



The Seafarers Log

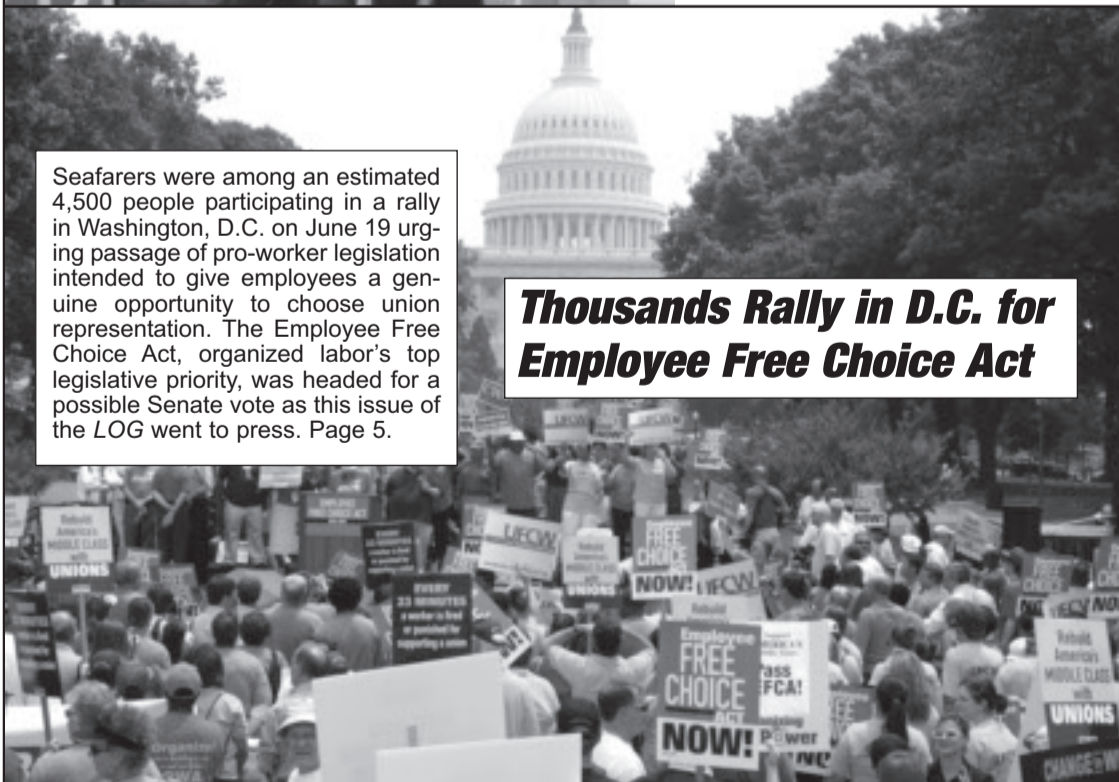
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

Union Welcomes 2nd OSG Tanker

*Aker Philadelphia Shipyard
Conducts Ceremony for
Overseas Long Beach*



The second of Overseas Shipholding Group's new tankers being built at Aker Philadelphia Shipyard formally was named the *Overseas Long Beach* June 16 at the yard. The vessel is pictured above during sea trials a week before the ceremony. At left, shown near the ship just before the event are (from left) SIU Executive VP Augie Tellez, OSG Senior VP Captain Robert Johnston and SIU VP Contracts George Tricker. The photo at right shows ongoing progress at the shipyard, which is building additional tankers to be crewed by Seafarers. Page 3.



Seafarers were among an estimated 4,500 people participating in a rally in Washington, D.C. on June 19 urging passage of pro-worker legislation intended to give employees a genuine opportunity to choose union representation. The Employee Free Choice Act, organized labor's top legislative priority, was headed for a possible Senate vote as this issue of the LOG went to press. Page 5.

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

SIU Boatmen Bike for Charity



Seafarer Nickoli Payne (pictured in Austin, Texas) recently led a group of fellow SIU boatmen who took part in a major philanthropic event raising funds for the Lone Star Chapter of the National Multiple Sclerosis Society. The two-day bike ride generated more than \$12 million. Page 6.

President's Report

Why We Participate

Any Seafarer who cares about his or her job security and the future of our union should understand the importance of grassroots political activities.



Michael Sacco

This is a topic I bring up with some frequency, precisely because it's so important to all of us. Our livelihoods depend on it.

A quick look at this issue of the *LOG* illustrates my point. (I'll understand if you first want to turn toward the back pages and check who retired and who crossed the final bar. I do the same thing each month as I'm approving the pages.) Our lead story is about a new tanker joining the SIU fleet. That ship is part of a large program of new builds, first announced a couple of years ago.

Without the Jones Act—a law promoting ships that are crewed, flagged, built and owned American—there would be no new domestic tanker program. And without political efforts to maintain support for pro-maritime laws, the Jones Act undoubtedly would be weakened or wiped out.

On the back page, we're running a photo feature about a vessel that's enrolled in the U.S. Maritime Security Program. The MSP is an important program that keeps 60 privately owned, militarily useful U.S.-flag ships sailing in the international trades. It took repeated, forceful, bipartisan political action dating back to the early 1990s to make the MSP reality, both in its initial form in 1996 and again when it was renewed two years ago. Without the original enactment of that program and its extension, and without full funding each year to maintain it, I believe most or all of the American-flag international fleet would disappear in no time.

Make no mistake, we've got a selfish interest in the Jones Act and MSP fleets. Many of those vessels are SIU ships. But as a citizen, I've also got a genuine appreciation for what those laws (and others promoting the U.S.-flag fleet) mean to America's national and economic security. Without a viable U.S. Merchant Marine, it would only be a matter of time before our country found itself an economic hostage to foreign nations. Worse, history shows we cannot and must not exclusively depend on foreign-flag ships to deliver materiel for our armed forces. That's not just a case of lessons learned; it's good common sense.

Those aren't the only stories that reflect why we're politically active. Late last month, the Employee Free Choice Act was headed for possible action by the Senate. As you may know, that legislation is organized labor's top priority, and for good reason. It would begin the process of leveling the playing field in union organizing drives—finally giving workers a chance to freely choose union representation. That law alone would be a springboard to a better way of life for working families.

And then there's the story that won't go away: health care. The recent addition of the California Nurses Association to the AFL-CIO is good news in our long fight to secure decent, affordable health care for all Americans. Labor is leading that fight, too. Obviously, this is a subject that impacts every one of us, even if we haven't been to the doctor lately. Health care costs have been going through the roof for years. That's the number one subject in practically every contract negotiation from coast to coast, and not just in maritime.

There are other examples in this edition (the TWIC unavoidably comes to mind), but hopefully you get the point. We've always been politically active, and considering the heavily regulated nature of our industry—and the regular turnover at every level of government—we've got no choice but to continue on that path. Rank-and-file grassroots support is critical to our efforts. That's why we ask you to donate time and contribute to SPAD.

Put another way, political action doesn't necessarily guarantee our success, but lack of participation assures failure. Keep that in mind the next time your port agent asks you to take part in grassroots activities for pro-maritime candidates, or the next time you're deciding whether to donate to our voluntary political action fund. We've got a proven track record of success in this arena, and with full participation there's no reason we can't build on that success.

