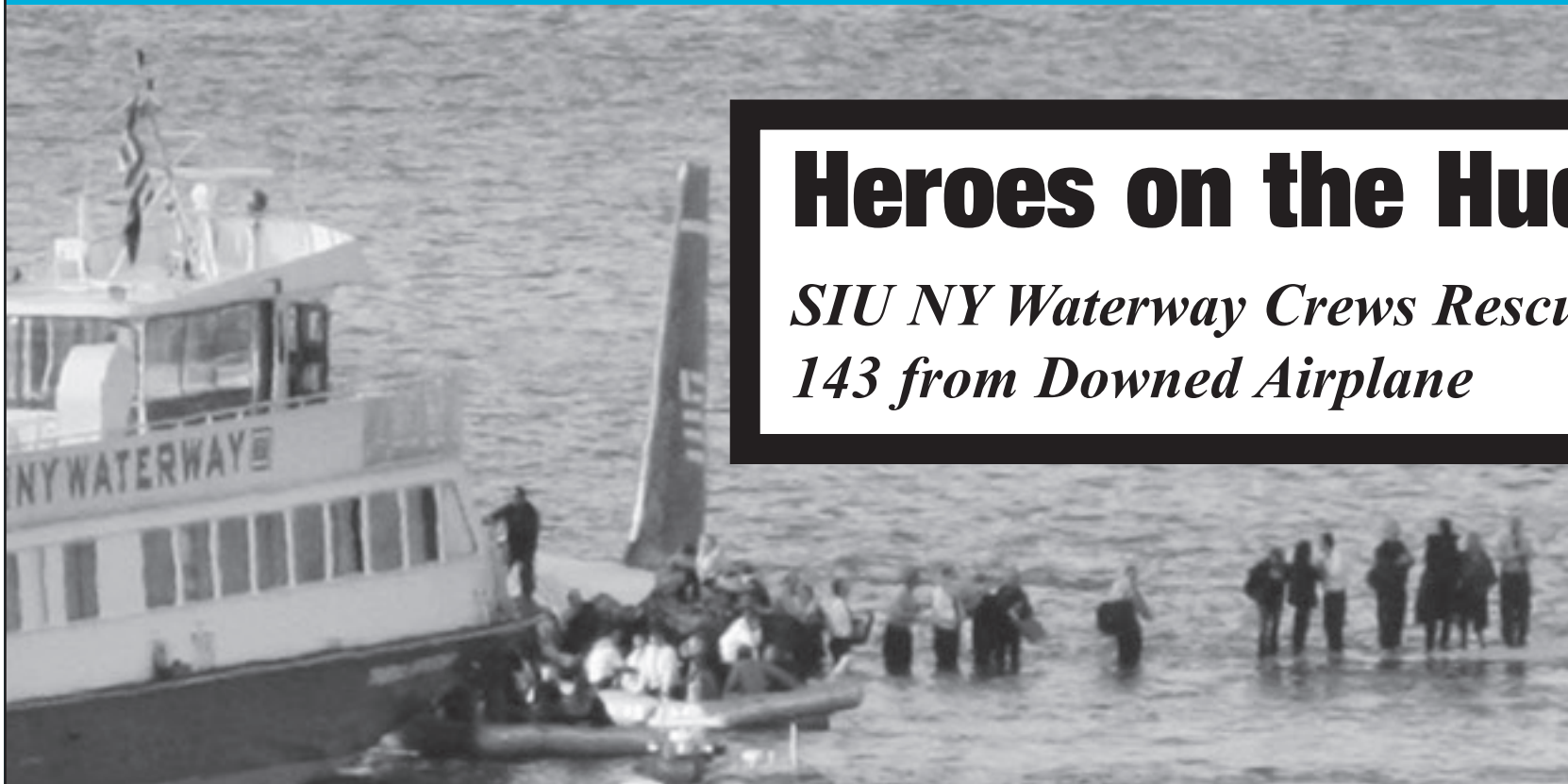
February 2009

# Seafarers Log

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

## Heroes on the Hudson

### *SIU NY Waterway Crews Rescue 143 from Downed Airplane*



When a US Airways jet crash-landed in the Hudson River, SIU-crewed NY Waterway ferries were first on the scene. Seven of the Seafarers-crewed boats rescued 143 of the 155 people from the downed aircraft, including the pilot. The remaining dozen individuals from the plane also were saved in the Jan. 15 incident that quickly became known as the "miracle on the Hudson." The top photo shows the ferry *Thomas Jefferson*, which reached the plane less than two minutes after impact. In the inset, additional NY Waterway boats arrive. Pages 2, 5.



AP Photo/Bebeto Matthews

AP Photo/Steven Day

## Tanker *Golden State* Delivered



The double-hulled tanker *Golden State* (pictured during sea trials in December, on the West Coast) has joined the Seafarers-contracted fleet following its delivery last month in San Diego. Page 3.

## Union, School Participate In Historic Inaugural Activities



The SIU and its affiliated Paul Hall Center for Maritime Training and Education shared in the history-making inauguration of President Obama by participating in the parade Jan. 20 in Washington, D.C. Unlicensed Apprentices (above, from left) Carlos Davila, Brandy Baker and Brandon Braam were part of organized labor's contingent, as was Baltimore Port Agent Elizabeth Brown. Page 2.

## Holidays with Seafarers

As 2008 gave way to the New Year, SIU members got into the holiday spirit at sea and ashore. Pictured at right are GVA Vilma Martin (left) and SA Elizabeth Ibanez at the holiday feast which took place at the union hall in Norfolk, Va. Additional photos from that event and others and from holiday meals aboard ship appear on pages 9-11.



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## President's Report

### Ferry Crews to the Rescue, Again

The words "crash-landing" and "happy ending" don't often fit together in the same story.



Michael Sacco

But, as millions of people around the world know, that was the case Jan. 15 as SIU-crewed NY Waterway ferries rescued 143 people from a downed airplane in the Hudson River. The other 12 individuals from the plane also were saved, which made for a most improbable celebratory mood not only in New York and New Jersey but truly all across the nation.

I speak for Seafarers and SIU officials everywhere when I say to the NY Waterway crews, you have done your union and your profession proud. As you've done so many times before, you answered the call – quickly, efficiently, selflessly. I read all the quotes and I know you're uncomfortable being called heroes. Sorry, brothers and sisters, but that's the correct description. You earned the recognition. You deserve the praise.

Of course, this is hardly the first time our ferry crews with NY Waterway have come through in the clutch. Many people remember their brave work on September 11, 2001, when they handled a horribly difficult job with tremendous resolve, evacuating stranded workers from Manhattan. Perhaps less familiar, but also noteworthy, was the time when crew members transported 200,000 commuters from New York City back in August 2003 following the largest power outage in our nation's history. They also "turned to" after the World Trade Center bombing in 1993, providing vital transportation when other modes had been disrupted.

Over the years, there are literally more than 100 other examples of NY Waterway Seafarers transporting or rescuing others in emergencies. The details vary but some things don't change. Namely, the characteristics displayed by the SIU captains and deckhands. Courage. Commitment. Skill. Perseverance. Patriotism. More than mere words, those are their defining traits.

Once again, I commend all of our members involved in last month's rescue operations. Hats off to the company personnel, too.

But before this story fades too far into history, another point should be made. You wouldn't know it from watching TV or reading news accounts, but virtually everyone involved in the rescue belonged to a union. I'm not just talking about the ferry crews, but also the airplane pilot, flight attendants, air traffic controllers, police officers, fire fighters and mariners from other boats. All played a role in pulling off the "miracle on the Hudson." It's no coincidence that the respective unions, including the SIU and our affiliated Paul Hall Center, help ensure that members receive regular, comprehensive safety and job training.

Obviously, that doesn't mean union members are the only people who could have handled this rescue. However, while portions of corporate America demonize us in the fight over majority sign-up legislation (the Employee Free Choice Act), I hope the public in general takes note of what so-called "big labor" really is all about. It was evident from the moment the US Airways jet hit the water.

America needs more people and more organizations like that, not less. And unions – promoting safety and security, providing workers with a real voice on the job, fostering productive relationships with management – help deliver them.

We're the only ones who will tell that story. Failing to do so would dishonor everyone who brought us the miracle on the Hudson.



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## SIU Joins in Obama Inauguration

Seafarers were in the ranks of the nearly 300-person ensemble from America's labor unions who on Jan. 20 participated in the official inaugural parade for Barack Obama, the nation's 44th president and first African American commander-in-chief.

In what was arguably one of the most significant events in America's still young history, Baltimore Port Agent Elizabeth Brown and three trainees – **Brandon Braam, Brandy Baker** and **Carlos Davila** – from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., braved bone-chilling temperatures to display the union colors as Obama took the oath as President of the United States. Brown, Braam, Baker and Davila joined a large contingent of union members from the AFL-CIO, Change to Win and the National Education Foundation who marched and led the way for the inaugural parade's lone pro-worker float.

The float's theme was "Honoring America's Workers." The delegation of marchers carried a banner containing the slogan "America's Workers: United for Change" along with flags representing the issues most important to working families: an Economy that Works for All, Great Public Schools, Good Jobs Green Jobs, and Health Care for All.

"It was overwhelming to have been a part of such a historic event," said Brown. "Everything was absolutely breathtaking."

"I was especially impressed with how well organized the entire event was," Brown continued. "Even though thousands and thousands of people were



Baltimore Port Agent Elizabeth Brown (far right) and Trainees (left to right) Carlos Davila, Brandon Braam and Brandy Baker represented the SIU during the Jan. 20 inauguration of the nation's 44th President, Barack Obama.

involved in the parade, the entire affair went off without a glitch. Organizers, including the AFL-CIO, and those in charge of security did a masterful job of putting everything together.

"Although the weather was very cold, and we stayed outside in the elements for a long time, it all went away when we marched past President Obama's reviewing stand," Brown concluded. "We came so close to the president that we could actually look into his eyes.... It was absolutely wonderful and I loved being a part of it."

Braam echoed Brown's sentiment, noting, "It was a long day, but well worth my while. I got to within about 50 or so feet of President Obama and I can't tell

you how exciting that was."

Besides being that close to our nation's commander-in-chief, the other thing that marked the event to Braam was the crowds. "I was truly amazed at the sea of people who were there," he said. "They were standing shoulder to shoulder by the tens of thousands. It was like nothing I had ever seen."

In addition to Seafarers and other union members who participated in the parade, thousands of America's other working men and women, members of the armed forces, law enforcement officials and a vast assortment of bands and marching units participated in the historic inauguration. An estimated 2 million spectators turned out for the event.

### Caponiti Assumes Post of Acting Maritime Administrator

## Solis, LaHood Named to Cabinet

President Barack Obama recently designated nominees to head three U.S. departments of particular interest to Seafarers – Labor, Transportation and Defense.

For the Department of Labor, President Obama chose U.S. Rep. Hilda Solis (D-Calif.) as his designate. Solis, who has a nearly 100 percent positive rating from the AFL-CIO, has promised to focus on issues confronting American workers during a time of economic instability and globalization, most notably worker retraining and safety. She was a tireless advocate for an increase in the minimum wage and strongly supports the Employee Free Choice Act.

"We're confident that she will return to the Labor Department one of its core missions—to defend workers' basic rights in our nation's workplaces," said AFL-CIO President John Sweeney. "She's proven to be a passionate leader and advocate for all working families."

In two other picks of importance to maritime workers, Obama tapped retiring U.S. Rep. Ray LaHood (D-Ill.) to be Transportation Secretary and asked Bob Gates to continue on as head of the Pentagon. Both appointments fulfill Obama's promise to work across the aisle to have a diverse cabinet. Gates is a registered

Independent while LaHood is known as a moderate conservative with a long history of bipartisanship.

During Gates' tenure, maritime unions and shipping companies have continued their close working relationship with the Department of Defense to ensure the timely and reliable movement of goods to overseas crises areas.

The Department of Transportation is expected to play an important role in the next administration, as the newly elected president and congressional leaders meet to devise an economic stimulus plan to deal with the growing recession and financial crisis. Infrastructure development is being touted as a means of stimulating the U.S. economy and minimizing the loss of U.S. jobs.

With the start of the new administration on Jan. 20, Sean Connaughton's tenure as head of the U.S. Maritime Administration (part of the Transportation Department) ended. At that time, James E. Caponiti, the agency's assistant administrator, became acting maritime administrator.

Caponiti is a member of the federal government's Senior Executive Service. He was named assistant administrator in May 2008. Previously, he served as the agency's associate administrator for national security.



Transportation Department Secretary-designee Ray LaHood publicly accepts his nomination by President Obama.



Rep. Hilda Solis has a strong record of supporting workers' rights.



James Caponiti is the acting head of the U.S. Maritime Administration.



# Committee Announces SIU Election Results

## Michael Sacco is Reelected Union President

A committee of rank-and-file SIU members recently released its official report on the voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District/NMU. Voting took place Nov. 1 through Dec. 31, 2008.

The union's tallying committee consisted of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls). The group certified the reelection of Michael Sacco as president of the SIU; election of Augie Tellez as the union's executive vice president; reelection of David Heindel as secretary-treasurer; and election of George Tricker as vice president of contracts and contract enforcement, among other results.

The tallying committee's report will be submitted for approval by the membership at union meetings in March.

Additionally, the committee reported that the proposed constitutional amendment was approved by a landslide. The amendment concerns the per diem for members who serve on union finance, credentials, tallying and constitutional committees.

According to the report, each of the four contested races for office was decided by a large margin. The committee disclosed the election of the following officers, who will serve four-year terms:

- Michael Sacco, president;
- Augie Tellez, executive vice president;
- David Heindel, secretary-treasurer
- George Tricker, contracts and contract enforcement vice president;
- Joseph Soresi, Atlantic Coast vice president;
- Dean Corgey, Gulf Coast vice president;
- Nick Marrone, West Coast vice president;

- Tom Orzechowski, Southern Region, Great Lakes and inland waters vice president;

- Kermet Mangram, Government Services and fishing industries vice president;

- Archie Ware, assistant vice president in charge of contracts and contract enforcement;

- Nick Celona, assistant vice president in charge of the Atlantic Coast;

- Ambrose Cucinotta, assistant vice president in charge of the Gulf Coast;

- Bryan Powell, assistant vice president in charge of the West Coast;

- Jim McGee, assistant vice president in charge of the Southern Region, Great Lakes and inland waters;

- Chester Wheeler, assistant vice president in charge of Government Services and fishing industries;

- Pat Vandegrift, Piney Point port agent;

- Robert Selzer, New York port agent;

- Joe Baselice, Philadelphia port agent;

- Georg Kenny, Baltimore port agent;

- Thornton Elliot, Mobile port agent;

- Chris Westbrook, New Orleans port agent;

- Kenneth Moore, Houston port agent;

- Tracey Mayhew, Oakland port agent;

- Becky Sleeper, St. Louis port agent;

- Todd Brdak, Algonac port agent.

The committee met during the week of Jan. 5 at the union's headquarters in Camp Springs, Md.

"Everyone pitched in and worked hard," noted **John Cain**, committee chairman. "The entire committee has been outstanding. All the ports they came from should be proud, because they're all top-notch."

Co-Chair **Louella Sproul** added,

"Everybody worked as a team and did an

excellent job. This is truly the best group I've ever seen."

Serving on the committee were **Glenn Williams** and **Brandon Maeda** from Piney Point, **Michael Keogh** and **James Darden** from Algonac, **Nelson Poe** and **Gerard Costello** from Baltimore, **Rafael Pereira** and **Cain** from Houston, **Michael Congress** and **Marshall Turner Jr.** from Mobile, **Joseph Birke** and **Jack McElveen** from New Orleans, **Terry Mouton** and **Raymond Henderson** from New York, **Roger Reinke** and **Sproul** from Oakland, **Michael Kirby** and **John Haller** from Philadelphia, and **David Stavron** and **Michael Sanders Jr.** from St. Louis.

"The members of the union tallying committee wish to congratulate the elected officers and jobholders," the group said in its report. "We extend our best wishes for the next four years. We hope that you will carry on the tradition of our union and advance the strength of the maritime industry."



Committee members, employees from the secretary-treasurer's office and officials (Secretary-Treasurer David Heindel, right, and Asst. VP Ambrose Cucinotta, left) are pictured last month at headquarters.

## Tanker Golden State Delivered

The union last month welcomed new tonnage into its contracted fleet as the double-hulled tanker *Golden State* was delivered to U.S. Shipping Partners. A ceremony took place Jan. 10 at the NASSCO shipyard in San Diego, where SIU Executive Vice President Augie Tellez and SIU Vice President West Coast Nick Marrone represented the union.

Construction of the 600-foot vessel began in August 2007. The 49,000 DWT ship has a cargo



The *Golden State* sails during sea trials late last year.

capacity of approximately 331,000 barrels and is expected to carry petroleum and chemical products between U.S. ports. It is named in honor of the State of California.

Fred Harris, president of NASSCO and a former union mariner, noted that the tanker was completed six months ahead of schedule, under budget, "while simultaneously meeting or exceeding all quality requirements. The completeness and superb material condition of this first-of-class ship reflects an outstanding start to the product carrier program at NASSCO."

The yard is under contract to build a total of nine product carriers, including the *Golden State*. In fact, on Jan. 9, NASSCO began construction of the fourth ship in the series, which will be named *Empire State* in honor of the State of New York. That vessel is slated for delivery to U.S. Shipping Partners in the first quarter of 2010.

On the opposite coast, Aker Philadelphia Shipyard was scheduled to deliver another SIU-contracted tanker at press time. Details will be published in the next issue of the *LOG* and also should be available at [www.seafarers.org](http://www.seafarers.org).