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California Nurses Assoc. Joins AFL-CIO

Affiliation Should Help Labor's Health Care Drive

Saying nurses are eager to help lead the drive for guaranteed health care for all, 75,000 Registered Nurses became the newest members of the AFL-CIO May 21 as the California Nurses Association and its national arm, the National Nurses Organizing Committee, joined the 10 million member federation (to which the SIU also is affiliated). The national affiliation charter was issued at a meeting of the board of directors of the California Nurses Association/National Nurses Organizing Committee (CNA/NNOC).

"Nobody understands better than nurses that health care in our country cries out for reform," said AFL-CIO President John Sweeney. "CNA has led the drive for reform in California; working together in the AFL-CIO, we have the power to build a broad new national movement that can win change."

"We look forward to engaging in collective work with AFL-CIO unions," said CNA/NNOC President Deborah Burger, RN. "We believe that the strength of the labor movement coupled with the nurses' commitment to guaranteeing comprehensive health care coverage through HR 676 will provide the foundation necessary for genuine reform." H.R. 676—The United States National Health Insurance Act—is one of several approaches currently under consideration in Congress to achieve quality, affordable universal health care.

The affiliation unites 325,000 RNs in the federation. CNA/NNOC will join the AFL-CIO RNs Working Together Industry Coordinating Committee and affiliate with all AFL-CIO state and local organizations where it has members. CNA/NNOC nurses join AFL-CIO nurses represented by the American Federation of Government Employees (AFGE); American Federation of State, County, Municipal Employees (AFSCME); American Federation of Teachers (AFT); Communications Workers of America (CWA); International Federation of Professional and Technical Engineers (IFPTE); International Union of Operating Engineers (IUOE); Office and Professional Employees International Union (OPEIU); United Auto Workers (UAW); United American Nurses (UAN); and United Steelworkers (USW).

"We look forward to being a part of a federation that has distinguished itself as the national voice of

working people in the U.S. and is the leading national champion for all Americans on a broad range of critical issues, including jobs, retirement security, economic opportunity, workplace safety, civil rights, civil liberties, and public safety," Burger added.

The CNA/NNOC affiliation is the latest in a string of AFL-CIO affiliations and partnerships that has significantly strengthened the labor movement. Last December, nearly 50,000 mail handlers with the National Postal Mail Handlers Union returned to the AFL-CIO after having left the federation along with their parent union, the Laborers. The United Transportation Union's 60,000 members also affiliated with the AFL-CIO late last year. Four National Education Association (NEA) groups have taken advantage of the unique national NEA/AFL-CIO partnership opportunity: Rialto Education Association (California), Seattle Education Association, Beloit Education Association (Wisconsin), and UDC Faculty Association (Washington, D.C.). Two more unions recently have affiliated directly with the national AFL-CIO: the Monarch Electric Blue Collar Union (Ohio) and the Dade County School Maintenance Employee Committee (Florida).

In addition, the AFL-CIO has forged innovative new partnerships with the National Day Laborers Organizing Network (NDLON), the nation's largest day laborer association, and Interfaith Worker Justice, a national coalition of faith-based worker rights groups. Working America, the AFL-CIO's community affiliate for workers who don't have a union on the job, continues to gain steam, now counting 1.6 million members nationwide.

Earlier this year, the AFL-CIO executive council (on which SIU President Michael Sacco serves) adopted a statement on health care which in part reads, "The time for talking about this crisis is past. All families deserve the security of a universal health care system that guarantees access based on need rather than income. Health care is a fundamental human right and an important measure of social justice.... As a nation, we need to exert the political will to enact comprehensive health care reform nationwide. There is strong evidence the crisis can be solved with tools at hand and at a cost that pales in comparison to the toll in human lives the current system exacts."

Andrasick, Arntzen, Reinhart Selected for AOTOS Awards

Executives from three Seafarers-contracted companies recently were chosen to receive the 2007 Admiral of the Ocean Sea (AOTOS) Awards, presented by the United Seamen's Service (USS).

Scheduled to receive the honor Nov. 2 in New York City are James S. Andrasick, president and CEO of Matson Navigation Company; Morten Arntzen, president and CEO of Overseas Shipholding Group; and John F. Reinhart, president and CEO of Maersk Line, Limited.

"Without question, all three AOTOS recipients are extremely deserving of this recognition," stated SIU President Michael Sacco, who is chairing the awards dinner. "Each of them has done exceptional work to promote and grow the American maritime industry as a whole and the U.S. Merchant Marine in particular. I applaud and respect their efforts."

John Bowers, chairman of the USS AOTOS Committee and president of the International Longshoremen's Association, announced the selections last month.

"These three leaders represent a remarkable cross-section of the seagoing sector of our industry,"

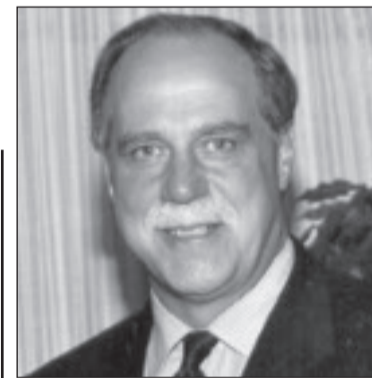


James Andrasick

said Bowers. "Jim Andrasick, Morten Arntzen and John Reinhart all are outstanding leaders in their own areas of liner services, tanker shipping and U.S. Department of Defense support operations—all excellent symbols of the American maritime industry."

Celebrating its 125th anniversary, Matson Navigation is the principal carrier of containerized freight and automobiles between the West Coast and Hawaii, Guam and Mid-Pacific, and is the largest subsidiary of Honolulu-based Alexander & Baldwin, Inc.

Overseas Shipholding Group (OSG) is the only large tanker company with a significant presence in both the international flag



John Reinhart



Morten Arntzen

and U.S.-flag markets, and it has an established position in the Jones Act product tanker and crude tanker segments.

Maersk Line, Limited operates 19 American-flag vessels that are enrolled in the U.S. Maritime Security Program and is a long-term trusted partner with the U.S. Department of Defense, provid-

Continued on page 5

Overseas Long Beach Christened

New Tanker Joining Seafarers-Contracted OSG Fleet

The largest domestic vessel order since World War II continued moving forward as the SIU-contracted tanker *Overseas Long Beach* was christened June 16 at Aker Philadelphia Shipyard.

SIU Executive Vice President Augie Tellez and Vice President Contracts George Tricker attended the ceremony.

The *Overseas Long Beach* is the second ship in an initial 10-tanker order by Seafarers-contracted Overseas Shipholding Group (OSG). The vessel was scheduled to enter service in late June, sailing in the Jones Act trades along with sister ship *Overseas Houston*.

During the days leading up to the naming ceremony, the *Overseas Long Beach* successfully reached several checkpoints. The vessel departed the yard on June 5 and headed down the Delaware River. Once the system and performance tests began, the tanker performed admirably, accomplishing a "clean sweep" of the required assessments, fully demonstrating all systems and achieving all specified performance measures. The tanker returned to the yard on schedule in the early hours of June 9.

One week later, hundreds of invited guests along with Aker employees and their families turned out for the ceremony. Delaware Gov. Ruth Ann Minner formally named the ship the *Overseas Long Beach*. Also addressing the crowd were Eric Smith, OSG's chief commercial officer; Dave Meehan, president and CEO of Aker American Shipping; Jonathan Whitworth, senior vice president and head of OSG America; and John Ridgway, deputy CEO of BP Shipping.

In a message contained in the printed program, OSG President and CEO Morten Arntzen noted that the *Overseas Long Beach* "underscores OSG's strong commitment to the Jones Act and to the renewal of the U.S.-flag fleet, indeed in our commitment to America. For it also reflects our commitment to maintain and operate a modern, high-quality, double-hull tanker fleet, which will be built and operated to the highest safety and quality standards."

The newest ship is part of a group called the Veteran Class of tankers. Each vessel in the series will be slightly longer than 600 feet and capable of transporting more than 332,000 barrels of petroleum products. Each vessel will weigh 46,000 deadweight tons, have a beam of about 105 feet and travel at a "cruising speed" of 14.6 knots.

All 10 product tankers in the series will be owned by American Shipping Corporation, a subsidiary of Aker American Shipping, and chartered to OSG. To



Photos above, below and at left show different views of the *Overseas Long Beach* and an overview of the shipyard, where additional tankers are under construction.



date, nine of the 10 tankers in the build program are under signed time charter, with agreements in place between OSG and Shell, BP and Tesoro.

Earlier this year, the yard announced an agreement in principal pursuant to which Aker Philadelphia Shipyard will construct up to six additional Veteran Class MT-46 Jones Act product tankers (three fixed plus three options), beyond the initial 10-

ship order.

The delivery schedule for the eight vessels remaining in the first order is as follows: *Overseas Los Angeles*, November 2007; *Overseas New York*, April 2008; *Overseas Texas City*, October 2008; *Overseas Boston*, March 2009; *Overseas Nikiski*, May 2009; *Overseas Tampa*, October 2009; *Overseas Port Arthur*, March 2010; and *Overseas Jacksonville*, July 2010.

Crowley Welcomes ATB Gulf Reliance

Seafarers already had been sailing aboard Crowley Maritime Corporation's ATB *Gulf Reliance* for a few weeks, but the new articulated tug and barge formally was welcomed into the fleet May 23 at a ceremony in Long Beach, Calif.

SIU members and officials were on hand for the pier-side event, including Seafarers **Bruce Comiskey, Charlie Carlson, Robert Hoffman Jr., Ardale Crim, Kenneth Graybill, Christopher Farmer, Ronald Poole** and **Rick Cristofano** and Wilmington Port Agent John Cox. Altogether, more than 125 people attended the christening.



Barge 650-2 works in conjunction with the *Gulf Reliance*.

The *Gulf Reliance* (and its accompanying barge 650-2) is the second in a series of 10 new ATBs being constructed for Crowley by VT Halter Marine at facilities in Pascagoula and Moss Point, Miss. The first, the *Pacific Reliance/650-1*, was christened in March 2006.

The newest tug was christened for customer Shell Trading U.S. by Shell Representative Amy McDonald and Crowley Technical Services Senior Vice President and General Manager Steve Collar. The barge was christened by Shell Representative Jan Chilelli and Crowley Petroleum Services Vice President of Bulk Petroleum and Chemical Transportation Bill Taylor.

The ATB is powered by twin, low-emissions Caterpillar diesels producing over 9,000 horsepower. Each tugboat in the Reliance Class of ATBs measures 127 feet long and 42 feet wide, with a depth of 24 feet and a draft of 19 feet. Each barge is approximately

587 feet long and 74 feet wide and has a capacity of 185,000 barrels.

According to the company, "The Reliance/650 Class ATBs incorporate the latest advances in environmental safety along with improvements in hull design to deliver the most advanced and efficient tug barge combinations currently available. Making use of an articulated connection system, the tug mates into a specially designed notch in the stern of the barge. The sophisticated connection allows the tug and barge to move fluidly as one unit in the most adverse seas, thereby providing increased service reliability not achievable with a conventional tug and barge. With the barge's advanced hull shape and articulated connection system, the unit is able to achieve a service speed of 12 knots."

Crowley further notes that the barges are double-hulled and tugs double-sided "for maximum protection and safety. The barges were built, documented and



The *Gulf Reliance* is part of Crowley's newest ATB.

maintained to the stringent requirements of American Bureau of Shipping (ABS) SafeHull. They have sophisticated inert gas generating systems, vapor recovery systems, fully redundant ballast systems, flexible and highly efficient cargo systems, closed radar tank gauging systems, and advanced mooring systems.

"Tugs meet all SOLAS (Safety Of Life At Sea) and ABS criteria, and have foam capable fire monitors; twin fuel efficient, low emission electronic diesel engines; noise reduction packages as well as other upgrades to increase performance and ensure safe, reliable operation. The tugs and barges carry communication and navigation equipment that is among the most technologically advanced in the industry today."

When the last of the new tug-barge units is delivered—scheduled to take place in 2010—Crowley's ATB fleet will number 14, consisting of four 155,000-barrel and ten 185,000-barrel ATBs.



Pictured aboard the tug early last month are (from left) Vessel Utility Bill Foley, Utility Cook Jimmy Saloom and Captain Brad Burkart.

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Wednesday, July 4 for the observance of Independence Day (unless an emergency arises). Normal business hours will resume the following workday.

Port Personnel Complete Workshop in Piney Point

Considerable Time Devoted to New Health Network

More than 20 administrative specialists from various SIU ports last month converged on the Seafarers-affiliated Paul Hall Center for Maritime Training and Education to attend a workshop covering changes members can expect under the union's new health services provider.

Union secretaries, administrative assistants and two port agents participated in the June 3-5 sessions that took place on the grounds of the spacious Piney Point, Md.-based training facility. In addition to receiving instruction on the intricacies associated with the Seafarers Health and Benefits Plan's new provider—CIGNA HealthCare Network—conference participants toured the Piney Point campus including simulator facilities; met with colleagues and management team members at the union's claims office and visited with officials and staff members at SIU headquarters in Camp Springs, Md. Additionally, they visited the Joseph Sacco Fire Fighting and Safety School and went on an orientation voyage aboard a sailing vessel on the St. Mary's River.

"It was a highly productive three days for all of the participants," said SIU Plans Administrator Maggie Bowen. "We had a lot of important information to pass on to them about imminent as well as future changes under the Plan. It was crucial that we got everyone aware and up to speed on the CIGNA HealthCare Network, because many of our rank-and-file members will have questions about the change from First Health and how it affects them."

"Everyone who participated in the training was very enthusiastic and receptive toward the information we provided," Bowen concluded. "I'm confident that our administrative folks now will be



Following the June 4 membership meeting in Piney Point, Md., SIU and SHBP officials are pictured with administrative specialists from various union halls across the country.

able to effectively deal with any concerns the members may have."

The blocks of training which covered changes to the union's benefit plan provider were conducted by CIGNA Representatives Mike Davis, Meg Guessford and Reunka Bahadursingh. Instruction in other areas was provided by Bowen and staffers in the claims office and the fire fighting school, respectively.

Two of the administrative assistants shared their views on the training conference and commented on their overall Piney Point experience.

"I found the training very educational," said Lisa Clark from the port of Baltimore, who also attended the 2000 training conference. "It was nice to meet the people we will be talking to in reference to claims and to learn about the new way members will have to submit their claims. It was also great to meet the other administrative assistants, like myself, whom I talk to all the

time by phone. I now have faces to match the voices."

Clark said the visit to the Joseph Sacco Fire Fighting and Safety School was especially useful, noting, "I learned some very interesting information about fire safety which I plan to use. It's the little things you take for granted about safety plans that could make all of the difference."