## U.S. Employment Data Grim

A quick snapshot of the job market and the economy at the end of 2008 showed 2.6 million Americans were unemployed, according to the U.S. Labor Department's Bureau of Labor Statistics. The department reported the unemployment rate jumped to 7.2 percent in December, a 16-year high. In December alone, employers cut a total of 524,000 jobs as businesses reduced manpower and closed their doors.

A number of proposals to help American workers are being discussed. Early in the presidential campaign, then-Sen. Barack Obama proposed stimulus packages for various industries (in addition to noting his commitment to support the U.S. maritime industry). Moreover, the AFL-CIO is also calling for economic stimulus packages aimed at boosting American jobs. Federation President John Sweeney said, "Congress should pass a stimulus that will help working people along with any effort to boost Wall Street."

The AFL-CIO and its Maritime Trades Department (MTD), to which the SIU is affiliated, stood with President Obama calling for a stimulus to improve the nation's transportation infrastructure and also has called for action to help ensure the continued viability of the U.S. shipping industry and the American mariners it employs.

One step Congress has taken to stress the importance of maritime was when a bipartisan coalition of 17 senators and more than 40 members of the House of Representatives sent letters to their colleagues in December calling for the U.S. government to pursue policies that support American shipbuilding. (See story on page 20.)

Additionally, Chairman of the House Transportation and Infrastructure Committee and maritime supporter Rep. James Oberstar (D-Minn.) publicly called on Congress to support short sea shipping, or America's "marine highway" as part of any transportation funding or stimulus. He agreed with the bipartisan coalition on the importance of backing the shipbuilding industry in part through Title XI funding to provide low-cost loans during this time of shrinking credit availability. According to the MTD, support of these programs has the "potential of generating new jobs for unionized workers, as long as the integrity of U.S. cabotage laws like the Jones Act is respected."



SIU Executive VP Augie Tellez (right) is greeted by NASSCO President Fred Harris.



SIU VP West Coast Nick Marrone helps represent the union at the ceremony.



# Pacific Collector Helps Intercept Missile During Drill

SIU members aboard the *M/V Pacific Collector* recently helped the nation boost and refine its capabilities to protect itself from a ballistic missile attack.

Operated by Interocean American Shipping for the U.S. Maritime Administration, the *Pacific Collector* is a telemetry ship that carries special equipment to help track progress of tests such as the one it completed in early December. On that occasion, crew members manned the vessel as U.S. Department of Defense Missile Defense Agency (MDA) personnel tracked the missile and collected data through the use of telemetry dishes. The missile being tracked—a long range ballistic—was fired from Fort Greeley, Kodiak, Alaska. It was successfully intercepted by a ground-based interceptor missile launched from Vandenberg Air Force Base, Calif.

Chief Mate Stephen Barry, an SIU hawsepiper, stated, “Once again the SIU rose to the challenge and acted like the professionals that they are. The crew did a great job getting the ship cleaned up and under way. She’s a good feeder as well.”

Barry, a graduate of trainee class 407, also noted he wasn’t the only officer aboard the *Pacific Collector* who came up through the SIU. Captain Ray Baldado (trainee class 254), 2nd Assistant Engineer Paul Maitoza (class 476) and 2nd Mate Robbie Whytock all sailed as Seafarers prior to earning their respective licenses.

According to the Missile Defense Agency, the event marked the 37th time the DOD joint defense program has successfully intercepted ballistic missiles during tests. In a news release, the agency reported that the exercise results “will help to further refine the performance of numerous Ballistic Missile Defense System (BMDS) elements able to provide a defense against the type of long-range ballistic missile that could be used to attack the nation with a weapon of mass destruction.”

The *Pacific Collector* is 393 feet in length and has a beam of 54 feet.



The *Pacific Collector* helps track missiles during an interceptor test.



The interceptor missile is fired from Vandenberg AFB, Calif.



Chief Cook J.J. Mauricio fires up ribs on the grill.



AB Donald McCants and OS Santos Olivera pull lines.



Members of the deck department (left to right): CM Stephen Barry, AB Qasem Saeed, 2/M Robbie Whytock, OS Santos Olivera, Capt. Ray Baldado, AB Donald McCants, AB Mark Halberg, AB John Mossbarger and Bosun Jerry Gonzaga (kneeling)



Members of the engine department (left to right): OMU Daniel McFarland, QMED Davon Brown, Wiper Essam “Sam” Hussein, OMU Brandon Tanton, Electrician Brett Clark



Members of the steward department (left to right): Chief Cook Juanito “J.J.” Mauricio, Cook/Baker Albert Herosmo, SA Willie Frink, SA Florante “Dante” Labtingao, SA Amin Aaleh, SA Mathew Hays, Recertified Steward Allan Bright, SA Patricia Johansen and SA Thomas Curley (kneeling)

## Marine Cooks & Stewards Organizer ‘Val’ Villalta Passed Away at 84



Val Villalta helped organize the Marine Cooks & Stewards, a union that eventually merged into the SIU.

Venicio “Val” Villalta, a key organizer of the Marine Cooks & Stewards (MC&S) in the early 1950s who later oversaw that union’s training school, died Dec. 15 at his home in Calistoga, Calif. He was 84.

The MC&S, founded on the West Coast, became affiliated with the Seafarers International Union of North America in 1953. In 1978, MC&S members voted to merge into the SIU’s Atlantic, Gulf, Lakes and Inland Waters District – marking the first time East Coast and West Coast shipboard jurisdiction had been united.

“I met Val when we were sailing on the *President Cleveland*, organizing,” recalled Peter Bianchi, an SIU retiree

who also served as a vice president of American Hawaii Cruises later in his career. “He was instrumental in pulling that ship (among others) to the MC&S. Val was a special person and was very well-liked and very dedicated. I knew him quite well – he was the best man at my wedding.”

Villalta was a native of International Falls, Minn. He moved to San Francisco with his family in 1930. He served in the U.S. Coast Guard during World War II. After the war, following a brief shore-side stint, he began his career as a mariner – initially with Matson, then with American President Lines (APL).

According to a family member, Villalta sailed on every APL passenger ship, including 14 around-the-world voyages. He met his wife-to-be in 1961 while both were sailing on the *President Hoover* – he as chief steward, she as a passenger.

In 1967, Villalta accepted a job as the administrator for the MC&S training center in Santa Rosa, Calif., where he reported to MC&S President Ed Turner (who later became executive vice president of the SIU). He left that post in 1977 but a year later established a maritime labor Job Corps training program on Treasure Island in San Francisco, where he remained as director until retiring in 1989.

One remembrance described Villalta as energetic and “very generous with his (culinary) talents by volunteering for numerous fund-raising events. Throughout the years, Val and his students were very visible as they catered political and union functions around the San Francisco Bay area.”

Survivors include his wife of 46 years, Jay; three daughters, a son, three grandchildren, and two sisters.

A memorial service took place Dec. 29 in Calistoga.





The SIU-crewed *Thomas Jefferson* (center) rescues people from the downed airplane in the Hudson River as additional boats arrive.

AP Photo/Bebeto Matthews

## NY Waterway Crews Rescue Passengers from Downed Plane

### SIU Members Vital to 'Miracle on the Hudson'

Mariners sailing aboard SIU-contracted NY Waterway ferries have performed more than 100 rescues since the company's founding in 1986.

In terms of uniqueness and elation, they may never top the one they executed last month on the Hudson River.

The SIU-crewed ferry *Thomas Jefferson* on Jan. 15 was the first boat on the scene after a US Airways Airbus A320 crash-landed on the river. In the moments that followed, the *Thomas Jefferson* and six other Seafarers-crewed NY Waterway boats pulled 143 of the 155 people from the downed aircraft to safety, including the pilot. The other 12 individuals from the plane were secured by other rescuers. A total of 14 NY Waterway vessels mobilized for the operation, which happened in frigid afternoon waters.

The dramatic story quickly became known as the "miracle on the Hudson," and it generated worldwide news coverage. Several SIU members were interviewed by prominent television stations and newspapers. They consistently downplayed any notion that their efforts were heroic, but New York Mayor Michael Bloomberg, New Jersey Governor Jon Corzine, U.S. Sen. Frank Lautenberg (D-N.J.), NY Waterway officials, and passengers from both the airplane and the boats showered the mariners with praise, as did others. "Millions of Americans across the country are saluting the bravery and courage they [demonstrated]," said Lautenberg. (See SIU President Michael Sacco's column on page 2 for related commentary.)

Seafarers (and NY Waterway boats)

involved in the rescue included the following:

From the *Thomas Jefferson*, Capt. **Vincent Lombardi** and Deckhands **Hector Rabanes** and **Wilfredo Rivera**. They rescued 56 people from the plane.

From the *Yogi Berra*, Captain **Vince Lucante** and Captain **Michael Starr**. They rescued 24 including an infant and another child.

From the *Athena*, Captain **Carl Lucas** and Deckhands **Luis Salerno** and **Danny Convery**. They rescued 19 including the pilot.

From the *Maira Smith*, Captain **Manny Liba** and Deckhands **Natale Binetti** and **Gulio Farnese**. They rescued 14.

From the *Thomas Kean*, Captain **Britanny Catanzaro** and Deckhands **Osman Berete** and **Cosmo Mezzina**. They rescued 26.

From the *Admiral Richard Bennis*, Captain **John Winarski** and Deckhand **Frank Illuzi**. They rescued three.

From the *George Washington*, Captain **Mohamed Gouda** and Deckhands **Jose Torres**, **Pepe Carumba** and **Gregorio Pages**. They rescued one.

Seafarers aboard NY Waterway vessels transport tens of thousands of passengers each day, most of them commuters. The crews perhaps had been best known for their indisputably heroic roles in the immediate aftermath of the terrorist attacks of September 11, 2001, when they evacuated upwards of 160,000 people from Manhattan. A few of the NY Waterway boats operated into the pre-dawn hours of the next day, providing help for emergency crews. Several SIU members

rescued people who had fallen from piers into the water, most likely because of terrible visibility.

Currently, the company operates approximately 25 ferries. The 120 or so Seafarers employed by NY Waterway are covered by a three-year contract which was ratified in the spring of 2008. Many of them have completed safety training at the SIU-affiliated Paul Hall Center for Maritime Training and Education, which is located in Piney Point, Md.

Participants and witnesses from last month's rescue described a surreal happiness. Not only were all personnel saved from the plane, only one serious injury was reported. A female passenger from the jet reportedly suffered broken legs.

The incident is under investigation, but early indications were that a flock of birds struck the airplane (Flight 1549), thereby disabling the engines. The pilot quickly decided to set the plane (originally headed from New York's LaGuardia Airport to Charlotte, N.C.) down in the Hudson. His plan worked, but experts noted that because of the cold water, passengers wouldn't have survived for long without virtually immediate assistance.

Cue the *Thomas Jefferson* and Seafarer Lombardi, who at first thought the partially submerged plane was an odd-looking boat. After a second look and a message received on marine radio, he realized what had happened.

"We hit the throttles, got the man-overboard equipment ready and let the (ferry) passengers know what was happening," Lombardi told the *Seafarers LOG*. "We got

there in about 90 seconds. The equipment was deployed and ready."

A six-year SIU member who in 2003 completed safety training at the Paul Hall Center, Lombardi said he battled the current while giving first priority to the airplane passengers who were partially submerged.

Asked how he remained calm, Lombardi cited the regular safety drills completed by NY Waterway personnel along with "faith. It was a challenge with that current, but I knew people's lives depended on what we did. More than anything else, I can't credit my crew enough. They were unreal the way they handled it." (See sidebar, this page.)

Many additional ferries and rescue vessels reached the plane within the next 10 minutes. The head of the public safety department for the city of Weehawken, N.J., told reporters that emergency medical service workers, fire fighters and police officers boarded NY Waterway boats in Weehawken immediately following the airplane's emergency landing.

NY Waterway has a terminal at West 39th Street in Manhattan, a few blocks from where the plane crashed near West 48th Street.

Lucante told an Associated Press reporter that after he and Starr had assisted airplane passengers to the *Yogi Berra*, they went one figurative step further.

"We wound up giving them our coats and our hats," Lucante said. "We were down to our T-shirts by the time we got back."

Catanzaro, recently featured in the *New York Times* because she is the first female captain at NY Waterway, typified the modesty of the mariners when she told the *Jersey Journal*, "I don't consider myself a hero. It's my job. We train for it."

### 'The Training Prevailed'

The SIU ferry captain whose boat was the first to arrive after US Airways Flight 1549 crash-landed in the Hudson River said regular safety training and drills played a big part in the ensuing rescue.

Seafarer **Vincent Lombardi**, one of many NY Waterway boatmen who have completed safety classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education (located in Piney Point, Md.), pointed out that crews routinely practice for emergencies aboard the ferries.

"We do man-overboard drills, fire drills and abandon-ship drills," Lombardi stated. "Since 9/11, we also do security drills, plus others. Each captain runs his crew through all of those drills once a month."

The Seafarers' collective prompt, efficient, composed response reflected preparation, noted Lombardi and others who were interviewed afterward. Altogether, 14 SIU-crewed NY Waterway ferries were engaged in the operation. Seven pulled aboard personnel from the aircraft.

"The training prevailed," Lombardi said. "All the training showed because my guys remained calm."

## New York Times Backs Employee Free Choice Act

The Employee Free Choice Act (EFCA) picked up more support late last year when the *New York Times* published an editorial in favor of the bill.

The EFCA would give workers the freedom to make their own choice about whether to have a union in their workplace without interference from management.

In the Dec. 26 editorial, the *Times* left no doubt about where they stand on the bill. "Corporate America is determined to derail the bill, which would make it easier than it has been for workers to form unions by requiring that employers recognize a union if a majority of employees at a workplace sign cards indicating they wish to organize," the newspaper noted. "The measure is vital legislation and should not be postponed. Even modest increases in the share of the unionized labor force push wages upward, because non-union workplaces must keep up with unionized ones that collectively bargain for increases. By giving employees a bigger say in compensation issues, unions also help to establish corporate norms, the absence of which has contributed to

unjustifiable disparities between executive pay and rank-and-file pay."

The editorial continued, "The argument against unions — that they unduly burden employers with unreasonable demands — is one that corporate America makes in good times and bad, so the recession by itself is not an excuse to avoid pushing the bill next year (meaning 2009). The real issue is whether enhanced unionizing would worsen the recession, and there is no evidence that it would.

"There is a strong argument that the slack labor market of a recession actually makes unions all the more important. Without a united front, workers will have even less bargaining power in the recession than they had during the growth years of this decade, when they largely failed to get raises even as productivity and profits soared. If pay continues to lag, it will only prolong the downturn by inhibiting spending."

Millions of Americans, including SIU members, support the EFCA via polls, letter-writing, and other campaigns. In fact, more than a million Americans called for the act's passage

in a postcard campaign conducted by the AFL-CIO and other affiliated unions such as the SIU.

The act has such wide support that President Barack Obama was a co-sponsor of it and new Labor Secretary Hilda Solis was a supporter when she was a member of Congress.

EFCA passage was on its way in Congress in 2007 but ran into a legislative filibuster in the Senate. Since that time, the future passage of the act has been vehemently debated publicly. Even though recent Gallup and Harris Research Associates Inc. polls and studies showed that as many as 87 percent of Americans support the EFCA, mega-corporate interests have invested millions staging campaigns against it. In fact, these special interests support publications and web sites targeting and spreading misinformation about the act to scare lawmakers and workers, despite the desires of the same citizens whose taxes are bailing out many of their businesses.

Comprehensive information about the bill is available on the web at <http://www.freechoiceact.org/>



# U.S. Mariners Need to Obtain Mandated TWIC by April 15

Seafarers who haven't applied for the government-mandated Transportation Worker Identification Credential (TWIC) had better hurry. The deadline for U.S. mariners to obtain their TWIC in order to have unescorted access to ships and other secure facilities in port is April 15, 2009.

Step-by-step instructions have been published in past editions of the *Seafarers LOG* and are available on the web both at [www.seafarers.org](http://www.seafarers.org) and at the Transportation Security Administration's TWIC web site, [www.tsa.gov/twic](http://www.tsa.gov/twic). Seafarers also are asked to occasionally

visit the SIU web site and/or check with their port agents for the latest TWIC news.

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

The toll-free phone number for the TSA's TWIC help desk is 1-866-DHS-TWIC (1-866-347-8942). The agency may be contacted by email at [credentialing@dhs.gov](mailto:credentialing@dhs.gov).

Program enforcement began in October 2008 at certain ports and has

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

As of early January, according to a report circulated by the U.S. Maritime Administration, nearly 580,000 TWIC cards have been activated.



The TWIC program was spurred by the Maritime Transportation Security Act (MTSA) of 2002. The front of the credential is pictured above.

## TWIC Enrollment Centers

The following is a list of addresses for Transportation Worker Identification Credential (TWIC) enrollment centers as of early January, as published by the Transportation Security Administration at the following web address: <http://www.tsa.gov/twic>. Hours of operation vary - check the web site or call 1-866-DHS-TWIC (1-866-347-8942) for information on specific locations.