"All in all, the training was great," she said. "I had a wonderful time and it was nice that I could bring my 5-year old son, Netre, along. He had a great time as well and was named captain on the boat ride we took.... I look forward to my next visit to Piney Point. The school is great and our members should be proud of it."

Benita Evans from the port of New Orleans concurred with Clark's assessment of the workshop's value. "The training provided information that—once disseminated—should put the collective minds of Plan participants at ease," Evans said. "Active Seafarers, pensioners and the respective family members of

both now will have to worry a lot less regarding their out-of-pocket expenses by using CIGNA."

In addition to Clark and Evans, others who participated in the training and their respective ports were: Amber Akana (Hawaii); Judy Benton (Mobile); Brenda Flesner (Tacoma); Janice Hunicke (Houston); Mary Jenkins (Algonac); Linda Kluska (Philadelphia); Larayne Koide

(Hawaii); Donna Massucco (Boston); Terry Montgomery (New York); Tracey Moore (Oakland); Samantha Partridge (Joliet); Clara Rampersadsingh (Ft. Lauderdale); Maria Sanchez (Puerto Rico); Myka Schwagmeier (Lawrenceburg); Karen Shuford (Jacksonville); Betty Wierschem (St. Louis) and James Ott (Tacoma). SIU Port Agents Georg Kenny (Norfolk, Va.) and John Cox (Wilmington, Calif.) also participated in the training.

Participating in the CIGNA training only (all from the SIU claims department) were Pat Benoit, Lori Fessette, Kenda Parker, Linda Everett, Jenell Gandy and Lisa Russell. SIU headquarters staff members who took part in the CIGNA-only training were Bowen, Kitty Eno, and Teresa Zelko.

The last training conference for union administrative specialists was conducted in August 2000. "About five or six of the people who participated in that initial training conference were back for this version," said Paul Hall Center Vice President Don Nolan. "It was nice to see them again—they were an exceptionally good group."

CIGNA Move Takes Effect

CIGNA HealthCare is now the medical and dental network service provider for the Seafarers Health and Benefits Plan (SHBP).

The change to CIGNA from the First Health Network became effective July 1, according to SIU Plans Administrator Maggie Bowen. As reported earlier in the *Seafarers LOG*, participants were sent correspondence from the SHBP Board of Trustees in May, which spelled out the details of the change. In June, along with additional letters, all participants were sent new medical and dental cards. The letters are available on the SIU web site (www.seafarers.org) in the "Member Benefits and Resources" section.

This change to CIGNA is a very positive one for the participants and the Plan, Bowen said. The medical benefits and benefit levels remain the same, while reducing Plan deductibles as of January 1, 2008. Eligible participants, as defined in the Rules and Regulations of the Plan, who use a provider or hospital within the CIGNA HealthCare Network will incur no balance billing; however, claims will still continue to be processed and paid in accordance with the Rules and Regulations of the Plan. If a provider or facility is not in the CIGNA HealthCare network, then claims will be processed as non-network claims as they have in the past.

Those eligible to receive benefits under the SHBP were sent new CIGNA I.D. cards last month so that providers could readily identify them as participants in the CIGNA network. In addition to other pertinent data, these new credentials contain important benefits and claims submission information for CIGNA hospital and medical providers.

Effective July 1, these new cards must be used for all medical services rendered. Plan officials stressed that the old First Health Network Medical I.D. cards should be destroyed as they are no longer valid for use. Individuals who have not received these new cards but believe that they are entitled to benefits under this Plan should contact the Seafarers Claims Department at 1-800-252-4674.

Like the Plan's previous provider, the new CIGNA program has in- and out-of-network benefits. Under the CIGNA network, participants do not need to select primary care physicians or require referrals to see specialists. Participants still enjoy the same freedom of provider choice options under the CIGNA network which were available to them under the previous provider. Also, plan participants and their family members may:

- Contact CareAllies (CIGNA) at 1-800-768-4695 to obtain provider information.
- Visit the CIGNA HealthCare web site at: www.cigna.com/SA-PPO2 to determine if their current provider is in the CIGNA network. CIGNA has different networks within its organization, so the entire web address listed should be used rather than going to the CIGNA home page. The CIGNA link also may be accessed through: www.seafarers.org/members.
- Request a provider nomination form from the Seafarers Claims Department (at 1-800-252-4674) if their doctor/provider is not in the CIGNA network and they would like CIGNA to contact them.
- Log on to www.myCareAllies.com (password Seafarers) for other services. This includes an online health library, health risk assessment tools, as well as preventive care tips and tools for a healthier lifestyle.
- Contact the 24-Hour "NurseLine." This program provides toll-free telephone access to medical care professionals 24 hours a day and 365 days a year. The number is 1-800-768-4695.

Engine Dept. Training at Paul Hall Center



Richard Huffman, Douglas Lowry, Andrew Linares

These photos were taken last month as students successfully completed the marine refrigerated containers advanced maintenance course at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.



Robert Norris, Rigoberto Beata, Rahul Bagchi, Hector Solis



Richard Huffman

Senate Vote Imminent on Free Choice Act

D.C. Rally Calls Attention to Historic, Vital Pro-Worker Legislation

Seafarers, including a contingent of unlicensed apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., were among the thousands of AFL-CIO union members who on June 19 rallied in Washington, D.C. to urge the passage of pro-worker legislation intended to give employees a genuine opportunity to choose union representation.

The legislation, the Employee Free Choice Act (S. 1041), at the time of the rally was being debated in the Senate where a vote was imminent when this issue of the *Seafarers LOG* went to press. The House by a 241-185 margin passed the bill March 1. If enacted, the Employee Free Choice Act would help enable workers to decide how they want to choose a union. Specifically, according to the AFL-CIO, the bill would give workers the option to use majority sign-up, which is much faster than the management-controlled representation election process and leaves less time for employers to harass and intimidate workers to discourage them from joining unions. Under current law, an employer can insist on a secret-ballot election, even after a majority sign-up.

AFL-CIO President John Sweeney told the crowd that the Employee Free Choice Act is nothing short of vital. "Momentum is building and history is being made because the Employee Free Choice Act is the most important legislation helping workers economically in



AFL-CIO President John Sweeney (above) told rally participants that momentum is building for passage of the Employee Free Choice Act.

many, many years," Sweeney said. "It's the most important link to good living standards and a strong middle class. That's why grassroots support is rippling across our nation. And today, thousands of union members and our allies are speaking to our senators with one powerful voice, asking: Are you going to join us on the right side of history?"

The Capitol Hill rally was one of more than 100 demonstrations that took place across the country during the week of June 17 demanding that Congress restore the fundamental freedom to join a union and bargain for a better life. According to the AFL-CIO, mid-

dle-class Americans have generated 50,000 telephone calls to the Senate, 156,000 faxes and e-mails, and 220,000 postcards, including 120,000 which were delivered to the Senate during the rally. Further, more than 1,200 elected officials in all 50 states have voted in support of resolutions calling on Congress to pass the bill. Fourteen Democratic governors also have signed a statement in support of the legislation.

Senate Majority Leader Harry Reid (D-Nev.) told the cheering crowd that the Senate will vote on the Employee Free Choice Act soon, but he did not specify a date. The senator also added, "Last year, the top three hedge funds earned \$4.4 billion in profits, and the ex-CEO of Exxon got a \$400 million golden parachute. Today, hourly wages are down while the number of uninsured is up. Today, household income is down, while the average CEO makes 411 times more than the average worker. Today, for far too many Americans, that New Deal has become a raw deal. It's time to give working families a square deal ... a square deal that honors workers and their families by giving them a real chance for a better life."

Sen. Edward Kennedy (D-Mass.), the bill's sponsor and longtime champion, assured the crowd the bill will pass when the roll is called. Kennedy opened debate on the Senate floor and described the connection between the nation's shrinking middle class and the decline in union

membership, which has occurred in large part because of the unjust difficulty workers face in forming unions.

Sen. Richard Durbin (D-Ill.) said unions can bring back the country to the prosperous days after World War II when returning soldiers joined unions and built the strongest middle class in history.

"We're going to give workers across this nation the same chance they had after that war," Durbin said, "to be treated with dignity, to organize in the workplace, to stand up and fight for things that count like a decent living wage, health insurance that covers everything a family needs and pension benefits that you won't lose in the next merger or bankruptcy."

Other speakers of note at the rally included presidential candidates Sens. Hillary Rodham

Clinton (D-N.Y.), Joseph Biden (D-Del.) and Rep. Dennis Kucinich (D-Ohio); Sens. Bernie Sanders (I-Vt.), Sherrod Brown (D-Ohio) and Charles Schumer (D-N.Y.); Rep. George Miller (D-Calif.); AFSCME President Gerald McEntee; Communications Workers of America President Larry Cohen; Mine-workers President Cecil Roberts; UAW Secretary-Treasurer Elizabeth Bunn; James Hoffa, president of the unaffiliated Teamsters; Joseph Hansen, president of the unaffiliated United Food and Commercial Workers; Roger Hickey, co-director of Campaign for America's Future; U.S. Action President William McNary; Wade Henderson, president of the Leadership Conference on Civil Rights; American Rights at Work Executive Director Mary Beth Maxwell; and Eric Perry, AFGE's transportation security officer.

Optimism Fades in Grocery Talks

Contract talks between Southern California's major supermarket chains and the union representing some 65,000 of their workers continue to stall, raising the possibility of a repeat of the region's 141-day lockout and strike of 2003-2004.

As this edition of the *LOG* went to press, representatives of both the United Food and Commercial Workers Union (UFCW) and the three chains—Vons, Ralphs and Albertsons, which account for more than 50 percent of the grocery business in Southern California—were firm in their assessments that it was unlikely the two sides would make a union-imposed deadline of June 21 to agree on the provisions of a new contract.

Union officials said they set the deadline simply to prevent the talks from dragging on indefinitely, rather than as provocation.

Among other issues, the union and grocers primarily are at odds over regular health insurance contributions to be made by workers and the grocers, as well as how much to tap from a joint reserve trust fund of about \$480 million to help offset health care costs. The union says it is willing to use around \$240 million, while the grocers seek to use up to \$350 million.

Negotiators from seven UFCW locals have been involved in the contract talks with negotiators from the supermarket chains for nearly six months, and as of last month were some 90 days past the expiration of their original contract. Union health care funding experts have determined that the supermarket employers' plan falls far short of the commitment needed to keep the health plan solvent through the life of the contract.

In at least six other contracts around the country, supermarket employers have under-funded health care plans, according to the UFCW, forcing benefit cuts or premium increases to avoid bankruptcy. Union representatives contend that same scenario could play out in Southern California as well.

3 Executives Selected for AOTOS Awards

Continued from page 2

ing various maritime support services in addition to ship operations.

Andrasick, Arntzen and Reinhart led the field of nominees for the award, solicited by the USS from more than 150 maritime management, labor and government officials. All proceeds from the event benefit USS community services abroad for the U.S. Merchant Marine and other international seafarers. The recipients will share the evening with a group of American mariners who will be honored for specific acts of bravery at sea.

James Andrasick was named president and chief executive officer of Matson on July 18, 2003. He joined Alexander & Baldwin, Inc., the parent company of Matson, in June 2000 as senior vice president, chief financial officer and treasurer. On April 25, 2002, he was appointed to additional duties as president and chief executive officer of Matson on an interim basis.

Andrasick serves as a trustee and is on the National Executive Committee of the U.S. Coast Guard Foundation, and is a director of the Pacific Maritime Association. He also is a trustee of Mills College, the United Seamen's Service and of the San Francisco National Maritime

Park Association. He is a graduate of the U.S. Coast Guard Academy, where he received a bachelor's degree in engineering. He also holds a master's degree in management science from the Massachusetts Institute of Technology.

Morten Arntzen was appointed president and chief executive officer of OSG in January 2004. He has been an OSG board member since 2004. Prior to joining OSG, he was chief executive officer of American Marine Advisors Inc., a U.S.-based merchant banking firm specializing in maritime industry merger and acquisition advisory work and corporate restructuring for a global client base.

Arntzen is a board member of the Seamen's Church Institute in New York and New Jersey and is active with the American Bureau of Shipping and the American Maritime Association. He is presiding director of Chiquita Brands International, Inc., where he is chairman of the nominating and governance committee and a member of the audit committee. He holds a bachelor's degree from Ohio Wesleyan University and a master of international affairs degree from Columbia University.

John Reinhart was named chief executive officer of Maersk Line, Limited on Aug. 1, 2000

and president in April 2004. He joined Maersk Inc. in 1991 in human resources. In 1992, he began his career in Universal Maritime Services working his way up to president. He returned to Maersk in 1996 as a regional director and then as senior vice president.

Reinhart is a member of the American Bureau of Shipping, Association of the United States Army, National Defense Industrial Association, United States Naval Institute Foundation, National Defense Transportation Association, Navy League, United Seamen's Service and The Propeller Club of the United States. He also serves as a member of Maersk's North American Container Business Council. Reinhart received his B.A. in political science from Ohio University and completed the executive MBA program at the University of Michigan in 1997.

The USS provides community services for the U.S. Merchant Marine, American Armed Forces, and mariners of the world. It is a non-profit agency established in 1942, and operates centers in nine foreign ports in Europe, Asia, Africa and in the Indian Ocean. The USS also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

SIU President Addresses AMMV Convention



SIU President Michael Sacco (left) was a featured speaker May 17 at the American Merchant Marine Veterans (AMMV) convention, which took place at the Maritime Institute of Technology and Graduate Studies (MITAGS) in Linthicum, Md. He is pictured at the convention with Ian Allison, co-chairman of AMMV's Just Compensation Committee, and AMMV Office Manager Cindy Raymond. Sacco conveyed the SIU's ongoing support for the "Belated Thank You" legislation spearheaded by the AMMV. He also touched on the U.S. Merchant Marine's history and some key current events affecting the industry.

G&H Boatmen Cycle for Charity

Successful Fund-Raiser Targets a Crippling Disease

When six SIU boatmen from the Houston area decided earlier this year to help raise money for charity, one could say they went the extra mile—again and again.

The Seafarers were among an estimated 12,000 people who participated in a 180-mile bike ride starting in Houston and ending in Austin, Texas. The two-day event raised more than \$12 million for the Lone Star Chapter of the National Multiple Sclerosis Society—a new record. It took place April 21-22 under the title sponsorship of BP.