**Alabama**  
Tennessee Valley Training Center  
Suite 105  
115 Woodall Road  
Decatur, AL 35601

250 North Water Street  
Mobile, AL 36602-4000

**Alaska**  
619 E Ship Creek Ave.  
Anchorage, AK 99501

Native Village of Eyak  
110 Nicholoff Way  
Cordova, AK 99574

Suite 202  
3200 Hospital Drive  
Juneau, AK 99801

KPD Shelikof Facility  
405 Marine Way  
Kodiak, AK 99615

50097 Kenai Spur  
Nikiski, AK 99635

223 Harbor Way  
Petersburg, AK 99833

Harrigan Centennial Hall  
330 Harbor Drive  
Sitka, AK 99835

White Pass & Yukon Railroad  
231 Second Ave.  
Skagway, AK 99840-0435

501 E Bremner St.  
Valdez, AK 99686

Wrangell Harbor Office  
Shakes Street  
Wrangell, AK 99929

**Arkansas**  
2005 E 17th Street  
Little Rock, AR 72202

**California**  
2050 Park Road  
Benicia, CA 94510

Building 12  
1900 Bendixsen Street  
Samoa, CA 95564

Suite 500  
301 E. Ocean Blvd.  
Long Beach, CA 90802

Suite B  
1001 New Dock St.  
San Pedro, CA 90731

Oakland Maritime Support Services (OMSS)  
11 Burma Rd.  
Oakland, CA 94607

Suite 104  
1830 Embarcadero Ave.  
Oakland, CA 94606

2000 Marina Vista Dr.  
Martinez, CA 94553

1251 N. Rice Ave.  
Oxnard, CA 93030

Suite 300  
13201 San Pablo Ave.  
Richmond, CA 94806

1401 Halyard Drive  
West Sacramento, CA 95691

Suite 103  
1025 W Laurel St.  
San Diego, CA 92101

Suite 202  
500 Sansome Street  
San Francisco, CA 94111

17 Fyffe St.  
Stockton, CA 95203

Terminal Island  
1001 New Dock St.  
San Pedro, CA 90731

**Connecticut**  
Unit 2A  
300 Long Beach Blvd.  
Stratford, CT 06615

175 North Main St.  
Branford, CT 06405

75 Crystal Ave.  
New London, CT 06320

**Delaware**  
102 Quigley Boulevard  
New Castle, DE 19720

1 Hausel Rd.  
Port of Wilmington  
Wilmington, DE 19801

**Florida**  
955 Talleyrand Ave.  
Jacksonville, FL 32206

Habana Plaza (Rear)  
3125 Riviera Dr  
Key West, FL 33040

975 N America Way  
Miami, FL 33132

Suite 303  
2051 Dr. Martin Luther King Jr. Blvd.  
Riviera Beach, FL 33404

Suites 119, 120  
5323 W. Hwy 98  
Panama City, FL 32401

Suites 117/118  
707 Mullet Rd.  
Port Canaveral, FL 32920

Port Everglades Badging Office  
1030 Taylor Rd.  
Dania Beach, FL 33004

Manatee County Port Authority  
13604 Reeder Road  
Palmetto, FL 34221

2604 E. 7th Ave.  
Tampa, FL 33605

**Georgia**  
Suite 402  
777 Gloucester St.  
Brunswick, GA 31520

5214 Augusta Rd.  
Garden City, GA 31408

**Guam**  
Jose D. Leon Guerrero  
Commercial Port  
1026 Cabras Highway, Boardroom  
Piti, GU 96915

**Hawaii**  
Hilo Hawaiian Hotel  
71 Banyan Dr.  
Hilo, HI 96720

Suite 204  
1347 Kapiolani Blvd.  
Honolulu, HI 96814

Suite 106  
291 Hookahi St.  
Wailuku, HI 96793

Suite 111  
2970 Kele St.  
Lihue, HI 96766

Kona Coast  
The Charter Desk at Honokohau Marina  
74-381 Kealakehe Parkway  
Kailua Kona, HI 96740

**Illinois**  
Dixon Building  
Suite 206  
8741 South Greenwood  
Chicago, IL 60619

Three Rivers Safety Council  
Suite TWIC  
1615 W. Jefferson St.  
Joliet, IL 60435

2914 W. Willow Knolls Dr.  
Peoria, IL 61614

Suite 153  
1635 1st St.  
Granite City, IL 62040

**Indiana**  
4849 University Drive  
Evansville, IN 47712

Suite 110  
200 Russell St.  
Hammond, IN 46320

Suite 37C  
3602 Northgate Court  
New Albany, IN 47150

**Kansas**  
Commerce Plaza 1 - 7th Floor  
7300 West 110th Street  
Overland Park, KS 66210

**Kentucky**  
322 Harrison Ave.  
Paducah, KY 42001

**Louisiana**  
Safety Council Building  
7645 South Highway 1  
Addis, LA 70710

Safety Council for Louisiana Capital Area  
8180 Siegen Ln.  
Baton Rouge, LA 70810

Courtyard by Marriott - Baton Rouge  
Siegen Lane  
10307 North Mall Drive  
Baton Rouge, LA 70809

Suite 550  
1340 W. Tunnel Blvd.  
Houma, LA 70360

408 Jeanne St.  
Lafayette, LA 70506

3204 A Gerstner Memorial Dr.  
Lake Charles, LA 70601

800 Youngs Rd  
Morgan City, LA 70380

Suite 104  
170 East James Drive  
St. Rose, LA 70087

*Continued on next page*

Continued from Page 6

Port Fourchon Harbor Police  
108 A.O. Rappelet Rd.  
Port Fourchon, LA 70357

LaPlace Shopping Center  
1933 West Airline Hwy.  
LaPlace, LA 70068

**Maine**

163 Hildreth Street North  
Bangor, ME 04401

Suite 12  
236 Oxford Street  
Portland, ME 04101

**Maryland**

Suite 220  
2200 Broening Hwy  
Baltimore, MD 21224

Suite 2106  
3225 Old Washington Rd.  
Waldorf, MD 20602

Suite 204C  
212 W. Main St.  
Salisbury, MD 21801

**Massachusetts**  
Boston Autoport  
100 Terminal Street  
Charlestown, MA 02129

Unit 5  
300 Tremont St.  
Carver, MA 02330

Best Western Providence - Seekonk Inn  
45 Mink Street  
Seekonk, MA 02771

**Michigan**

Suite 101  
115 N. First Ave.  
Alpena, MI 49707

863 North Pine Road  
Essexville, MI 48732

Suite 1  
200 W. Erie Street  
Rogers City, MI 49779

Best Western  
21700 West Rd.  
Woodhaven, MI 48183

Suite 1  
906 Ludington St.  
Escanaba, MI 49829

430 S. Water Street  
Marine City, MI 48039

Old City Hall Bldg 220  
Suite 120  
W Washington St.  
Marquette, MI 49855

Suite 122  
800 East Ellis Road  
Norton Shores, MI 49441

AmericInn of Silver City  
120 Lincoln Ave.  
Ontonagon, MI 49953

511 Ashmun St.  
Sault Ste. Marie, MI 49783

396 N. State Street  
St. Ignace, MI 49781

Suite 105  
1020 Hastings Street  
Traverse City, MI 49686

**Minnesota**

1310 Port Terminal Road  
Duluth-Superior, MN 55802

Holiday Inn  
1500 Hwy 71  
International Falls, MN 56649

Room B006  
34 13th Ave., NE  
Minneapolis, MN 55413

Suite 104  
2161 University Ave.  
St. Paul, MN 55114

**Mississippi**

Delta Plaza Mall, Suite B19  
800 Highway 1 South  
Greenville, MS 38703

Suite D  
1223 30th Ave.  
Gulfport, MS 39501

Ergon Refining  
227 Industrial Drive  
Vicksburg, MS 39183

**New Hampshire**

Suite 2  
30 Mirona Road Extension  
Portsmouth, NH 03801

**New Jersey**

Suite P-6  
2500 S. Broadway  
Camden, NJ 08104

580 Division St.  
Elizabeth, NJ 07201

North Jersey  
Suite G  
89 Luening St.  
South Hackensack, NJ 07606

400 Grove Rd.  
West Deptford, NJ 08086

Suite 665  
33 Wood Avenue South  
Iselin, NJ 08830

**New York**

102 Smith Blvd.  
Albany, NY 12202

Suite 5  
2680 Grand Island Blvd.  
Grand Island, NY 14072

2752 Middle Country Rd.  
Lake Grove, NY 11755

178 West Hoffman Ave  
Lindenhurst, NY 11757

Whitehall Ferry Terminal  
Room 210  
4 South St.  
New York, NY 10004

One East 2nd St.  
Oswego, NY 13126

700 Hummel Ave  
Southold, NY 11971

Suite 310  
803 West Avenue  
Rochester, NY 14611

**North Carolina**

311 Atlantic Beach Causeway  
Atlantic Beach, NC 28512

Suite 107  
5704 Oleander Drive  
Wilmington, NC 28403

**Ohio**

4830 State Rd.  
Ashtabula, OH 44004

Suites 754, 755  
8044 Montgomery Rd.  
Cincinnati, OH 45236

Cleveland Burke Lakefront Airport, Main  
Terminal, Room 179  
1501 N Marginal Road  
Cleveland, OH 44114

Suite D, Office B  
401 Broadway Ave.  
Lorain, OH 44052

Suite 102  
444 W. Perkins Ave.  
Sandusky, OH 44870

One Maritime Plaza  
720 Water St.  
Toledo, OH 43604

**Oklahoma**

5350 Cimarron Rd.  
Catoosa, OK 74015

**Oregon**

Suite 112  
400 Virginia Ave.  
North Bend, OR 97459

Suite 100  
7025 N. Lombard St.  
Portland, OR 97203

**Pennsylvania**

50 West Powhattan Ave.  
Chester, PA 19029

Suite 120B  
601 Upland Ave.  
Brookhaven, PA 19015

Woodbourne Professional Building  
1723 Woodbourne Rd.  
Levittown, PA 19057

Philadelphia Regional Port  
3460 North Delaware Ave.  
Philadelphia, PA 19134

Suite 400  
102 Broadway St.  
Carnegie, PA 15106

**Puerto Rico**

Primer Piso, Salon de Conferencias  
Ave. Santiago de los Caballeros, final  
Edificio Turismo, Playa  
Ponce, PR 00716

Navy Frontier Pier (Muelle Frontier)  
Suite 1  
408 Avenue Fernandez Juncos  
San Juan, PR 00901

**South Carolina**

Residence Inn  
5035 International Blvd.  
North Charleston, SC 29418

**Tennessee**

Suite 101  
3720 Amnicola Hwy  
Chattanooga, TN 37407

Tennessee Valley Training Center  
324 W. Mallory Avenue  
Memphis, TN 38109

60 Old Hickory Blvd  
Old Hickory, TN 37138

**Texas**

Ford Convention Center  
Tyler Room  
5115 Interstate 10 S  
Beaumont, TX 77705

1000 Foust Road  
Brownsville, TX 78521

Room 203  
7433 Leopard St.  
Corpus Christi, TX 78409

Brazos Mall, Suite 1039  
100 Hwy 332 West  
Lake Jackson, TX 77566

Suite 103  
6000 Broadway  
Galveston, TX 77551

Gulf Gate (Chase Bank Building)  
Suite 314, 2900 Woodridge Drive  
Houston, TX 77087

Suite 100  
1717 Turning Basin  
Houston, TX 77029

621 W Main Street  
La Porte, TX 77571

411 West Main Street  
Port LaVaca, TX 77979

Suite 123  
3800 Highway 365  
Port Arthur, TX 77642

Mall of the Mainland  
Suite 1272  
10000 Emmett F. Lowery Expy  
Texas City, TX 77591

1750 FM 1432  
Victoria, TX 77905

**Virginia**

Suite 300, Room 359  
11815 Fountain Way  
Newport News, VA 23606

Suite F  
814 Greenbrier Circle  
Chesapeake, VA 23320

**Virgin Islands**

Renaissance Park  
Estate Anguilla  
Kingshill, VI 00851

Suite 217  
8000 Niksy Center  
Charlotte Amalie, VI 00802

**Washington**

Ste. D  
8327 Summit Park Rd.  
Anacortes, WA 98221

127 E. Intercity Ave.  
Bldg G, Ste C  
Everett, WA 98208

Suite 201  
501 S. First Ave.  
Kelso, WA 98626

Suite A  
2815 St. Andrews Loop  
Pasco, WA 99301

Suite C150  
4634 East Marginal Way South  
Seattle, WA 98134

Fife Business Park  
Suite 17  
5009 Pacific Hwy East  
Tacoma, WA 98424

33rd Place Building  
Suite 107  
3305 Main Street  
Vancouver, WA 98663

**West Virginia**

Tri-State Fire Academy  
4200 Ohio River Rd.  
Huntington, WV 25702

**Wisconsin**

425 South Military Avenue  
Green Bay, WI 54303

TWIC Enrollment Center  
c/o Chase Commerce Center  
Suite 620 Building 28 Floor 1  
3073 S. Chase Ave.  
Milwaukee, WI 53207





# Upgrader Walton Makes History

## Trainee Grad Navigates Engine-Department Career Path

When **Philandar “Fee” Walton** enrolled in the marine electrician course at the SIU-affiliated Paul Hall Center for Maritime Training and Education, she was simply trying to help advance her career as an engine-department Seafarer.

Turns out she made history along the way.

A frequent upgrader, Walton completed the eight-week class in December. She is believed to be the first female to successfully graduate from the unlicensed apprentice program and then also complete engine-department upgrading courses up to and including marine electrician. (The latter class has been offered at the Piney Point, Md.-based school since the amended STCW convention took effect in 2002. Its forerunner was marine electrical maintenance, a then-mandatory course for advancing in QMED classification.)

Instructor Jay Henderson had let her know prior to the class about the “historic” opportunity, but Walton initially thought he was joking. “I guess there was a little more pressure. I had to make sure I passed,” Walton said with a laugh.

She did anything but just squeak by, according to Henderson. Walton completed the rigorous course with a very high average grade and tied for the top final test score.

“She’s an excellent student,” Henderson said. “She asks intelligent questions and is enthusiastic and accurate. As time goes by, she’s becoming more analytical in her thought process. She never says ‘I can’t.’ She’s a positive example for other females

who are thinking about joining the engine department. Actually, she’s a positive example for the guys, too, in terms of work ethic.”

Walton graduated from unlicensed apprentice Class No. 660, in May 2005. She sailed on the *MV Liberty* during Phase II of her apprenticeship and then shipped out on the *USNS Paul Buck* after graduation.

Although it generally seems fewer females sail in the engine room compared to the deck or steward departments, Walton says she is pleased with her selection. “I always want to know how things work, and I like taking stuff apart,” she notes.

Walton, who sails from the port of Norfolk, Va., says she wouldn’t hesitate to recommend the engine department to other female Seafarers. But, her strongest advice is to upgrade as often as possible at the Paul Hall Center, regardless of one’s shipboard department.

She speaks from experience. In addition to marine electrician, Walton (who eventually wants to upgrade to third engineer) also has completed classes including junior engineer, machinist, pumpman, fast rescue boats, and medical care provider.

“I like coming to the school,” says Walton, who most recently sailed aboard the *Tyco Decisive*. “The atmosphere is great and all of the instructors are very thorough. If you don’t understand something, they’ll help you. I think it’s a great benefit for all mariners to upgrade. It opens up more opportunities and makes us more marketable.”



Seafarer Fee Walton says upgrading at the Paul Hall Center is a smart career move.

# Apprentice Chastain Enjoys ‘Journey Towards New Career’

## Program Gets Thumbs-Up from Self-Described Middle-Aged Mom Seeking Challenges

*Editor’s note: This article was written by Unlicensed Apprentice Charlotte Chastain as she wrapped up her Phase II training. Thanks to Capt. John M. Coleman of the Maersk Missouri for forwarding the text and the accompanying photo.*

From the moment I touched down in Newark, N.J., on Aug. 25, 2008, I began an incredible first-time journey as a Seafarers International Union (SIU) Unlicensed Apprentice on the *Maersk Missouri*, a G-class container vessel.

By way of introduction, my name is **Charlotte S. Chastain**, and I am completing the last few days of Phase II of the Paul Hall Center for Maritime Training and Education’s unlicensed apprentice program. The school is located in Piney Point, Md.

I am a middle-aged woman and have raised two college-educated children. At this stage of my life, I am seeking a career change after working as a legal administrative assistant for more than 25 years in an occupation that will be more fulfilling, challenging, and stimulating.

When an acquaintance told me about the Paul Hall Center’s training program to become a U.S. Merchant Mariner, I called Piney Point’s admissions office and asked for information and requirements to be accepted into their school. Everything clicked and within a few months’ time, I was on a journey towards a new career and new way of life.

Phase I of the program consists of an intense three-month course divided into two-week classes, including Lifeboat, Fire Fighting, CPR/First Aid, and working in the galley. I adjusted to Piney Point’s dorm life and rigorous daily schedule. After completing Phase I, apprentices are assigned to a ship via the manpower office. Phase II consists of a minimum of 90 days on board a vessel and emphasizes on-the-job training. Unlicensed apprentices are assigned a minimum of 30 days in each department – deck, engine and steward.

In order to return to the school and begin Phase III, I am required to complete and submit an extensive “sea project” where I answer questions and draw diagrams of the vessel relating to all three departments. Also, an evaluation is completed by the ship’s master and each department head.

For Phase III, the unlicensed apprentice returns to Piney Point for a seven-week training period. At this time, the apprentice decides the department in which to work. After graduation, the Paul Hall Center

assigns each mariner a four-month trip on a ship in their chosen department.

As a novice in this industry, when I first arrived to the *Maersk Missouri*, I was in awe at the massive size of the containership. I stood at the gangplank looking up and felt very excited about embarking on this new chapter in my life. The first day was spent unpacking, filling out paperwork and familiarizing myself with my new “home.”



Unlicensed Apprentice Charlotte Chastain, pictured aboard the *Maersk Missouri*, displays her painting of a small cove near the port of Salalah, Oman.

I was assigned to the engine department for my first 30 days. On the second day, I reported to duty at 7:45 a.m. and met everyone in the department. Next, I took a tour of the engine room. I was surprised at its enormous size and numerous decks and ladders. How in the world was I ever going to learn my way around? I knew I was going to have to prove my worth and value in each department. I jumped in “full speed ahead.”