The SIU contingent in the 23rd annual ride, all employed by G&H Towing, included Relief Masters **Nickoli Payne** and **Blake Morgan**, Mates **Clay Buckley**, **Billy Kern** and **Travis Parker** and Mate-in-Training **Todd Keith**. Together, they raised several thousand dollars through pledges, including donations from the SIU, G&H and others. (Although the ride itself is finished, pledges are accepted through September.)

“I think the participation says a lot about each one of those members,” stated SIU Vice President Gulf Coast Dean Corgey. “There’s obviously nothing wrong with simply making a donation, but they did so much more. They devoted a lot of time and energy to this worthwhile cause.”

Payne, the only experienced cyclist among the group of Seafarers, also biked in the 2006



Boatman Nickoli Payne, an experienced cyclist, encouraged fellow members to ride in the MS event.

ride. He encouraged his fellow boatmen to participate this year as part of a larger team organized by the port of Houston.

“The other guys have shown interest in cycling from time to time,” Payne noted. “I’d loan them a bike and that’s usually all it takes to get hooked on the sport. We went on training rides together in the months leading

up to the MS event....

“I’ve raced (competitively) many times for myself,” added Payne, who joined the union right out of high school in the late 1980s. “I thought this time I ought to race for somebody else for a change, whether I’m helping an individual or a group. The fund-raising part was easy, since the port of Houston put together the team.”

Payne, whose father is SIU retiree **Jimmy “Indiana” Payne**, noted that the MS fundraiser was split with 100 miles of riding the first day, an overnight stay in La Grange and 80 miles on the second day. Much of the course went through small towns. While the times naturally varied with each rider, it generally took about five hours to complete the first leg and three-and-a-half hours for the second.

“When you pull into Austin, it’s a feeling of joy,” concluded Payne. “It’s a lot like the bike races you see on television. People are cheering at the finish line, and that wipes away all the pain from the ride. You realize you’re riding for people who can’t ride, and all of a sudden it’s all good.”

Kern said the experience was “great. I loved it. Especially on the second day, the scenery was amazing. It kind of kept you going when you were tired. I definitely plan on doing it again.”

Like Payne, Kern also men-



From left, Mate Travis Parker, Relief Master Nickoli Payne and Mate-in-Training Todd Keith were part of the SIU contingent participating in the fund-raiser.

tioned getting a boost from the audience. “Coming into Austin was nice, with all the people cheering. It made us feel good,” he said. “This was my first time participating in anything like this—I had just gotten into cycling and it so happened that this event was coming up. I was curious to see if I could do it. Of course, it was an opportunity to help out the MS Society, also.”

The Lone Star Chapter of the National MS Society serves 141 counties in Texas and assists an estimated 17,000 individuals with MS.

Multiple sclerosis is a disease of the central nervous system which often disables its victims. It interrupts the flow of information from the brain to the body. Symptoms range from numbness and tingling to blindness and paralysis.

According to the National MS Society, most people with MS are diagnosed between the ages of 20 and 50, with more than

twice as many women as men being diagnosed with the disease. MS affects more than 400,000 people in the U.S., and 2.5 million worldwide.



Relief Master Blake Morgan

St. Louis Port Council Honors 4



Four pro-worker, pro-maritime individuals were recognized May 12 during the annual dinner hosted by the St. Louis Port Maritime Council, affiliated with the Maritime Trades Department, AFL-CIO. Pictured in the group photo are (from left) Dick Mantia, port council president; Jack Martorelli, port council vice president; the Honorable Robin Carnahan, Missouri secretary of state (the council’s “Able Helmsman” honoree); Leonard Dino Jr., president and CEO, LDI Pharmacy Benefit Services (Management Man of the Year); Roger Poole, directing business representative for Machinists District 9 (Labor Man of the Year); General Norton Schwartz, commander, U.S. Transportation Command (who as a surprise received a ship’s wheel for his support of the U.S. Merchant Marine); Jerry Feldhaus, executive secretary-treasurer of the St. Louis Building and Construction Trades Council; and Michael Sacco, MTD and SIU president. At left, President Sacco presents the wheel to General Schwartz. This was the port council’s 27th annual awards dinner.



Crescent Crews Commend Contracts



As reported last month, SIU boatmen working aboard Crescent Towing tugs in three southern states recently voted in favor of new three-year contracts that boost wages and maintain benefits. More than 150 SIU members are covered by the agreements, with most based in New Orleans and Savannah, Ga. and the rest operating from the Mobile, Ala. area. The two contracts (which are virtually identical) were approved by overwhelming majorities and were praised by numerous members. A few of the boatmen are pictured here along with SIU officials.

Deckhand J.D. Spencer

Deckhand James Horton, Deckhand Norman Usey, AMO Captain Danny Robichaux, SIU Port Agent Chris Westbrook



Juggo Barletto, Captain/Deckhand Joe Carson, SIU VP Dean Corgey

SIU Joins in Maritime Day Ceremonies in Calif., Texas

Congressman Cummings Honors Mariners with Supportive Declaration

While a large contingent of SIU headquarters officials, rank-and-file members and unlicensed apprentices from the Seafarers-affiliated Paul Hall Center for Maritime Training and Education honored the service of merchant mariners during three Washington, D.C.-area National Maritime Day ceremonies May 22, their brothers and sisters in several ports around the country were busy paying their own respects.

Seafarers and SIU officials participated in observances in the ports of Oakland and Wilmington in Calif., as well as at the Apostleship of the Sea of the United States of America in Port Arthur, Texas. While different in structure and program theme, each of the observances had a common objective: paying tribute to the service and accomplishments of our nation's merchant mariners and the maritime industry as a whole.

SIU Assistant Vice President Government Services Chester Wheeler represented the union during a service and wreath laying ceremony aboard the *SS Jeremiah O'Brien* in Oakland while Wilmington Port Agent John Cox, Dispatcher Nick Rios and Patrolman Abdul Al Omari attended on behalf of the union during a National Maritime Day observance and memorial service in San Pedro, Calif. Deputy U.S. Maritime Administrator Julie Nelson served as the event's keynote speaker. This ceremony was conducted at the American Merchant Marine Veterans Memorial.

In Port Arthur, Texas, the SIU's Father Sinclair K. Oubre welcomed those who attended the community's 20th Annual Maritime Memorial Service. Conducted at the Seamen's Memorial Sundial, this event honored the Texas Maritime Academy at A&M Galveston and alumni. It also commemorated mariners and fishermen who have passed away during the last year. Rear Adm. Allen Worley, superintendent of Texas Maritime Academy, received the honor and delivered a moving speech on the importance of the maritime industry and the need for more of the country's youth to become mariners. The Sabine Pilots laid the wreath in the water from their newest vessel.



Wilmington Port Agent John Cox, right, Dispatcher Nick Rios, center, and Patrolman Abdul Al Omari represented the union during a National Maritime Day observance and memorial service in San Pedro, Calif.

Elsewhere, U.S. Rep. Elijah E. Cummings (D-Md.), chairman of the Subcommittee on Coast Guard and Maritime Transportation, released an official statement in honor of National Maritime Day.

The congressman's statement read in part, "I am honored to take the opportunity afforded by National Maritime Day to pay tribute to our nation's merchant mariners and to the entire maritime industry.... In 1933, the United States first honored our merchant marine by authorizing the designation of May 22 as National Maritime Day. Seventy-four years later, I particularly want to remember the estimated 250,000 Americans who served in the War Shipping Administration moving 95 percent of the goods and materiel used by the Allies during World War II.

"Some 20,000 of these merchant mariners were killed or wounded in that war—yielding among the U.S. Merchant Marine the highest casualty rate of any service according to the U.S. Maritime Service Veterans. Despite their service, U.S. Merchant Mariners still lack many of the benefits given to those who served in the other U.S. military forces engaged in World War II.

"Not until 1988 were World War II-era Merchant Mariners made eligible for services from the Veterans Administration. Not until 1998 were they made eligible for burial and cemetery benefits.

"U.S. Merchant Mariners have still never been made eligible for the GI Bill, or for the housing, educational or unemployment benefits that the Bill provided for other U.S. veterans.... I urge that the experience of these mariners be a lesson to ensure that we will never again deny any veteran who has served the United States any of the benefits he or she has earned.

"I also honor today the vital role that our Merchant Marine continues to play in responding to our nation's emergencies. Most recently, U.S. Merchant Mariners helped evacuate an estimated 160,000 people from Manhattan on September 11, 2001, and provided aid and emergency assistance along the Gulf Coast to the victims of Hurricanes Katrina and Rita.

"Merchant mariners also continue to provide the sealift capacity that keeps our armed forces equipped to fight the global war on terrorism. More than 8,000 merchant mariners serve in the Military Sealift Command, and

... civilian-crewed military support ships have moved some 79 million square feet of cargo to U.S. troops in Iraq and throughout the world.

"Unfortunately, despite their significant contribution to our national defense and to our economy, our merchant mariners and our maritime industries are almost invisible in our nation....

"While the industry may not be visible, the cargo it moves is certainly visible. If every person takes the time to look at the labels on their clothes or on the furnishings in their offices or homes, they are likely to find that these items arrived on a ship from a foreign destination. Were this commerce to be interrupted, our nation's economy could be devastated.

"And our reliance on our maritime industry is only going to grow. The U.S. Maritime Administration estimates that the total volume of trade handled by U.S. ports will double in the next 15 years—but we are not ready to meet the challenges this growth will bring. Our nation needs to build new port capacity. We also urgently need to support the growth of short sea shipping so that cargo can be economically moved between domestic ports and so that we can help get trucks off of our increasingly congested highways. At the same time, we must also ensure that our maritime resources are protected from further degradation—and we must move aggressively to combat the introduction of invasive species through ballast water.

"Further, we need to ensure that our domestic maritime industry is poised to be a continuing part of the growth in the worldwide maritime industry. According to the Maritime

Administration, in 2005, the U.S.-flag ocean-going fleet numbered fewer than 200 vessels, of which 106 ships were Jones Act vessels—meaning that fewer than 100 ocean-going vessels engaged in international trade bore the flag of the United States. As a result, 97 percent of the cargo transported to the United States is carried on foreign-flagged ships.

"In my capacity as the Chairman of the Subcommittee on Coast Guard and Maritime Transportation, I will continue to support the development of a comprehensive maritime policy that will protect the integrity of the Jones Act, that will support the Maritime Security Program, and that will promote the growth of the U.S.-flagged fleet competing in our foreign trade."



The SIU donated this wreath for the ceremony aboard the *SS Jeremiah O'Brien* in Oakland, Calif. SIU Assistant VP Government Services Division Chester Wheeler comes to attention behind the wreath as the Colors approach to signal the ceremony's commencement.



A member of the U.S. Coast Guard stands at attention on shore near the American Flag as the wreath laying fleet of vessels approaches on the waterfront in Port Arthur, Texas.

National Day of Remembrance



Crew members aboard the *M/V Liberty* (left) on May 29 proudly paid tribute to those who have served America during times of war. As part of their National Day of Remembrance ceremony, the crew rang the ship's bell. Participating in the event were (from left) AB Atanacio Bernardez, Steward Irina Shubov, AB Paul McDonnell, Deck Cadet Tiegh Francois and Engine Cadet James Roe.

The crew from the *M/V Cape Taylor*, (right) also conducted a ceremony in honor of the National Day of Remembrance.



Ceremony Conducted for 6th T-AKE Ship

New tonnage and additional jobs became visible on the horizon May 30 for the SIU Government Services Division when General Dynamics NASSCO held a keel-laying ceremony for the sixth ship in the U.S. Navy's T-AKE program.

A shipbuilding tradition, a keel-laying ceremony represents a signpost in the birth of a new ship—the start of its full-scale production. In recognition of that milestone, Darlene Costello, event honoree, welded her initials into the keel. Costello is the deputy director for Naval Warfare in the office of under secretary of defense for Acquisition, Technology and Logistics. This new

platform, according to a May 29 announcement by the Navy, will be named *USNS Amelia Earhart*, in honor of the first woman to fly solo, non-stop across the Atlantic and (years later) Pacific oceans.

The *Amelia Earhart* is scheduled to be delivered to the Navy's Military Sealift Command (MSC) in the fall of 2008 at which point it will be crewed by SIU CIVMARS. The ship will be 689 feet long and displace about 41,000 metric tons when fully loaded. The *Amelia Earhart's* primary mission will be to deliver food, ammunition, fuel and other provisions to combat ships at sea. Like the other ships in the T-AKE class, it will have a sailing speed

of 20 knots.

In addition to conducting the May 30 keel laying ceremony for the *USNS Amelia Earhart*, NASSCO on the same day announced the start of construction on the seventh dry cargo-ammunition ship in the U.S. Navy's T-AKE program. The ship

is scheduled to be delivered to the Navy in the first quarter of 2009.

Since June 2006, the *USNS Lewis and Clark* (T-AKE 1) and *USNS Sacagawea* (T-AKE 2) have been delivered to MSC and crewed up by CIVMARS. The third ship of the class, *USNS Alan Shepard*, and the recently-

launched *USNS Richard E. Byrd* will also be delivered to the Navy by the end of 2007. The fifth T-AKE vessel, the *USNS Robert Peary*, is slated for delivery in 2008.

The T-AKE class is expected to include 11 ships for the Military Sealift Command fleet.

USNS Henson Sails to Finland

The SIU-crewed *USNS Henson* recently became the first U.S. Navy vessel in two years to tie up in Finland.

A U.S. Military Sealift Command (MSC) oceanographic survey ship operated by Seafarers-contracted Horizon Lines, the *Henson* on May 28 called on the port of Turku, Finland. The vessel and its crew were charged with a dual mission: act as a catalyst for enhancing the United States' partnership with the Scandinavian country, and foster increased cooperation between U.S. and Finnish naval forces.

"*Henson's* visit to Turku is a wonderful opportunity for our navies to collaborate and to build on the already strong friendship between our two countries," said Capt. Nick Holman, commander, Task Force 63/Sealift Logistics Command Europe. Captain Holman oversees all of the U.S. Navy noncombatant and logistics ships and aircraft operating in Europe and Africa.

"*Henson* is a truly unique ship with a big mission—to help us learn more about the world's vast oceans," continued Holman. "It is a privilege to be here sharing that mission with our neighbors in Finland."

The *USNS Henson* is also unique because as a noncombatant ship, it is operated by MSC for the Naval Meteorology and Oceanography Command. In addition to its merchant marine crew, the vessel can carry up to 27 civilian surveyors from the Naval Oceanographic Office that carry out the vessel's survey mission.

While in Turku, the *Henson*

will host tours for high school science students. In addition, the vessel will conduct an underway survey demonstration with Finnish sailors and scientists.