For the first few days, I helped the QMED with the daily “soundings.” As I became more familiar with

my rounds, I could record the soundings on my own. I was introduced to the jobs of an entry-level worker, and was trained to wire brush, paint, and clean various areas of the engine room. It took me a while to get accustomed to the heat. Needless to say, September was hotter than anyone could imagine, especially given that the *Missouri* was making its Middle East run.

The second month was spent in the deck department. I trained under very talented and knowledgeable “deckies.” The chief mate, bosun, and ABs were patient teaching me ship/sailing terminology and deck procedures. I began each day at 6 a.m. and saw magnificent sunrises.

There was always a painting or cleaning project. Before long, I was recognized as a neat and fast painter. I learned to help dock and undock on the bow, participated in safety and fire drills, pirate watches, and practiced steering the *Missouri* on the bridge.

My final month was occupied in the steward department beginning at 5:30 a.m. each day. Having spent my life cleaning, cooking, and doing for others, I felt at ease in the galley. The three-man steward department took care of the *Missouri*’s entire house. I learned many of the steward’s, chief cook’s and SA’s duties and was taught many tips of the trade. I enjoy cooking and received many fabulous recipes from the chief cook. Health, safety, cleanliness and sanitation were stressed daily.

People often ask me why I want to become a merchant mariner and work at sea. I respond that presently I have no ties or obligations at home, and have always had a sense of adventure for travel and a deep appreciation for the water and the outdoors. Also, I am an artist and painting is my passion. I will have inspiring subjects for my paintings. In port, I was able to go exploring. I never dreamed that I would be sailing to ports in the Mediterranean Sea, Suez Canal, Red Sea, Persian Gulf, and Indian Ocean.

From what I have been told by my fellow shipmates, it is going to be hard for any future ship I sail to top the *Maersk Missouri*! As I reflect on my time as an unlicensed apprentice, I am grateful for all that I have learned, experienced, and seen. I am also very fortunate to have worked with some wonderful people. My first taste of what it is to be a U.S. Merchant Mariner exceeds my expectations. I want to thank *Maersk*, the school and the crew of the *Missouri* for helping me achieve my goal.



# Holidays With Seafarers

## Cape Intrepid Stewards Make 2008 Holidays 'A Sweet Memory'



Members of the steward department aboard the SIU-contracted *Cape Intrepid*--during a holiday call in the Port of Wilmington--went the extra mile for their shipmates when they produced the mouth-watering desserts and entrees shown in the photos at right. Those responsible for these delectable eats (above, from the left) were Steward Assistant Nicanor, Chief Cook Joseph Welle and Steward Donald Dwyer.

## Thanksgiving Becomes A Barbecue Event at the Port of Ft. Lauderdale



Nearly 100 members and guests turned out for the Nov. 25 Thanksgiving barbecue at the Port of Ft. Lauderdale. In photo above, Chief Cook Heath Bryan puts the final touches on one of the event's main dishes. The photos at right show a host of members and guests enjoying Bryan's creations.



## Port of Jacksonville Enjoys Large Turnout at Annual Thanksgiving/Christmas Outing

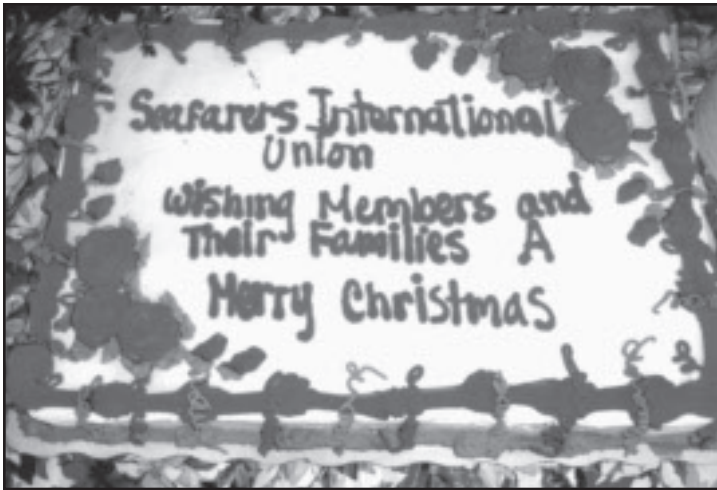
A large crowd of Seafarers, family members and representatives from union-contracted companies enjoyed the food and company available Nov. 21 during the annual Thanksgiving/Christmas event at the Port of Jacksonville. In photo at left, guests help themselves to items on the serving line. Enjoying their meal in the photo at the immediate right are Fatima Mims-Ware and her guest, Karen Shuford, Sharyl Shuford, Lester Williams, Crowley Liner Services' Edwin Colon, Jackie Williams, and Ed Burdorf, also of Crowley. In the photo at far right, AB Tavel Love spends a quiet moment with his son.





# Holidays With Seafarers

## Christmas Gala at Port of Norfolk Attracts Large Turnout



A great time was had by all who attended the annual Christmas luncheon at the Port of Norfolk. Held Dec. 18, the annual outing was attended by union officials, members, their dependents, retirees and their families. As evidenced by the photos appearing in this layout, the event gave new and added meaning to the concept of Brotherhood of the Sea.



### Christmas Event At Port of Baltimore



Union officials, active Seafarers, their dependents and pensioners on Dec. 19 gathered at the union hall in the Port of Baltimore for the first-ever Christmas event at the port's Essex Street location. Some of those in attendance, above from left to right, were: Pensioner Michael Kaminski, Baltimore Port Agent Elizabeth Brown, Pensioner Alva McCullum, the wife of GUDE John Cooper, Chief Electrician Charles Wharton, an unidentified guest, Port of Baltimore Secretary Lisa Clark, AB Michael Wroten, Oiler Kenneth Bricker, Bosun Nelson Poe, AB Kim Brown, GUDE John Cooper and AB Jorge Lanas. Posing below left, from the left were Oiler Vordan Furgeson, Mrs. Cooper and Lanas, right. Joining them is ITF Inspector Arthur Petitpas, third from left. In photo below at right, Pensioner Kaminski, AB Walter Harris, QMED Therman Ames and Pensioner Antonios Trikolglou chum it at the event's conclusion.



### Liberty Eagle Crew Enjoys Thanksgiving at Sea



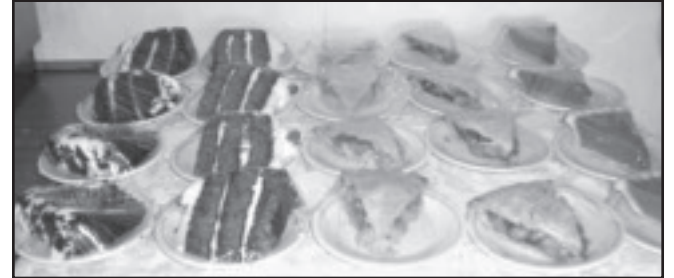
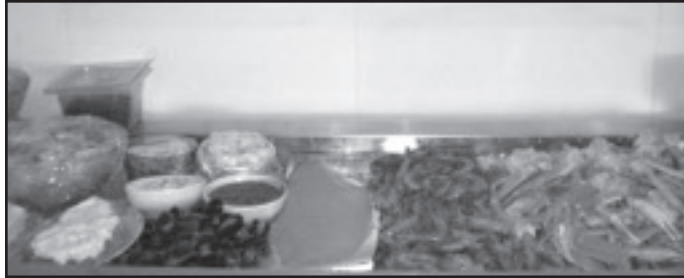
Although they were at sea, the crew of the *Liberty Eagle* still enjoyed a traditional Thanksgiving feast. Chief Steward Tyler Laffitte (who provided these photos) said that despite being on the high seas on Nov. 27, his shipmates still deserved the best and the galley gang made it happen. Taking advantage of the chief steward's efforts, which resulted in some of the food items pictured at top left, (clockwise from below, left to right) were: Apprentice Mykael Willis, QMED Antonio Dolojan-Tingugan, AB Franklin Futch, GUDE Gilberto Padilla, ABM Domingo Martinez-Reyes and AB Jose A. Bermudez; AB Franklin Futch, AB Jose Bermudez and GUDE Fortan Nunez-Martinez; 2nd Mate Christian Jude-Julien and 2nd Assistant Engineer Edgardo Tirado; GUDE Gilberto Padilla, Matrinez-Reyes, Bermudez, Nunez-Martinez, Bosun Juan Rivas and ABM Luis Ruiz-Ramos.





# Holidays With Seafarers

## Maersk Tennessee Crew Enjoys Christmas Meal At Sea



Chief Steward Tony Spain (above) prepares to carve the turkey that was used for the Christmas meal aboard the *Maersk Tennessee* while the vessel was at sea. In addition to turkey, the meal consisted of several other entrees including roast prime rib of beef and smoked baked Virginia Ham. Chief Cook Lamont Faulks (left in photo at immediate left), SA Paula Hopson (right in same photo) and SA Darrell Gray (photo at right) helped Spain prepare the holiday feast. Crew members partake of the offerings in the photo below and at far right.



### Barbecue in December



Members of the *Mokihana* steward department pulled off the unthinkable recently when they braved the winter elements to have a barbecue at sea in December. The feat was really no problem because the vessel was only one day out of Hawaii when the barbecue took place. Manning the grills on the deck of the *Mokihana* during the news-making event (above, from the left) were: Assistant Cook Majed Alsunbahi, Chief Cook Kahlid Mohamed and Recertified Steward Michael Baker.

### Port of Houston Hosts Thanksgiving Event



More than 100 Seafarers, retirees and members of their families on November 25 converged on the union hall in the Port of Houston for its annual Thanksgiving event. In the photo above, members join for a moment of prayer prior to the meal. Below, those who attended make their way through the serving line.





## What's New for 2008?

Following are some of the changes that will take effect in 2008, along with changes that remain in effect from 2006 from the Pension Protection Act of 2006, the 2005 Energy Tax Incentive Act, the Tax Relief and Health Care Act of 2006, and other tax law changes. Please check [www.irs.gov](http://www.irs.gov) before filing your return.

**Mailing Your Return** - The IRS has changed many of its filing centers. Carefully check the mailing address before sending in your return.

**Standard Mileage Rates** - The 2008 rate for business use of your vehicle is 50.5 cents a mile for the period January 1 through June 30 and 58.5 cents a mile for July 1 through December 31. The 2008 rate for use of your vehicle to get medical care or to move is 19 cents a mile for the period January 1 through June 30 and 27 cents a mile for July 1 through December 31. The 2008 rate for charitable services is 14 cents a mile.

**Exemption** - The amount you can deduct for each exemption has increased from \$3,400 in 2007 to \$3,500 in 2008. You lose part of the benefit of your exemptions if your adjusted gross income is above a certain amount. The amount at which the phase-out begins depends on your filing status. For 2008, the phase-out begins at:

- \$239,950 for married people filing jointly and qualified widow(er) with dependent children,
- \$199,950 for a head of household,
- \$159,950 for single taxpayers; and
- \$119,975 for married persons filing separately.

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

**Recovery Rebate Credit and Economic Stimulus Payment** - A refundable recovery rebate credit may be available for those of you who did not receive an economic stimulus check in 2008 or if your economic stimulus payment was less than \$600. Any eligible recovery rebate credit is reduced by the actual economic stimulus payment received. Should the recovery credit result in a smaller amount, no repayment will be required. Please look at the line 70 instructions and applicable chart on pages 62 and 63 of the instructions to Form 1040.

Any Economic Stimulus payment received is not taxable. Additionally, if it was deposited into a tax free account, there will be no penalty to withdraw the amount if done by the due date of your tax return, including extensions.

**Kiddie Tax** - The limit on the so-called "kiddie tax" increased to \$900 in 2008. Children will pay no income tax on the first \$900 of unearned income, such as capital gains or interest from a savings account, and will be taxed at their own rate (most likely 10%) on the next \$900 (0% for long-term capital gains). Unearned income over \$1,800 is taxed at the parents' rate.

For tax year 2008, the kiddie tax will apply not only to children under the age of 18 at the close of the tax year but to any children who continue to qualify to be claimed as a dependent and who are not contributing more than 50% of their own support under the age of 19. The age increases to 24 if the child is a full time student.

**Qualified Dividend and Capital Gains Tax Rate** - The 5% tax rate of qualified dividends and net capital gains is reduced to 0% for 2008. The 15% rate has remained unchanged.

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

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

**Earned Income Credit (EIC)** - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax.

You may be able to take the EIC if:

- A child lived with you and you earned less than \$38,646 (\$41,646 if married filing jointly), or
- A child did not live with you and you earned less than \$12,880 (\$15,880 if married filing jointly).

The maximum investment income you can have and still get the credit has increased to \$2,950.

**Uniform Definition of a Qualifying Child** - In 2005, to simplify the tax law, the definition of a 'qualified child' changed for taxpayers who claim a child as a dependent, elect Head of Household status, or take the Earned Income Credit, Child Tax Credit, Child or Dependent Care Credit. To meet this new definition, the person needs to be your child, sibling (or descendant of either), adopted or foster child. The child must be under either (1) age 19; (2) under age 24 if a student, or (3) any age if permanently and totally disabled. Also, the child must be either a citizen, resident or national of the United States and must have the same principal place of abode as the taxpayer for more than one-half of the year. The child must not provide more than one-half of his/her own support for the year.

**Refundable Child Tax Credit** - For 2008, if the allowable child tax credit is greater than the total tax liability, the taxpayer is eligible for a refundable credit equal to the lesser of 15% of earned income in excess of \$8,500 or the remainder

of the eligible nonrefundable credit.

**Educator Expenses** - The deduction for eligible educator expenses, \$250, has been extended as an eligible deduction for 2008 and 2009.

**Tuition and Fees Deductions** - Taxpayers who choose to claim the tuition and fees deduction must fill out and attach new Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19. Note that many who qualify for the tuition and fees deduction may reap greater tax savings by instead claiming the Hope credit or the lifetime learning credit for a particular student.

**First Time Homebuyer Credit** - This credit is available if you bought a main home from an unrelated party after April 8, 2008 and before July 1, 2009 and did not own a main home in the prior 3 years. If the purchase is completed during the eligible period in 2009, you may elect to treat it as having been made on December 31, 2008 or later file an amended 2008 return. The credit is the lesser of 10% of the purchase price of the home or \$7,500. The credit is phased out for taxpayers with modified AGI of \$75,000 or \$150,000 for joint filers.

Although termed a credit, it must be repaid with your tax return filing evenly over 15 years or when the home is sold if earlier. The repayments begin 2 years after receiving the credit.

If the residence is located in D.C., a home must not be owned within the prior 1 year and the maximum credit is \$5,000. The credit is phased-out with modified AGI between \$70,000 and \$90,000 or \$110,000 and \$130,000 for joint filers.

**Six-Month Automatic Extensions** - Individuals will be able to file Form 4868 to get an automatic six-month extension of time to file. Also, almost all states have indicated they are following the IRS's lead.

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

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

**Exclusion of Income for Volunteer Firefighters and EMTs** - Beginning in 2008, volunteers can exclude the following from gross income:

Rebates or reductions of property or income taxes provided by a state or local government

Payments received from a state or local government for services performed up to a maximum of \$30 a month for each month served

**Sales Tax Deduction** - Taxpayers who itemize deductions will have a choice of claiming a state and local tax deduction for either sales or income taxes on their 2008 return. The IRS will provide optional tables for use in determining the deduction amount, relieving taxpayers of the need to save receipts throughout the year. Sales taxes paid on motor vehicles and boats may be added to the table amount, but only up to the amount paid at the general sales tax rate. Taxpayers will check a box on Schedule A, Itemized Deductions, to indicate whether their deduction is for sales or income taxes.

**Mortgage Insurance Premiums May Be Deductible** - Many homeowners are paying mortgage insurance premiums which are now deductible as part of the mortgage interest deduction. This deduction begins at the start of 2007 and expires at the end of 2010. Mortgage insurance provided by the Veterans Administration, the Federal Housing Administration, the Rural Housing Administration, and private mortgage insurance companies all qualify for the deduction.

**Debt Forgiveness** - Taxpayers can exclude up to \$2 million of debt forgiven on their principal residence. The limit is \$1 million for a married person filing a separate return. This provision applies to debt forgiven in 2007, 2008 or 2009. Debt reduced through mortgage restructuring, as well as mortgage debt forgiven in connection with a foreclosure qualifies for this relief. Use Form 982 to claim the exclusion.

**The Alternative Minimum Tax (AMT)** is a parallel tax calculation method. Unlike the regular tax computation, the AMT disregards certain deductions, adds in certain income, and has a higher exemption amount. For 2008, the AMT exemption amount increased slightly: \$46,500 for single filers, \$69,950 for married people filing jointly and for qualifying widows or widowers, and \$34,975 for married people filing separately.

Starting in 2007, and applicable in 2008, taxpayers may receive a refundable credit for any used prior year minimum tax credit that has been carried forward from year 2003 or earlier. Additionally, new laws allow taxpayers to use most refundable personal credits to offset AMT liability. These include the dependent care, HOPE and Lifetime Learning education credits and the District of Columbia first-time homebuyer's credit. Taxpayers should use carryover worksheets they have or AMT tax forms from earlier years in order to prepare their 2008 returns.

# TAX TIPS

## HOW TO PREPARE A TAX RETURN

**Step 1.** Get all records together.

- Income Records. These include any Forms W-2, W-2G and 1099.
- Itemized deductions and tax credits.
- Medical and dental payment records.
- Real estate and personal property tax receipts.

- Interest payment records for items such as a home mortgage or home equity loan.
- Records of payments for child care so an individual could work.

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

**Step 3.** Fill in the return.

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

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

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

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

**Fast Refund:** Taxpayers are able to request direct deposit of their tax refunds by filling out lines 73b, 73c and 73d on their Form 1040. Line 73b is for the bank's routing number. Line 73c indicates the type of account, and line 73d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, visit the IRS web site at: [www.irs.gov](http://www.irs.gov).

## WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,500 per person. In 2008, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

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

**Personal Interest Deductions:** Personal interest cannot be deducted. However, interest includes interest on car loans, credit cards, personal loans and tax deficiency payments.

**Interest on Secured Loans Deductible:** Interest paid on mortgages or investment loans is 100 percent deductible.

**Union Dues Deduction:** Union dues, including working dues, are deductible if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have been deductible.

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

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

**Deducting Work-Related Expenses:** Expenses associated with a seaman's duties may be considered tax deductible. However, expenses can be deducted for which a reimbursement has been received by the employee.

The union hall to register or travel to a designated medical facility to take the physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley may deduct the costs of knives and cutlery if they personally own but use while performing their work duties. The cost of work-related clothing and other gear as it is truly for work and not paid for by the employer, are likely to be considered deductible.

**Deducting Work-Related Car Expenses:** Use of a personally owned automobile for work-related travel can result in deductible expenses.

Two methods can be used to compute deductible expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the standard mileage rate is 50.5 cents a mile for January 1 to December 31, 2007 and 58.5 cents a mile from July 1 to December 31, 2008. Parking fees and tolls can be added to the standard mileage rate. If using actual cost, information must be available to substantiate operating-related costs for the vehicle, including interest, insurance, taxes, license, maintenance, repairs, depreciation, gas, oil, and parking.

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

**Deducting Work-Related Meals**

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

## STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older, blind, there are additional standard deductions (\$1,050 for a married person or "spouse" or \$1,350 for an unmarried person). Note that the personal exemption deduction is \$3,500.

Filing Status	Standard Deduction
Single.....	\$5,000
Married filing joint return or qualifying widow(er) with dependent children.....	\$7,500
Married filing separate return.....	\$5,000
Head of household.....	\$6,000

For 2008, taxpayers who claim the standard deduction and who are also home owners may add the lesser of state and local property taxes paid or \$500 (\$1,000 in the case of joint filers) to the above amounts.



# FOR MARINERS

**Increased:** The amount that has increased (see page 10). Because of individual's deduction this year and deductions in

**ons:** For 2008, deducted. Personal loans, credit efficiencies.

**Deductible:** Investments in union dues, deductible only if gross income. For the 2 percent is have never

deduction is er, dues paid to organizations are

**Percent of** include invest- administrative d to produce employee al and tax prepa-

**Expenses:** man's work may however, no which a seaman employer. Travel to vel to the union's take the required

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**Child Tax Credit:** In 2008, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old are entitled to the child tax credit. The amount of the credit is \$1,000 per child. The credit begins to phase out when modified Adjusted Gross Income (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or \$55,000 for married taxpayers filing separately. The maximum earned income amount used to figure the additional child tax credit has decreased to \$8,500.

**Credit for Higher Education Tuition:** Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of \$1,850 per student for each of the first two years of postsecondary education. For qualified expenses paid after Jan. 1, 2008, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer, up to \$10,000 for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses. These credits are subject to income limitations. The phase-out of the credits begins for single taxpayers when modified AGI reaches \$48,000, and completely phases out when modified AGI reaches \$58,000. For joint filers, the phase-out range is \$96,000 to \$116,000. The HOPE and Lifetime Learning Credit are not available to taxpayers married filing separately. In 2008, the Lifetime Learning Credit will be \$2,000.

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

**Individual Retirement Accounts:** **Education IRAs** (Coverdell Education Savings Account) - Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary educa-

tion expenses. However, expenses used to claim the HOPE credit or the Lifetime Learning Credit will not qualify for tax-free treatment.

**Traditional IRAs** - The contribution limit to a traditional IRA in 2008 is \$5,000. If a taxpayer reaches age 50 before 2008, the most that can be contributed will be \$6,000. Modified Adjusted Gross Income (AGI) phase-out range increased to \$53,000-\$63,000 for single, head of household, and \$85,000-\$105,000 for married couples filing jointly or qualifying widow(er). Also, solely for the purpose of figuring the \$100,000 modified AGI limit on eligibility to make qualified rollover distributions from a Traditional IRA to Roth IRA, minimum required distributions from IRAs and other qualified plans received in tax year beginning with 2006 are excluded from modified AGI.

**Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$5,000. If a taxpayer reaches age 50 before 2008, the most that can be contributed will be \$6,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$101,000 and \$116,000, for joint filers with an AGI between \$159,000 and \$169,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

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

**OTHER TAX INFORMATION**  
**Private Delivery Services:** Tax returns and extensions can be mailed through private delivery services such as Airborne Express, DHL Worldwide Express, Federal Express and United Parcel Service.  
**Forms of Payments:** One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order.

**WHICH RECORDS TO KEEP**  
Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.  
**Change of Address:** If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.  
**Death of a Taxpayer:** If a taxpayer died before filing a required return for 2008, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

**WHICH INCOME TO REPORT**  
In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:  
■ Jones Act settlements for lost wages.  
■ Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.  
■ Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.  
■ Canceled debts.  
■ State income tax refunds.  
■ Rents.  
■ Repayments.  
■ Royalties.

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

**Limit on Itemized Deductions:** In 2008, itemized deductions may be limited for individuals earning more than \$159,950 of federal adjusted gross income (or \$79,975 if married and filing separately).

**Earned Income Credit:** A refundable earned income credit (EIC) is available to certain individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 2008, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$12,880 and no qualifying children—\$438 maximum credit; taxpayers with income less than \$33,995 and with 1 qualifying child—\$2,917 maximum credit; taxpayers with income less than \$38,646 and with 2 or more qualifying children—\$4,824 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC, to see if they are eligible for the credit.

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

**Child Tax Credit:** In 2008, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old are entitled to the child tax credit. The amount of the credit is \$1,000 per child. The credit begins to phase out when modified Adjusted Gross Income (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or \$55,000 for married taxpayers filing separately. The maximum earned income amount used to figure the additional child tax credit has decreased to \$8,500.

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

## WHICH INCOME NEED NOT BE REPORTED

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

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

## WHY SEAFARERS MUST PAY STATE INCOME TAX

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

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

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

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

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

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

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

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

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

## WHERE TO GET INFORMATION

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

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

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

**Telephone Help:** The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone

## OVERSEAS AT TAX TIME

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

were more than the cost of normal expenses while living in the home.

■ Certain amounts received as a scholarship.

## FILING AN EXTENSION

Taxpayers can get an automatic 6-month extension if, no later than April 15, 2009, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

## WHERE IS MY REFUND?

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

older or "spouse" ion is

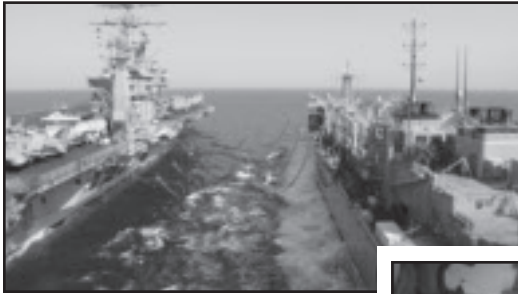
## and Deduction

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In Charleston, S.C., the *USNS Seay* loads MRAPs for action in Iraq.



Fittingly named, the *USNS Supply* (above, right) performs underway replenishment for the *USS George Washington* in the Persian Gulf.

The photo at right, taken in the South China Sea, shows a weapons off-load between the *USS Ronald Reagan* (left) and *USNS Flint* as seen from an SH-60 helicopter. The *Flint* is crewed by members of the SIU Government Services Division.



A roll-on/roll-off discharge facility is attached to the stern ramp of the *USNS Piliilau* during a military run-through off the coast of Red Beach in Camp Pendleton, Calif.

## Union Mariners Support Our Troops

SIU members have a long history of ably manning U.S.-flag military support ships. That tradition is alive and well today, as Seafarers sail aboard many different types of vessels which in turn support the troops. Those ships include tankers, roll-on/roll-off vessels, ammunition ships and many others. Pictured on this page are just a few of the Seafarers-crewed ships sailing as part of the nation's fourth arm of defense.



The prepositioning vessel *USNS 1st Lt. Baldomero Lopez* off-loads Marine cargo for military exercise "Cobra Gold" in the Gulf of Thailand.

### Notice/Reminder

## New NMC Medical Guidelines Finalized

Last year, SIU headquarters distributed to all ports new medical guidelines and hearing and vision standards that the U.S. Coast Guard's National Maritime Center (NMC) began using to evaluate applications for original and renewal merchant mariner documents and licenses. Those guidelines were made final in 2008. The new guidelines are considerably more rigid than the old, officially to help ensure safety and productivity. They include conditions and categories such as hearing and vision loss; body mass index; alcohol and drug dependency/abuse; and a long list of other medical conditions that will require a waiver. Many of the medical conditions on the list are new with the new guidelines.

To download the lists of conditions covered in the guidelines, go to the NMC's web site: [www.uscg.mil/hq/cg5/nvic/2008s.asp#2008](http://www.uscg.mil/hq/cg5/nvic/2008s.asp#2008)

For a waiver form go to:

[www.uscg.mil/nmc/downloads.asp](http://www.uscg.mil/nmc/downloads.asp)

Mariners with questions are encouraged to contact the NMC's Medical Evaluation Branch via e-mail at: [marinermedical@uscg.mil](mailto:marinermedical@uscg.mil) or call **1-888-IASKNMC (1-888-427-5662)**.

Following are some tips from the Coast Guard when getting a medical evaluation:

- Start early – The Coast Guard recommends starting the process six months prior to the expiration of the seafarer's merchant mariner documentation. Some of the reasons are that mariners may need follow-up examinations, time to get reports and appointments, etc.

- Be sure to get copies of any recent evaluation reports and medical records concerning current and active conditions.

- Always tell the truth during the process. Non-disclosure of conditions or falsifying statements is not only a federal offense but will result in not receiving credentials when caught.

- If issued a waiver that has conditions or additional requirements, follow up on the recommendations fully and right away.

- If the MMD/z-card is denied, appeal immediately. There is a 60-day deadline to appeal after the denial. A denial letter will be sent by the NMC with instructions for subsequent steps.

### Notice/Reminder

## SHBP Medical Department Elaborates on MSC Physical Examination Guidelines

*Editor's note: The following notice is a slightly modified version of a document prepared by Dr. Kenneth Miller, Medical Director of the Seafarers Health and Benefits Plan's Medical Department, for use by clinic employees. The information is relevant to Seafarers, too, including members of the SIU Government Services Division.*

As many Seafarers know, the Military Sealift Command (MSC) of the U.S. Navy has issued revised medical history and physical examination forms and guidance documents for the performance of physical examinations for fitness for duty requirements for individuals in the U.S. maritime industry. *MSC has jurisdiction over two separate branches of the maritime fleet: mariners who are civil service employees of MSC (CIVMARS) and mariners who are employed by MSC-contracted shipping companies (CONMARS). SHBP-contracted clinics perform physical examinations only for those mariners who are employed as CONMARS (contracted mariners) on behalf of the SIU's MSC-contracted companies. MSC utilizes only one set of government forms and issues the same set of guidelines for both classes of mariners.*

For the most part, from the clinic's perspective, the difference between the two groups is not significant with respect to the performance of the required medical examinations. Recent changes in the forms and medical guidance require the use of Department of Defense (DOD) forms and U.S. Navy active duty criteria for the determination of fitness for duty at

sea aboard military-support vessels. These changes are reflected in the new forms which are currently being implemented. Since the SHBP-contracted clinics provide services only to CONMARS, the Plan has adapted these forms for the evaluation of CONMARS.

With respect to the clinical guidance for medical examiners performing MSC physical examinations, the agency has relied upon two separate sources:

*COMSCINST 6000.1D (Chapter 5: Physical Standards) NAVMED P-117 (Section I Article 15-1 to 15-5 & Section III Article 15-30 to 15-61)—US Navy Manual of the Medical Department*

The SHBP has distributed both of these documents to the SHBP contracted clinics. When examiners are determining whether or not mariners are fit for duty for MSC positions, both documents should be utilized.

*As stated in COMSCINST 6000.1D, Section 5.6(b) "Physical Standards," medical conditions listed in NAVMED P-117 "are generally considered disqualifying except as specified in the next paragraph, c." Examiners should familiarize themselves with COMSCINST 6000.1D section 5.6 (c) "Amplifying Guidance on Specific Conditions." If a specific medical condition is not covered in this section, examiners should seek guidance in the NAVMED P-117 document. Please be advised that NAVMED P-117 was designed to be implemented for all U.S. Navy active duty personnel and other mariners (CIVMARS and CONMARS) who may be deployed to active combat zones. As such, it may hold CONMARS to a more strict interpretation of the clinical assessment than may be warranted for mariners who are employed in non-MSC commercial shipping positions. As always, all fitness for duty determinations must be made on an individual basis considering all the clinical parameters and employment circumstances of the mariner. The SHBP Medical Department is always available to assist examiners in those situations where a particular condition is not covered or the interpretation of the guidance provided in the documents is unclear.*

Additional specific considerations for the evaluation of mariners for MSC positions include the following:

Although medications are not covered in either document, MSC has stated that *there are only two medications which are absolutely incompatible with MSC service: insulin and coumadin.*

*The use of other medications, such as some psychotropic medications, narcotic pain medications and some cardiac medications must be evaluated in light of the specific underlying conditions for which they are prescribed. In many instances, the presence of these conditions, regardless of medication usage, would preclude clearances for MSC positions.*

*Mariners who are considered "not qualified for MSC duty" should be evaluated for clearance for commercial positions. Mariners who are cleared for commercial positions but not qualified for MSC positions should be issued blue clinic cards with the designation "NO MSC" typed (or written) on the FRONT of the clinic card. As usual, individuals who have chronic medical conditions that are deemed to be unqualified for MSC positions should be issued clinic cards that expire in accordance with the general policy of six-month clinic cards for seafarers who require additional medical monitoring for the medical condition(s) under consideration.*

*If a mariner is determined to be unqualified for MSC service and the "NO MSC" restriction is placed upon the clinic card, a copy of the clinic card must be faxed to the SHBP Medical Department.*

Mariners who are deemed to be unqualified for MSC positions should be informed that if they wish to apply for a waiver from MSC for a specific medical condition, they may do so by contacting the MSC directly or the SHBP Medical Department for additional guidance.

Questions regarding either the medical guidelines or the administrative procedures for implementation of the physical examinations should be directed to the SHBP Medical Department, P.O. Box 210, MD 20674, (301) 994-0010, extension 5264.



## Personal

**Michael Gramer**

Please contact Nick Van-Beek by phone at (415) 387-4536 or via email at snwag2000@yahoo.com

### Correction

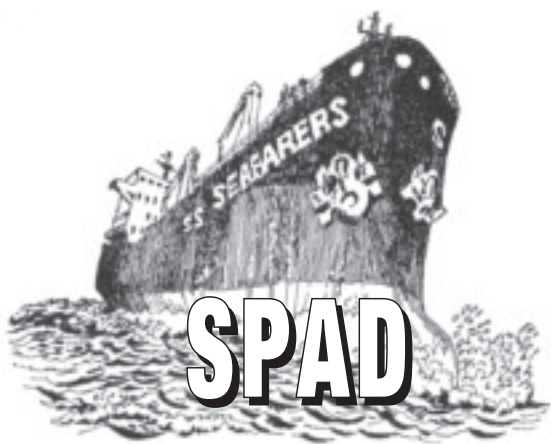
An article in the December edition of the *LOG* listed New York as the home port of Recertified Bosun **Joe Casalino**. Brother Casalino started his SIU career in New York but has shipped from the San Francisco/Oakland hall for the last 15 years.

## March & April 2009 Membership Meetings

Piney Point.....	Monday: March 2, April 6
Algonac.....	Friday: March 6, April 10
Baltimore.....	Thursday: March 5, April 9
Boston.....	Friday: March 6, April 10
Guam.....	Thursday: March 19, April 23
Honolulu.....	Friday: March 13, April 17
Houston.....	Monday: March 9, April 13
Jacksonville.....	Thursday: March 5, April 9
Joliet.....	Thursday: March 12, April 16
Mobile.....	Wednesday: March 11, April 15
New Orleans.....	Tuesday: March 10, April 14
New York.....	Tuesday: March 3, April 7
Norfolk.....	Thursday: March 5, April 9
Oakland.....	Thursday: March 12, April 16
Philadelphia.....	Wednesday: March 4, April 8
Port Everglades.....	Thursday: March 12, April 16
San Juan.....	Thursday: March 5, April 9
St. Louis.....	Friday: March 13, April 17
Tacoma.....	Friday: March 20, April 24
Wilmington.....	Monday: March 16, April 20

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

## Attention Seafarers Another New Ship!



## Works For You!

### Holiday Closure

Please be advised that—unless an emergency arises—SIU Headquarters and all SIU hiring halls will be closed Monday, Feb. 16 for the observance of Presidents' Day. Normal business hours will resume at all affected locations the following workdays.

# Dispatchers' Report for Deep Sea

December 16, 2008 — January 15, 2009

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	6	7	16	1	0	0	0	6	9	18
Anchorage	0	2	2	0	2	0	0	1	8	3
Baltimore	6	5	0	8	4	0	4	6	5	1
Fort Lauderdale	13	16	3	7	8	2	6	23	25	7
Guam	2	5	1	1	5	1	0	4	7	4
Honolulu	10	4	0	8	7	1	3	15	9	0
Houston	35	16	7	34	17	2	19	67	52	9
Jacksonville	41	18	4	27	12	4	9	62	29	4
Joliet	1	7	4	1	2	0	0	1	8	4
Mobile	12	8	1	8	5	0	1	24	14	2
New Orleans	13	10	1	9	5	0	6	25	15	3
New York	36	20	5	30	16	2	17	72	53	10
Norfolk	11	15	5	16	11	3	9	21	28	6
Oakland	26	8	0	13	7	2	6	44	14	4
Philadelphia	5	4	0	4	3	0	1	10	7	0
Piney Point	0	1	12	0	1	11	1	1	3	4
Puerto Rico	6	9	1	4	5	1	0	14	17	2
St. Louis	2	6	0	0	0	0	0	6	9	0
Tacoma	33	26	3	29	16	2	15	60	42	8
Wilmington	29	15	4	17	13	2	10	60	37	7
<b>Totals</b>	<b>287</b>	<b>202</b>	<b>69</b>	<b>217</b>	<b>139</b>	<b>33</b>	<b>107</b>	<b>522</b>	<b>391</b>	<b>96</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	1	5	4	0	1	0	0	1	6	4
Anchorage	0	0	0	1	1	0	0	0	3	0
Baltimore	7	6	0	4	5	1	2	7	9	0
Fort Lauderdale	4	3	1	5	6	0	2	12	11	3
Guam	1	4	0	0	1	1	0	1	7	1
Honolulu	12	4	1	7	4	1	1	20	6	0
Houston	18	15	1	11	7	0	9	30	23	1
Jacksonville	24	10	3	15	11	0	7	40	20	5
Joliet	0	2	1	0	0	0	0	1	3	1
Mobile	9	7	0	5	0	0	0	17	13	1
New Orleans	8	4	0	6	3	0	1	10	7	1
New York	14	13	3	13	3	2	5	28	24	5
Norfolk	7	16	1	2	12	0	6	14	27	2
Oakland	9	9	1	6	6	1	3	15	10	5
Philadelphia	3	2	0	1	1	0	0	5	3	0
Piney Point	3	0	0	0	0	0	0	3	1	0
Puerto Rico	7	3	1	2	3	0	4	7	5	1
St. Louis	0	1	1	0	0	0	0	1	2	1
Tacoma	15	9	0	9	8	0	7	20	20	3
Wilmington	15	12	2	12	8	0	8	20	15	4
<b>Totals</b>	<b>157</b>	<b>125</b>	<b>20</b>	<b>99</b>	<b>80</b>	<b>6</b>	<b>55</b>	<b>252</b>	<b>215</b>	<b>38</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	3	4	0	0	0	0	2	4	4
Anchorage	0	1	0	0	2	0	0	0	1	0
Baltimore	4	1	0	0	2	0	2	3	2	0
Fort Lauderdale	4	9	0	3	0	1	5	8	14	0
Guam	3	5	1	2	0	0	0	3	5	3
Honolulu	12	3	2	10	3	0	5	24	5	2
Houston	18	4	0	17	5	0	11	31	9	0
Jacksonville	12	13	1	7	10	0	2	32	16	3
Joliet	0	0	1	0	0	0	0	0	1	1
Mobile	6	2	0	2	2	0	1	11	3	0
New Orleans	5	3	1	3	3	0	0	11	1	1
New York	22	6	0	15	9	0	11	39	7	1
Norfolk	9	12	1	8	7	0	2	16	17	1
Oakland	14	4	0	7	1	0	5	34	4	0
Philadelphia	0	2	0	1	2	1	0	2	1	0
Piney Point	4	1	0	0	0	1	0	7	2	0
Puerto Rico	2	1	0	0	0	0	1	6	3	0
St. Louis	2	3	0	1	2	0	1	4	4	0
Tacoma	13	4	0	12	5	0	5	28	6	0
Wilmington	31	2	0	20	6	1	8	40	6	1
<b>Totals</b>	<b>162</b>	<b>79</b>	<b>11</b>	<b>110</b>	<b>57</b>	<b>4</b>	<b>59</b>	<b>301</b>	<b>111</b>	<b>17</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	1	14	12	0	0	0	0	3	15	13
Anchorage	0	2	1	0	0	0	0	0	2	1
Baltimore	1	7	1	0	2	1	0	2	5	2
Fort Lauderdale	0	4	8	0	2	4	0	0	9	17
Guam	0	0	4	0	2	0	0	0	0	5
Honolulu	5	6	6	2	11	0	0	4	11	12
Houston	5	17	3	2	18	3	0	9	30	5
Jacksonville	0	22	14	0	6	3	0	4	40	27
Joliet	0	2	3	0	0	0	0	0	3	3
Mobile	1	9	3	0	4	1	0	1	12	7
New Orleans	2	7	1	1	2	1	0	3	10	5
New York	5	28	8	2	9	5	0	15	52	13
Norfolk	0	19	14	0	4	3	0	1	34	31
Oakland	6	11	9	3	11	3	0	9	17	17
Philadelphia	0	1	0	0	0	0	0	0	1	0
Piney Point	0	2	28	0	0	25	0	0	3	11
Puerto Rico	1	2	0	0	1	0	0	1	7	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	4	12	0	3	9	4	0	9	24	2
Wilmington	3	9	4	3	4	3	0	5	23	16
<b>Totals</b>	<b>34</b>	<b>174</b>	<b>119</b>	<b>16</b>	<b>85</b>	<b>56</b>	<b>0</b>	<b>66</b>	<b>298</b>	<b>187</b>
<b>Totals All Departments</b>	<b>640</b>	<b>580</b>	<b>219</b>	<b>442</b>	<b>361</b>	<b>99</b>	<b>221</b>	<b>1141</b>	<b>1015</b>	<b>338</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 Corgay, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
**Joseph T. Soresi, Vice President Atlantic Coast**  
**Kermett Mangram,**  
*Vice President Government Services*



**HEADQUARTERS**

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

**ALGONAC**

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

**ANCHORAGE**

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

**BALTIMORE**

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

**BOSTON**

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

**GUAM**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JOLIET**

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

**MOBILE**

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

**NEW ORLEANS**

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

**NEW YORK**

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600  
Government Services Division: (718) 499-6600

**NORFOLK**

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

**OAKLAND**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SANTURCE**

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

**ST. LOUIS/ALTON**

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

**TACOMA**

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

**WILMINGTON**

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

## Deadline Nears to Apply For 2009 SHBP Scholarships

Seafarers and dependents who are interested in furthering their education don't have much time left to apply for the Seafarers Health and Benefits Plan 2009 Scholarship Program. The application deadline is April 15.

Designed to ease the financial challenges associated with college and vocational studies, this year's SHBP Scholarship Program will offer eight awards. Three of these offerings specifically are designated for Seafarers and five have been targeted for spouses and dependents. One of the Seafarers scholarships totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are for \$6,000 each and are designed as two-year awards for study at a post-secondary vocational school or community college. The five scholarships for spouses and dependents are for \$20,000 apiece.

The first step in the application process is to send for the 2009 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, interested individuals need only complete the form which appears above and return it to the address provided. The packages also are available at SIU halls.

Please send me the 2009 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name .....

Street Address .....

City, State, Zip Code .....

Telephone Number .....( ).....

This application is for:                      Self                      Dependent

Mail this completed form to:

Scholarship Program  
Seafarers Health and Benefits Plan  
5201 Auth Way  
Camp Springs, MD 20746

2/09

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application. All required materials must be received by the SHBP Scholarship Program Office by April 15.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Letters of recommendation –

solicited from individuals who know the applicant's character, personality and career goals – also should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

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

### For Seafarers 401(k) Participants

## Morgan Stanley-Citi Venture Means Business as Usual – Maybe Better

The recently announced joint venture between Morgan Stanley and Citigroup Inc.'s Smith Barney should be seamless for participants in the Seafarers 401(k) Plan.

A communication sent last month from Smith Barney to Seafarers Plans and SIU officials summed it up as follows: The new venture "means we remain at the same desk in the same office with the same support staff, just

new stationary and a new business card. It in no way affects your plan, accounts, investments or our relationship."

The message continued, "This new partnership will greatly enhance our ability to provide you with unmatched advice and the superior client service that has long characterized both the Morgan Stanley and Smith Barney organizations. Indeed, as our valued client, you will

be able to access the extensive global networks of both firms to get the best market intelligence and investment opportunities."

According to news reports, the new entity is expected to employ more than 20,000 brokers in 1,000 branches. The combined firm will be called Morgan Stanley Smith Barney.

The Seafarers 401(k) Plan launched in January 2008.

## Pic-From-The-Past



The Waterman owned and SIU-crewed *Chickasaw* in January 1953 was berthed at Bethlehem Steel Co. Inc.'s 56th Street Yard in Brooklyn, N.Y., following a mishap in New York Harbor. The vessel was entering the harbor in a dense fog when she collided with the U.S. Lines' *American Leader*. The incident, which left a gaping hole in the *Chickasaw's* bow, occurred between the Narrows and Governors Island. No injuries were sustained by crews of either vessel. The *Chickasaw* later proceeded to Bush Terminal where she was repaired.

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

### KEVIN BERTEL

Brother Kevin Bertel, 55, started sailing with the Seafarers in 1973 as a member of the engine department. His first voyage was on the *Bethex*. Brother Bertel often took advantage of educational opportunities available at the Paul Hall Center in Piney Point, Md. He was last employed aboard the *SLMP-853 Tacoma*. Brother Bertel was born in Omaha, Neb., and now makes his home in Tacoma, Wash.



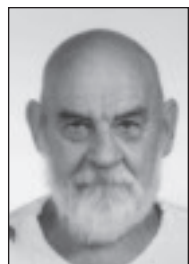
### MICHAEL BORDERS

Brother Michael Borders, 53, joined the union in 1971 while training in Piney Point, Md. He initially sailed on the *James*. Brother Borders was born in Virginia and shipped in the steward department. He upgraded frequently at the union-affiliated school. Brother Borders' final ship was the *Performance*. He resides in Portsmouth, Va.



### GARY COATS

Brother Gary Coats, 70, became an SIU member in 1981. The Iowa native shipped in the deck department. Brother Coats first went to sea aboard the *Independence*. In 2000, he visited the Piney Point school to enhance his seafaring abilities. Brother Coats most recently sailed on the *Eric G. Gibson*. He lives in Mauritius.



### LEOCADIO COLON

Brother Leocadio Colon, 77, donned the SIU colors in 1996 while in the port of New York. He originally shipped aboard the *USNS Denebola*. Brother Colon attended classes on numerous occasions at the Seafarers-affiliated school in Maryland. The deck department member was born in Honduras. Brother Colon's final trip was on the *Overseas New Orleans*. He is a resident of Paterson, N.J.

### ANSELMO LOPEZ

Brother Anselmo Lopez, 67, joined the SIU in 1991 while in the port of New York. He originally shipped in the steward department aboard the *Independence*. Brother Lopez enhanced his skills often at the union-affiliated school in Piney Point, Md. His final voyage was on the *Maersk Georgia*. Brother Lopez was born in Honduras but makes his home in Brooklyn, N.Y.



### ROBERT MULVANEY

Brother Robert Mulvaney, 65, started sailing with the union in 1991. His earliest trip to sea was aboard the *USNS Lynch*. Brother Mulvaney, a member of the engine department, was born in New Jersey. In 1996 and 2000, he took advantage of educational opportunities available at the Piney Point school. Brother Mulvaney's last ship was the *USNS Denebola*. He settled in his native state.



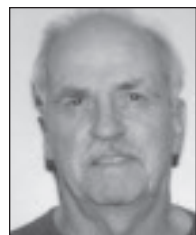
### FELIPEPITO ORLANDO

Brother Felipepito Orlando, 63, joined the Seafarers in 1987. He was initially employed on the *USNS Persistent*. Brother Orlando was a member of the steward department. He was born in the Philippines. Brother Orlando upgraded at the Piney Point school on numerous occasions. His most recent voyage was aboard the *Virginian*. Brother Orlando lives in Chesapeake, Va.



### THOMAS PALBITSKA

Brother Thomas Palbitska, 66, was born in Bremerton, Wash. He became an SIU member in 1993. Brother Palbitska first worked on the *Cape Victory*; his final trip to sea was aboard *Seabulk Pride*. He attended classes at the Paul Hall Center in 2001. Brother



Palbitska sailed in the deck department. He resides in Las Vegas.

## INLAND

### DANIEL COX

Brother Daniel Cox, 62, was born in California. He started sailing with the union in 1980. Brother Cox primarily shipped with Crowley Towing & Transportation of Wilmington. He makes his home in Cypress, Calif.



### WILLIAM DIZE

Brother William Dize, 60, joined the SIU ranks in 1986. He mainly sailed aboard vessels operated by the Association of Maryland Pilots. Brother Dize was born in Virginia but settled in Ewell, Md.



### BRUCE GODFREY

Brother Bruce Godfrey, 57, became a union member in 1976. His earliest trip to sea was on an Allied Towing vessel. Brother Godfrey was born in North Carolina. He enhanced his skills frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Godfrey last sailed with OSG Ship Management. He resides in Jacksonville, Fla.



### RUSSELL JEWETT

Brother Russell Jewett, 65, began shipping with the Seafarers in 1973. He initially worked with Michigan Interstate Railway. Brother Jewett was born in Cheboygan, Mich. In 1981, he attended classes at the Piney



Point school. Brother Jewett most recently sailed aboard the *Sugar Island*. He lives in Hart, Mich.

## GREAT LAKES

### SCOTT CORISTINE

Brother Scott Coristine, 55, began sailing with the Seafarers in 1972 from Detroit, Mich. His first ship was the *U.S. Gypsum*; his most recent was the *St. Clair*. Brother Coristine was born in Michigan. He worked in both the engine and deck departments during his seafaring career. Brother Coristine upgraded on three occasions at the maritime training center in Piney Point, Md. He calls Lascassas, Tenn., home.



Reprinted from past issues of the Seafarers LOG

### 1953

During an incident investigation, the U.S. Coast Guard hailed the SIU crew of the *Angelina* as exhibiting "superb seamanship" for preventing a disaster in the Chesapeake and Delaware Canal. The incident occurred at midnight when a ship proceeding through the canal ahead of the *Angelina* collided with the oil barge *F.L. Hayes*, causing an explosion that flew burning gasoline that enveloped the *Angelina* from stem to stern.

Awakened out of sleep by alarms, the *Angelina* crew quickly responded and saved the ship from flames shooting higher than the masts and burning so hot they were blistering paint.

### 1962

Two SIU-contracted ships, the *Rose Knot* and the *Coastal Sentry*, were part of the global network

tracking stations which maintained communications with Mercury astronaut John Glenn as he made three orbits around the world. While details were limited by security, it is reported one of the ships was stationed off the coast of Africa and the other was in the Indian Ocean.

## This Month In SIU History

### 1975

Manned by a crack SIU crew, the newly built supertanker *TT Williamsburgh* embarked on her maiden voyage on Jan. 2 from New York Harbor to the Persian Gulf and Europe. The 225,000 dwt *Williamsburgh* was built by SIU-affiliated UIW shipbuilders at the Seatrain

Shipbuilding Yard in the former Brooklyn, N.Y., Navy Yard.

The six-story supertanker was sold to the General Electric Co. Credit Corp. and its agent the Wilmington Trust Co. for a 25-year bareboat charter to Kingsway Tankers Inc., which time-chartered the vessel for 25 years to American Petrofina Inc., a subsidiary of Belgium Petrofina S.A.

### 1991

As the progression of the Persian Gulf War unfolds, press reports state that some foreign seamen have refused to sail on ships assigned to carry American cargo to the area of conflict, including seamen from nations supposedly allied to the U.S. During congressional testimony, SIU President Michael Sacco pointed out the continued unreliability of foreign mariners on flag-of-convenience ships when it comes to ensuring U.S. troops receive materiel in regions of crisis.



# Final Departures



## DEEP SEA

### JOSEPH EBBOLE

Pensioner Joseph Ebbole, 84, passed away Oct. 1. Brother Ebbole became a Seafarer in 1954. He was born in Illinois. Brother Ebbole initially shipped in the deck department of an Emerson Steamship Company vessel. Prior to his retirement in 1989, he worked aboard the *Liberator*. Brother Ebbole lived in Las Vegas.



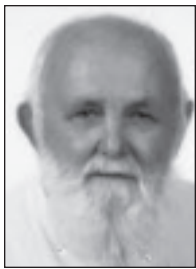
### IRVIN GORGAS

Pensioner Irvin Gorgas, 83, died Nov. 5. Brother Gorgas was born in Chicago. He started shipping with the union in 1944 from the port of New York. Brother Gorgas first sailed aboard the *Kyska*. The steward department member last shipped on the *Overseas Arctic*. Brother Gorgas retired in 1980 and called Covington, La., home.



### HUBERT JACKSON

Pensioner Hubert Jackson, 78, passed away Nov. 28. Brother Jackson joined the SIU in 1956 while in the port of Houston. His first ship was operated by Terminal Steamship Company. Brother Jackson was born in Sampson, N.C., and shipped in the deck department. His final voyage was aboard the *Explorer*. He went on pension in 1991 and resided in Newton Grove, N.C.



### DEWEY JORDAN

Pensioner Dewey Jordan, 81, died July 14. Brother Jordan signed on with the union in 1946. His earliest trip to sea was on the *Alcoa Pilgrim*. Brother Jordan was born in North Carolina and sailed in the deck department. His last ship was the *Cape Orlando*. Brother Jordan became a pensioner in 1989 and settled in Wilmer, Ala.



### JOHN LYONS

Pensioner John Lyons, 87, passed away July 20. Brother Lyons first donned the SIU colors in 1973. His first voyage was aboard the *Falcon Lady*. Brother Lyons, a member of the engine department, was born in Massachusetts. His final trip to sea was on the *Brooks Range*. Brother Lyons began receiving his pension in 1988 and made Perris, Calif., home.



### ARTHUR MACHADO

Pensioner Arthur Machado, 67, died Nov. 22. Brother Machado became a union member in 1968. He initially worked in the deck department of an Atlantic Carriers Inc. vessel. Brother Machado was born in New Orleans. He most recently shipped aboard the *USNS Altair*. Brother Machado retired in 2003. He was a resident of Belle Chase, La.



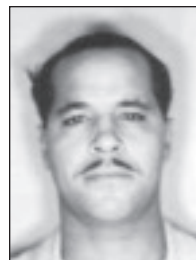
### JAMES MIJARES

Pensioner James Mijares, 91, passed away July 14. Brother Mijares joined the SIU ranks in 1961. His first trip to sea was on a Colonial Steamship Company vessel. Brother Mijares sailed in the steward department. He was born in the Philippines. Before retiring in 1982, Brother Mijares shipped on the *Galveston*. He lived in Spring Valley, Calif.



### JUAN OQUENDO

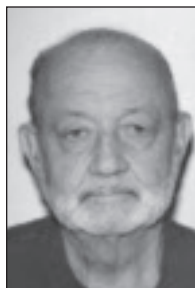
Pensioner Juan Oquendo, 87, died July 4. Brother Oquendo signed on with the Seafarers in 1943 while in the port of New York. He was born in Puerto Rico and worked in the steward department. Brother Oquendo's final voyage was aboard the *San Juan*. He went on pension in 1986 and called Uniondale, N.Y., home.



### EVERETT RICHMAN

Pensioner Everett Richman, 78, passed away Nov. 17. Brother Richman was born in Norfolk, Va.

He joined the union in 1967 and initially worked on the *Alcoa Trader*. Brother Richman shipped as a member of the engine department. He was last employed aboard the *Integrity*. Brother Richman resided in Jacksonville, Fla., and retired in 1996.



### JUAN RODRIGUEZ

Pensioner Juan Rodriguez, 78, died June 24. Brother Rodriguez first donned the SIU colors in 1951 while in the port of Houston. His first voyage was on a Delta Steamship Lines vessel. Brother Rodriguez was born in Mexico and sailed in the engine department. His final trip to sea was aboard the *Atlantic*. Brother Rodriguez became a pensioner in 1991 and settled in Galveston, Texas.



### VIRGILIO ROMERO

Pensioner Virgilio Romero, 81, passed away Oct. 7. Brother Romero, a member of the engine department, began shipping with the Seafarers in 1977. He originally worked on a vessel operated by CSX Lines. Brother Romero was born in the Philippines. Prior to his retirement in 1996, he sailed aboard the *USNS Silas Bent*. Brother Romero was a resident of San Francisco.



### RICHARD SCHEMM

Pensioner Richard Schemm, 83, died Nov. 25. Brother Schemm joined the Seafarers in 1953 while in the port of New York. He was born in Philadelphia. Brother Schemm originally worked in the deck department of an AH Bull Steamship Company vessel. His final trip to sea was with Energy Ammonia Transportation. Brother Schemm continued to reside in Pennsylvania. He became a pensioner in 1990.



### VICTOR TAMULIS

Pensioner Victor Tamulis, 81, passed away Nov. 18. Brother Tamulis joined the SIU ranks in 1955. He first shipped with Atlantic Carriers as a member of the deck department. Brother Tamulis was born in Greenfield, Mass. His last ship was the *Commitment*. Brother Tamulis went on pension in 1994. He lived in Houston.



## INLAND

### TARLTON LANGELE

Pensioner Tarlton Langele, 68, died July 18. Brother Langele was born in Alabama. He originally sailed on a Hudson Waterways vessel. Brother Langele's most recent trip to sea was aboard the *Crescent Mobile*. The deck department member began receiving his pension in 2004. Brother Langele continued to live in his native state.



### JOHN NELSON

Brother John Nelson, 52, passed away June 3. He started shipping with the union in 1979. Brother Nelson was born in Brooklyn, N.Y. He initially worked in the deck department on the *Seabulk Tanker*. Brother Nelson's final ship was the *Resolve*. He called Fort Myers, Fla., home.



### GEORGE SADLER

Pensioner George Sadler, 86, died July 4. Brother Sadler first donned the SIU colors in 1960. He was initially employed with Pennsylvania Railroad in the port of Norfolk, Va. Brother Sadler was born in Virginia. His last trip to sea was aboard a Penn Central Transportation Company vessel. Brother Sadler started collecting his retirement compensation in 1982. He settled in Gwynn, Va.



### JOHN SMITH

Brother John Smith, 49, passed away June 14. He signed on with the SIU in 1977 while in Piney Point, Md. Brother Smith first sailed on the *Consumers Powers*. He was born in Philadelphia and shipped in the engine department. Brother Smith most recently worked aboard a Crowley Liner Service vessel. He continued to live in Pennsylvania.

## GREAT LAKES

### LAWRENCE CURNOW SR.

Pensioner Lawrence Curnow, Sr., 67, died Nov. 15. Brother Curnow began his employment with the SIU in 1966. He initially sailed on a Great Lakes Associates vessel. Brother Curnow last shipped aboard the *John Boland*. He sailed in the deck department and was a resident of his native state of Minnesota.



### ROBERT LACKEY

Pensioner Robert Lackey, 94, passed away July 20. Brother Lackey was born in Canada. He joined the union in 1961. Brother Lackey originally worked with Merritt Chapman & Scott. Before his retirement in 1976, he sailed on a Dunbar & Sullivan vessel. Brother Lackey made his home in Monticello, Fla.



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

Name	Age	DOD
Adams, William	86	Nov. 8
Amata, John	89	Nov. 14
Antoine, Louis	86	Nov. 24
Burke, Joseph	94	Nov. 11
Carter, Robert	88	Nov. 12
Cruz, Anicasio	84	Nov. 26
Curtis, Melvin	88	Dec. 2
Dwyer, Herbert	83	Nov. 30
Ferro, John	95	Nov. 18
Francisco, Jose	92	Nov. 21
Green, Van	80	Nov. 1
Gutow, William	83	Nov. 20
Johnson, Jay	80	Nov. 19
King, Benson	87	Nov. 15
Pena, Robert	83	Nov. 29
Reyes, Eladio	85	Nov. 25
Salvage, James	68	Nov. 18
Sherman, Edward	79	Nov. 20
Smallcombe, James	84	Nov. 20
Southern, Alan	82	Nov. 20
Walka, Edward	81	Nov. 2



# Digest of Shipboard Union Meetings

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

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

**ALLIANCE NORFOLK** (Maersk Line, Limited), Nov. 16 – Chairman **Raphael L. James**, Secretary **Luis A. Caballero**, Educational Director **Herman Castro**. Bosun and crew thanked steward department for good food and service. Secretary expressed gratitude to fellow crew members for helping keep house clean with a special thanks given to SA **Rolando Batiz**. He announced that clean linen would be distributed prior to arrival in port; please leave for new crew. No beefs or disputed OT reported. Seafarers requested a new washing machine. Suggestion was made to raise pension benefits.

**CHARGER** (Maersk Line, Limited), Nov. 16 – Chairman **Robert Pagan Jr.**, Secretary **Alfonso Dixon**, Educational Director **Andrew J. Linares**, Deck Delegate **Raymond P. Vicari**, Engine Delegate **Orlando Guzman**, Steward Delegate **Valerie Russo**. Chairman reported smooth sailing. He asked departing mariners to leave keys in rooms and make sure rooms were neat for arriving crew. He also reminded everyone to get their TWIC card as soon as possible. Educational director urged Seafarers to visit the Paul Hall Center for Maritime Training and Education in Piney Point, Md., to upgrade skills. No beefs or disputed OT reported. Recommendation was made

regarding requirements for vacation benefits.

**COMMITMENT** (Maersk Line, Limited), Nov. 30 – Chairman **James K. Walker**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis Baker**, Deck Delegate **Reuben M. Brown**, Engine Delegate **Mark Davis**, Steward Delegate **Breon A. Lucas**. Chairman announced payoff Dec. 5 in Charleston, S.C. It was also reported that room inspection would take place Dec. 3. Educational director encouraged all mariners to stay safe, "We are experiencing rough weather, don't take any chances, use one hand for rails." No beefs; disputed OT reported in deck department. It was reiterated that ship was on its last voyage; crew will be moved to new vessel in January 2009. Bosun thanked steward department for keeping the "bellies happy." Next ports: Charleston, S.C., Houston, and Norfolk, Va.

**EL MORRO** (Interocean American Shipping), Nov. 29 – Chairman **Robert T. Grubbs**, Secretary **Rafeal A. Cardenas**, Educational Director **Joseph A. Letang**. Chairman reminded crew to keep documents current. He also suggested applying early for TWIC cards to avoid the rush as April 2009 is approaching quickly. Educational director talked about the importance of upgrading at the Piney Point school.

No beefs or disputed OT reported. Motion was made to decrease time required to qualify for pension benefits and increase wages.

**GREEN COVE** (Central Gulf Lines), Nov. 16 – Chairman **Francisco D. Bonilla**, Secretary **John L. Gibbons Jr.**, Deck Delegate **John Walsh**, Engine Delegate **Christina Earhart**, Steward Delegate **Shantay Joquin**. Bosun announced payoff in Tacoma, Wash., on Nov. 20 and went over ship's itinerary. Secretary requested that all crew members see SA prior to signing off to get clean linen. No beefs; disputed OT reported in deck and engine departments. Crew members stated rooms were too cold, and related request was made for portable heaters. Next ports: Vancouver, Canada and Tacoma, Wash.

**HORIZON ANCHORAGE** (Horizon Lines), Nov. 2 – Chairman **Dan P. Flechearty**, Secretary **Amanda F. Suncin**, Educational Director **Michael P. Brown**. Chairman stated payoff would take place Nov. 4 at sea, with arrival in Tacoma, Wash., later that evening. Secretary asked mariners to help keep crew lounge and laundry clean. Educational director urged Seafarers to upgrade skills often at the maritime training center in Piney Point, Md. He also reminded everyone to keep all paperwork current. No beefs or disputed OT reported. Heating

## Aboard SIU Vessel in Jacksonville



AB Robert Davis prepares to move cargo aboard the SIU-crewed *Westward Venture* in the port of Jacksonville, Fla. To accomplish this daunting task, Davis is operating a piece of equipment known as a "hi low."

problems were reported in crew mess hall, which will be discussed with boarding patrolman. Bosun thanked crew members for working well together and keeping inside of house clean. Next ports: Tacoma, Wash., Anchorage, Alaska, and Kodiak, Alaska.

**HORIZON TRADER** (Horizon Lines), Nov. 30 – Chairman **Antonio M. Mercado**, Secretary **Joseph Emidy**, Educational Director **Thomas M. Flynn**, Engine Delegate **Victor L. Sapp**. Chairman announced payoff in Jacksonville, Fla., on Dec. 5. Patrolman was requested to come aboard. Chairman expressed his gratitude to steward department for great food during voyage. Educational director advised all mariners to enhance their seafaring abilities at the Paul Hall Center and check out Joseph Sacco Fire Fighting and Safety School, "it is second to none." Treasurer reported \$985 in crew fund and \$1,000 in satellite fund. No beefs or disputed OT reported. Suggestions were made pertaining to pension benefits and clarification was requested regarding time-off rotations. Next port: Jacksonville, Fla.

**HOUSTON** (USS Transport Lines), Nov. 16 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox**, Educational Director **Ronald Gordon**, Engine Delegate **Daniel Daligcon**, Steward Delegate **Andrew Andrini**. Chairman reported that patrolman is expected to visit ship in Galveston, Texas. Secretary thanked crew for helping keep pantry and mess hall clean. He reminded everyone to clean lint filters in dryer to prevent fires and make the dryer work more efficiently. Steward noted that food costs are up due to higher fuel and delivery costs and that food budget needs to be updated. Educational director encouraged members to check out what the union-affiliated school has to offer and keep nec-

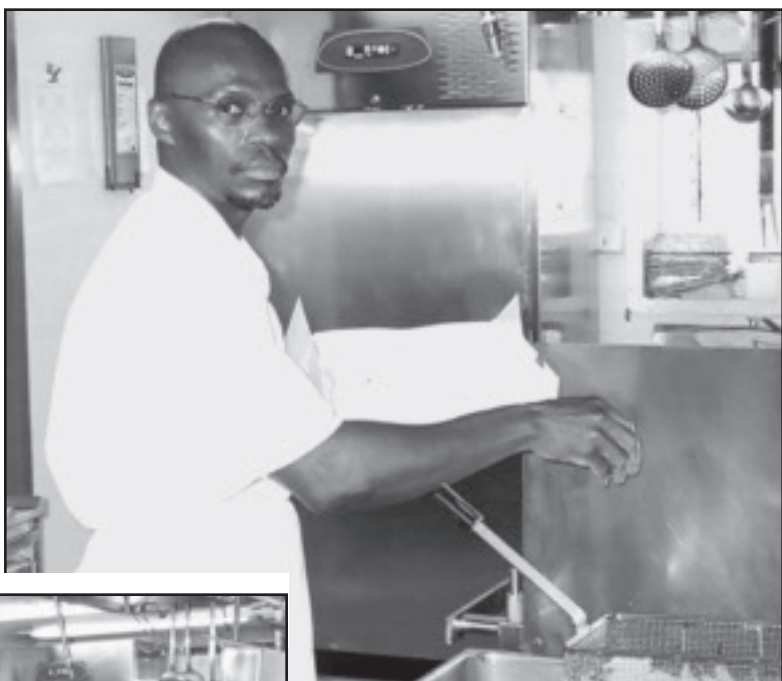
essary seafaring documents current. No beefs or disputed OT reported. Request was made to have crew washing machine fixed. Crew members expressed their appreciation to the steward department. Next ports: Houston and Beaumont, Texas.

**MAERSK CALIFORNIA** (Maersk Line, Limited), Nov. 24 – Chairman **Abdul A. Hassan**, Secretary **John D. Bukowski**, Deck Delegate **Glen A. Rogers Jr.**, Engine Delegate **Luis Valencia**, Steward Delegate **Richard M. Worobey**. Chairman reported a smooth and safe voyage. Secretary thanked Seafarers for help keeping ship clean. Treasurer noted \$601.00 in ship's fund. No beefs or disputed OT reported. President's report from the October 2008 *Seafarers LOG* was read and discussed. Crew members requested company purchase a "region free" DVD player for the crew lounge as the one they have now only plays DVD's from the Middle East region. Vote of thanks was given to the steward department. Next port: Shuwaikh, Kuwait.

**MAERSK CONSTELLATION** (Maersk Line, Limited), Nov. 16 – Chairman **Raynaldo Ramirez**, Secretary **Steven Dickson**, Educational Director **Hugh Morrison**, Deck Delegate **Eddie L. Cathcart**, Steward Delegate **Jessie Jones**. Chairman advised members to check contracts before taking jobs at the union hall to avoid confusion and misunderstandings when you get to the vessel. He sends his congratulations to President-elect Obama. Secretary urged all mariners to get TWIC card ASAP if they wish to work after April 2009. Educational director encouraged crew to take advantage of the Paul Hall Center to increase your opportunities for advancement. No beefs or disputed OT reported. Steward department was thanked for excellent meals and service. Next port: New Orleans.

## Meal Time on the Alliance St. Louis

The hard-working crew aboard the SIU-contracted *Alliance St. Louis* deserves only the best when meal time rolls around on the vessel. Ensuring that none of their shipmates leaves the galley dissatisfied during lunch are Chief Cook Vincent Chaver (right), who drops raw food items into the deep fryer; Steward Assistant Christopher Baum (below) on the grill and and Steward Baker Franklyn Cordero who prepares watermelon for the salad bar. Members of the *Alliance St. Louis* crew regularly voice their appreciation for the efforts of the galley gang.





# Maritime Briefs

## **SS Transglobe, Union Crews Inducted into 'Hall of Fame'**

A World War II-era cargo vessel, the *SS Transglobe*, and its crew were scheduled to be inducted into the National Maritime Hall of Fame in a Jan. 31 ceremony at the U.S. Merchant Marine Academy in Kings Point, N.Y.

The *Transglobe* was crewed by NMU, MM&P and MEBA members throughout its service. The vessel originally was designed as a cargo ship for Lykes Brothers Steamship Company. The U.S. Maritime Commission modified its design as a C-4 ship and took it over in 1941.

In 1944, the *Transglobe* successfully completed seven convoy runs through the U-boat packs of the North Atlantic, transporting 13,524 GIs to England. It was later used to make shuttle runs across the English Channel, including during the D-Day invasion. In all, the *Transglobe* transported a record 201,294 troops, wounded, casualties and other passengers, a number unsurpassed by any merchant ship during WWII. In 1946, the *Transglobe* was laid up until the Vietnam War.

In 1960, the *Transglobe* was taken out of layup and converted into a roll-on, roll-off vessel. Under government service in 1966, the ship began shuttle service between Naha, DaNang and Saigon. During the ship's Vietnam service from 1966 to 1972, it became highly acclaimed for delivering troops and materiel under nearly constant fire. At one point during the war, the vessel was cited as being on the Viet Cong's "most wanted list" for its successful missions.

Established in 1982, the National Maritime Hall of Fame is intended to highlight U.S. maritime heritage.

## **U.S. Navy Submarine Order Good News for Union Yards**

The U.S. Navy has awarded a \$14 billion contract for eight nuclear submarines to General Dynamics Corp. The vessels will be built in connection with Northrop Grumman. Work will be done at two union-contracted shipyards that include General Dynamics' Electric Boat in Groton, Conn., and Northrop Grumman's Newport News Virginia Shipyard.

The AFL-CIO Maritime Trades Department, to which the SIU is affiliated, has long contended that an upgrade of the nation's nuclear submarine fleet is overdue. In addition to creating jobs in a critical sector of the American econo-

my, it will enhance U.S. security interests, the MTD has indicated.

The orders come at a critical time for the shipyard workers. Late last year, the two ship makers warned Congress that they could be forced to make job cuts if the Navy did not place more orders.

## **MarAd Study Evaluates U.S. Maritime Policy**

The Maritime Administration has issued a new study that evaluates the projected adequacy of current U.S. maritime policy in meeting the commercial, economic, security and environmental needs of the nation over the next three decades.

The report was researched and prepared by IHS Global Insight, Inc., of Lexington, Mass. The 72-page report finds that current U.S. maritime policy only supports America's domestic maritime trades and is not supportive of U.S. participation in the international trades. However, the study also advises that possible reforms in national policy may lend more support to the U.S. maritime industry.

Among other points, the report calls for strong support of the Jones Act and U.S. shipbuilding as well as maritime labor and safety laws. It also calls for greater investment in port development. Further, it backs the marine highway initiative.

The full report and its findings are available online at Maritime Administration web site, [www.marad.dot.gov](http://www.marad.dot.gov)

## **Congressional Coalition Calls for Expanded American Shipbuilding**

The United States government needs to pursue policies that will promote a strong domestic shipbuilding base.

That was the conclusion of a bipartisan coalition of 18 senators and more than 40 members of the House of Representatives, who sent letters out to their colleagues late last year.

"Expanding American shipbuilding has the dual benefit of strengthening a critical branch of our national defense while bolstering our strained economy," wrote the senators. "At a time when American manufacturing jobs are moving overseas, we have an opportunity to create highly-skilled jobs for the American manufacturing workforce here at home."

According to these legislators, a priority should be given

to reversing the decline of the U.S. Navy, whose fleet has shrunk by roughly 50 percent over the past two decades to the smallest number since before World War II. Without immediate action, the 284 vessels now in the fleet will continue to dwindle. The legislators said that the United States could maintain a 313-vessel Navy if it adopted an annual build rate of 12 vessels.

Action also should be taken to ensure the viability of the commercial sector as well, the lawmakers said.

The senators and House members highlighted both the economic and homeland security benefits that would accompany such a policy. An estimated 400,000 people in 47 states are employed by the shipbuilding industry, which consists of six major shipbuilding yards, several smaller ship construction and repair yards, and more than 4,000 major manufacturers of ship components and systems.

Signing the Senate letter were Senators Mary Landrieu (D-La.), Susan Collins (R-Maine), Ted Kennedy (D-Mass.), John Kerry (D-Mass.), Jack Reed (D-R.I.), Sheldon Whitehouse (D-R.I.), Barbara Mikulski (D-Md.), Benjamin Cardin (D-Md.), Bill Nelson (D-Fla.), Mel Martinez (R-Fla.), Joseph Lieberman (I-Conn.), Chris Dodd (D-Conn.), Thad Cochran (R-Miss.), Roger Wicker (R-Miss.), Olympia Snowe (R-Maine), David Vitter (R-La.), Daniel Akaka (D-Hawaii) and Sherrod Brown (D-Ohio).

A similar House letter was signed by Representatives Gene Taylor (D-Miss.), Rob Wittman (R-Va.), Bobby Scott (D-Va.), Rick Larsen (D-Wash.), Steve Kagen (D-Wis.), Robert Brady (D-Pa.), Neil Abercrombie (D-Hawaii), Joe Courtney (D-Conn.), Susan Davis (D-Calif.), Rodney Alexander (R-La.), Henry Brown (R-S.C.), Eric Cantor (R-Va.), Jim Langevin (D-R.I.), James McGovern (D-Mass.), Madeleine Bordallo (D-Guam), John Carter (R-Texas), Frank LoBiondo (R-N.J.), Randy Forbes (R-Va.), Roscoe Bartlett (R-Md.), Corrine Brown (D-Fla.), Bart Stupak (D-Mich.), Maurice Hinchey (D-N.Y.), Loretta Sanchez (D-Calif.), Betty Sutton (D-Ohio), Patrick Kennedy (D-R.I.), Mike Michaud (D-Maine), Steve Scalise (R-La.), Travis Childers (D-Miss.), Stephen Lynch (D-Mass.), Bob Latta (R-Ohio), Joe Wilson (R-S.C.), Trent Franks (R-Ariz.), Bob Filner (D-Calif.), Walter Jones (R-N.C.), Steven Rothman (D-N.J.), Gene Green (D-Texas), Bob Goodlatte (R-Va.), Jo Bonner (R-Ala.), Marcy Kaptur (D-Ohio), Pete Visclosky (D-Ind.), Rosa DeLauro (D-Conn.), Carol Shea-Porter (D-N.H.) and Timothy Bishop (D-N.Y.).

# Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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

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

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

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

**PAYMENT OF MONIES.** No monies

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

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

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

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

**SEAFARERS POLITICAL ACTIVI-**

## **TY DONATION — SPAD.**

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

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

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



# Seafarers Paul Hall Center Upgrading Course Schedule

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

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	March 2 April 27 June 22	March 27 May 22 July 17
Automated Radar Plotting Aids (ARPA)	April 13	April 17
Fast Rescue Boat	June 29	July 3
Government Vessels	February 23 April 6 June 1 July 27	February 27 April 10 June 5 July 31
Lifeboatman	March 9 June 8	March 20 June 19
Radar	March 30	April 10
Radar Renewal	April 20	April 20
Specially Trained Ordinary Seaman	May 4	May 15
Tank Ship Familiarization/Assistant Cargo DL	February 9 May 18	February 20 May 29
Tank PIC Barge DL	May 11	May 15

## Engine Upgrading Courses

Advanced Refrigerated Container	March 30 June 22	April 24 July 17
Basic Auxiliary Plant Operations (BAPO)	March 30 May 25	April 24 June 19
FOWT	March 2 April 27 June 22	March 27 May 22 July 17
Junior Engineer	March 9	May 1
Marine Electrician	May 11	July 3
Marine Refrigeration Technician	February 9	March 20

Course	Start Date	Date of Completion
Marine Refrigeration Technician	May 4	June 12
Machinist	June 1	June 19
Pumpman	June 22	July 3
Welding	March 2 April 6 May 4 June 1	March 20 April 24 May 22 June 19

## Safety Specialty Courses

Advanced Firefighting	March 9	March 20
Basic Firefighting/STCW	February 17 March 30 May 11 May 25 July 20	February 20 April 3 May 15 May 29 July 24
Basic & Advanced Firefighting	March 9	March 20
Medical Care Provider	March 23	March 27
MSC Small Arms (Company designees)	February 23	February 26

## 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 January 26.

## Academic Department Courses

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

Adult Basic Education (ABE)

English as a Second Language (ESL)

College Program

Preparatory Course (when applying, students should list the name of the prep course desired on upgrading application)

## Online Distance Learning Courses

Students MUST have access to the internet with an e-mail address in order to take the following classes: DL Environmental Awareness, DL Hazmat Control & Mgmt, DL Hearing Conservation, DL Heat Stress Mgmt., DL Shipboard Pest Mgmt., DL Respiratory Protection and DL Shipboard Water Sanitation.

The foregoing classes are taken online, not at the Paul Hall Center. Please be sure to provide an email address (printed neatly) on the application when applying.

## 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.

2/09



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** — Unlicensed apprentices from Class 710 recently graduated from the water survival course. Those graduating (above, in alphabetical order) were: Walid Ahmed, Jason Albertson, James Baldwin, Donnel Cherry, Scott Daly, Ginger Fitzpatrick, Abdulkarim Ghaleb, Mohamed Ghaleb, Steven Hamilton, Brandon Hess, Bryant Hunter, Ryan Kiefer, Bruce Raquet, Michael Ringwood and Derek Thompson. (Note: Not all are pictured.)



**Basic Auxiliary Plant Operations** — The following individuals (above, in alphabetical order) on Dec. 5 completed the basic auxiliary plant operations course: Benjamin Arroyo, Jason Babbitt, Daniel Balch, Jeremy Birchfield, Jonathyn Bland, Michael Brannon, Tony Brinkley, Christopher Crooms, Jason Crusing, Ezekiel Deas, Jonathan Diaz, Casimiro Garza Jr., Shawn Haber, Nathan Jenkins, Stephen Jenkins, Shawn Lewis, Kwame Owusu, Lazaro Rivera-Rodriguez, Steven Shaffer, Karen Suzuki, Aleksey Vigovskiy, Luchi Watson and Rickey Yancey. Their instructor, Tim Achorn, is at far right.



**Unlicensed Apprentice Water Survival Class** — Twenty unlicensed apprentices from Class 711 recently graduated from the water survival course. Completing the course (above, in alphabetical order) were: Tallentyre Barmann, Jose Burgos, Timothy Cunningham, Maurice David, Jose Gonzalez DelValle, Anthony Green, Deok Hamlett, Jamar Harley, Kevin Hunt, Eddie Jackson, Gerren Jenkins, Josue Marin, Charles Murphy, Jesus Pacheco, Nicholas Pratt, Keven Reyes Velez, Angel Rodriguez-Pineiro, Edwin Velez, Osburn Wyche Jr. and Jerald Young.



**Tankship Familiarization** — Two classes of Phase III trainees completed this 63-hour course Oct. 31. Those graduating (above, in alphabetical order) were: Benjamin Arroyo, Jason Babbitt, Martin Baker, Daniel Balch, Reginald Berkes, Jeremy Birchfield, Johnathyn Bland, Robert Blunt, Michael Brannon, Tony Brinkley, Phillip Clemon, Christopher Coombs, Michael Correa, Jason Crusing, Jason Davis, Ezekiel Deas, Jonathan Diaz, Stanford Drankes, Christopher Gonseth, William Gosse, Shawn Haber, Heather Hammons, Joshua Hansen, Shaun Lewis, Robin Majette, Bryan Mash, Kevin McCrea, John Menley, Joshua Milton, Twanna Moody, Jarred Moylan, Tierria Noble, Lazaro Rivera-Rodriguez, Robert Rothwell, Adam Sanders, Joshua Sanders, Ignacio Santos Aponte, Steve Shaffer, Kenneth Summerford, Lezlie Vehikite, Nelson Velez, Aleksey Vigovskiy, Stephen Wood, and Rickey Yancey.

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

## Computer Classes



Six individuals recently completed computer training courses while upgrading their skills at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Those completing various classes (photo above, from the left) were Milton Carmichael, Saeed Alahmadi, Donato Surell, Arnel Resurrecion, Regina Ewing (right in photo at left below) and Sergio Cedeno (right in photo at right below). Their instructor, Rich Prucha, is in the center in photo above, and at the left and right respectively in the photos below.





# Paul Hall Center Classes



**Tankship Familiarization DL** – The following individuals (above, in alphabetical order) on Nov. 21 completed this course: Thellis Barnes, Enrique Bodden, Jose Bonita, George Borromeo, Milton Carmichael, Juanito Ceralde, Daniel Chisom-Coffey, Mark Ciciulla, Cory Covington, Goeffrey Denesse, Dori Grier, Peter Hamm, Russell Luther, David McGrew, Jimmy Orr, Selcuk Ozdencanli, Arnel Resurrection, Jeffry Stuart, Donato Surell, Mark Wertz and Emmanuel Wilson. Their instructor, Jim Shaffer, is at far right.



**ARPA** – Six upgraders (above, in alphabetical order) on Nov. 21 completed this 32-hour course: Joshua Ano, Rudy Harjanto, Andrew Longneck, Chris Ruggiero, Michael Sherman and Gregory Smith. Their instructor, Stacy McNeely, is at left



**Welding** – The following individuals (above, in alphabetical order) on Nov. 21 completed this 103-hour course: Steven Benavides Jr., Eugene Davis Jr., Criseldo Espinosa, Arlyn Fernandez, Nicholas Gattuso, Phil Hurlbutt, Harry McKeever, Neiman Pettis, Steben Torres and Edward Zimich. Buzzy Andrews, their instructor, is fifth from the left.



**Advanced Firefighting (Hawaii)** – Six individuals completed this course Nov. 21 at the Seafarers Training Center at Barbers Point, Hawaii. Graduating (above, in no particular order) were Chinando Pacis, Matt Nelson, Jeffrey Page, George Longshore, Gregorio Cudal and Victorino Labrilla Jr.



**BST/STCW (Hawaii)** – Twenty individuals on Nov. 22 graduated from this course at the SIU-affiliated training facility in Hawaii. Completing the course (above, in no particular order) were: Andrew Churchill, Trevor Dudley, Patrick Karousis, Plamen Kolev, Seton Williams, Lucio Calina, Marjorie Coleman, Elijfredo Cabrera Cancel, Monica Loreda, Veldy Veve, Santa Lucero, Nancy Tran, Leslie Amerson, Clara Dickinson-McQuary, Meserete Kristos, Rosimar Pinto, Matthew Southard, Sheri Ketcher, Ashley Colvin and Abigail Stewart.



**Crowd Management (Hawaii)** – The following individuals (above, in no particular order) graduated from this course in Hawaii on Dec. 7: Larry Ganon, Richard Ong, Jose Castrodes, Ahmed Omer, Jape Geonzon, Ramiro Lopez, Edward Glabis, Danilo Valencia, Edward Fermaint, Robin Lukaszewski, Eric Barachina, Lucia Colon, Dustin Brantley, Nilo Gler, Terence Chan, Danna Williams and Maurice Brodie.



**BST/STCW (Hawaii)** – Eighteen individuals on Nov. 15 completed their training in this course at the Seafarers Training Center at Barbers Point, Hawaii. Those graduating (photo at left, in no particular order) were: Adan Cortez, Kevin Griffin, Tony Vera, Christopher Branscomb, David Gentry, Jonathan Manion, Andrina Hargrave, Chistopher Beutler, Jonathan Berkland, Timothy Hinson, Alexis Bey, Fabiola Mendez, Samantha Schnepf, Chad Aude, Robert Auld, Diane Hampton, Jesse Jargrave and Fantasis Harrington.

**BST/STCW (Hawaii)** - The following individuals (photo at right, in no particular order) on Dec. 6 graduated from this course in Barbers Point, Hawaii: Brandon Zolman, Michael Mussarelli, Abby O'Brian, Mary Edwards, Matthew Tyler, Alai Woldeamalk, Karen Alander, Mary Gunter, Edward Fermaint, Austin Burgess, Jennifer Patino, Tyler Binette, Skyler Yuda, Kyle Brathwaite, Kacee Koupal, Reed Shannon, Michael Vannoy, Phyllis Glasgow, Noah Andrews and Hazel Jenkins.







The

www.seafarers.org

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# Seafarers Log

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**TWIC News  
And Reminders  
- Pages 6-7**



Officials from SIU-contracted Crowley discuss shipboard safety, including the importance of recognizing and preventing crew fatigue, during a meeting with union officials, Paul Hall Center representatives and others.



A key part of the overall training was an introduction to a state-of-the-art computer system being implemented at the union halls

## *Safety Directors Sharpen Skills* *SIU Group Offers Key Insights in Crowley Meeting*

SIU safety directors from 11 ports last month took part in their 10th annual meeting at the union-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md. The directors also participated in an in-depth safety meeting with SIU headquarters officials and representatives of Crowley (a gathering which took place at the union's head office in Camp Springs, Md.).

The safety directors' mid-January agenda featured thorough training on a state-of-the-art computer system scheduled for implementation at SIU halls. It also included updates on key current events in the U.S. maritime industry; reviews of critical regulations governing mariner, vessel and port safety; ship inspection procedures; techniques for uncovering hidden hazards; hands-on refreshers in fire fighting and confined-space safety, and more.

The Crowley meeting was a follow-up to a previous

conference. Attendees also included representatives from the Paul Hall Center, the American Maritime Officers, and American Service Technology, Inc. Much of the agenda focused on recognizing and preventing mariner fatigue. The Paul Hall Center's online "distance learning" courses also were discussed.

Completing the week of safety updates and refreshers (Jan. 12-15) were the following safety directors: Monte Burgett (from the SIU's Algonac, Mich., hall), Mark Von Siegel (Brooklyn, N.Y.), Kevin Marchand (Ft. Lauderdale, Fla.), James Brown (New Orleans), Frank Iverson (Honolulu), Jimmy White (Houston), Ashley Nelson (Jacksonville, Fla.), Sam Spain (Norfolk, Va.), Kathy Chester (Oakland, Calif.), Ryan Palmer (Tacoma, Wash.) and Abdul Al Omari (Wilmington, Calif.).



With guidance from instructor Steve Stockwell, Kathy Chester practices the use of a portable fire extinguisher.



Safety directors participate in hands-on training (photo above and at immediate left) at the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center.

Data Management Manager Kristy Clements (photo above) explains one aspect of the new computer system to two of the safety directors.

SIU headquarters officials and safety team members (photo at right) are pictured in the conference room at the union's facilities in Camp Springs, Md. Seated (from left) are Kathy Chester, Jimmy White, Sam Spain, Mark Von Siegel and Ryan Palmer. Standing (also from left) are President Mike Sacco, Secretary-Treasurer David Heindel, Kevin Marchand, VP Contracts George Tricker, Ashley Nelson, James Brown (rear), Abdul Al Omari, Executive VP Augie Tellez, Monte Burgett and Frank Iverson.