Oceanographic survey ships like the *Henson* examine the world's oceans using a variety of sonar systems and other oceanographic equipment to collect environmental data in either coastal or deep sea waters. The information gathered is used to develop accurate maritime charts and models of the ocean. Survey ships are also used in special situations to locate downed aircraft or chart wrecks that pose hazards to safe ship navigation.



Photo courtesy General Dynamics NASSCO
The fifth T-AKE ship, the *USNS Robert Peary*, is under construction and scheduled for delivery in 2008.

Apprentices March in DC Memorial Day Parade



Unlicensed apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education (above) marched in the National Memorial Day Parade on May 28 in Washington, D.C., where they helped represent the U.S. Merchant Marine. The grand marshals were a contingent of wounded heroes from each branch of the services from Operations Enduring and Iraqi Freedom, some of whom are pictured below, left. Among the parade's estimated 160 elements were marching bands, youth groups, veterans groups from every conflict since World War I and re-enactors representing veterans from earlier wars (below, right). Several thousand people turned out for the event, primarily sponsored by the American Veterans Center, in association with the White House Commission on Remembrance.



Gulf Boatmen Receive Wage Increases



Gulf Coast SIU boatmen employed by Seabulk Towing and Moran Towing, respectively, recently received significant wage increases thanks to SIU contracts that were reopened. Some

of the Seabulk crews are pictured here along with SIU officials Assistant VP Jim McGee (far left, top photo) and Patrolman



Michael Russo (second from left, bottom photo). The other two photos show two of Seabulk's newest tugboats—the *Energy Hercules* and *Energy Zeus*—which joined the fleet earlier this year.



Hospital Ship USNS Comfort Deploys

The U.S. Military Sealift Command hospital ship *USNS Comfort*, crewed by members of the SIU Government Services Division, departed Naval Station Norfolk (Va.) June 15 for a four-month humanitarian assistance mission to Latin America and the Caribbean.

According to the agency, this is the *Comfort's* first deployment since returning from the U.S. Gulf Coast in October 2005 where the ship spent more than a month providing medical assistance in the wake of Hurricanes Katrina and Rita. The *Comfort* is scheduled to visit Belize, Colombia, Ecuador, El Salvador, Guatemala, Guyana, Haiti, Nicaragua, Panama, Peru, Suriname, and Trinidad and Tobago.

At each stop, U.S. military doctors and nurses from the ship's medical treatment facility will work with a variety of embarked governmental and non-governmental agencies as well as medical professionals

from host nations to treat about 1,000 patients per day, providing medical care including immunizations, general and specialty surgeries, dental care and vision services.

An embarked naval construction force of Seabees is slated to join the *Comfort's* CIVMARs to provide engineering support at each location including medical facility repairs and minor construction projects.

The *Comfort's* mission, part of U.S. Southern Command's Partnership for the Americas, is modeled in part on the humanitarian assistance deployment that the vessel's sister ship, the Seafarers-crewed *USNS Mercy*, conducted last year to Southeast Asia and the Western Pacific. On that mission, the *Mercy's* medical team treated more than 60,000 patients.

In announcing the *Comfort's* current deployment, MSC said that the work of CIVMARs aboard the vessel "will be pivotal

to the mission."

Where the *Comfort* cannot pull into port due to the ship's deep draft, CIVMARs will operate two 33-foot utility boats to transport patients and mission personnel between ship and shore. Painted white with red crosses and named *Hospitality 1* and *Hospitality 2*, these boats can transfer as many as five times the number of patients as the *Comfort's* two embarked helicopters.

"I have been with MSC for 10 years, and of the many missions that I have been on, this is going to be one of the most challenging," said AB **Mario Geonzon**. "This is going to be a great run."

"America is the most generous nation in the world, and this mission is our way of showing that," said Capt. Ed Nanartowich, the ship's civil service master. "This is a great opportunity for the Navy and our mariners to show the compassionate side of our workforce.

"The number one role of



Photo by Bill Cook, Military Sealift Command

The Seafarers-crewed *USNS Comfort* departs Norfolk, Va. June 15 on a four-month humanitarian mission to Latin America and the Caribbean.

CIVMARs on this mission is the navigation and operation of the ship—making sure that we get from point A to point B safely and running the engineering plant that

supplies the hospital with water and electricity. The ship's crew and I are looking forward to being part of a productive and highly rewarding mission."

MSC Says 'Happy Birthday' to U.S. Merchant Marine

Merchant mariners from the U.S. Military Sealift Command on June 12 helped celebrate the 232nd "birthday" of the U.S. Merchant Marine at a ceremony hosted by the U.S. Navy Memorial Foundation in Washington, D.C.

"On this, the birthday of the U.S. Merchant Marine, we pause to honor the incredible contributions mariners make every day to ensure our nation remains strong in an increasingly competitive global economy," said Navy Rear Adm. Robert D. Reilly Jr., in a message read at the ceremony by retired Navy Rear Adm. Richard Buchanan, president and CEO of the memorial foundation. Reilly is the commander of MSC, the global U.S. Navy command responsible for sea transport of combat equipment and supplies for the Department of Defense.

MSC is the largest single employer of U.S. Merchant Mariners in the world (with almost 7,000 American seamen serving around the globe, according to the agency).

"Now more than ever, we are a maritime nation, relying on the flow of goods to and from our shores to sustain our way of life, guarantee our prosperity and extend opportunities for a better way of life to every citizen on this planet. From Portland, Maine, to



U.S. Navy photos

The commemoration for the U.S. Merchant Marine took place in Washington, D.C. at the U.S. Navy Memorial (pictured above from a bird's eye view during a different event). Among many other elements, the monument includes the Lone Sailor statue (below).

Port Everglades, Florida; down the muddy Mississippi to Galveston; from San Diego to Seattle and to the trade winds off Honolulu, America's mariners steadfastly continue to go down to the sea in ships," said Reilly. "May we always admire their courage, determination and patriotism."

During the ceremony at Navy Memorial Plaza, a wreath was laid at the foot of the Lone Sailor statue, paying tribute to more

than two centuries of U.S. Merchant Mariners and their service to the nation.

Steve Delong, a licensed master in the U.S. Merchant Marine and senior staff member at MSC headquarters, was one of the spectators at the ceremony. Delong, also a U.S. Navy Reserve

captain, spent nearly a year at the helm of MSC Office, Kuwait. That office coordinated the arrival and departure of American-flag cargo ships delivering combat equipment and supplies to U.S. and coalition forces in the Central Command area of operations.

"In the global war on terror-

ism, the strength and capabilities of the U.S. Merchant Marine are more important than ever to our national security and survival," said Delong. "It's fitting that we pay tribute to the generations of merchant mariners who have served our nation so valiantly. We owe them a tremendous debt of gratitude."



The Navy Memorial also features this bronze relief depicting a U.S. Merchant Marine convoy under attack while en route to Murmansk during World War II.



Attention Seafarers Help SPAD Help You!



At Sea and Ashore With the SIU



At a recent membership meeting in the port of Mobile, Port Agent Ed Kelly (left) reads the oath to steward department member Leo Battiste, who received his full book. In photo at right, Battiste and Kelly are joined by SIU Gulf Coast VP Dean Corgey.



The crew aboard the *Maersk Nevada*



QMED Walt "Wilder" Filleman is a pump repairman on the *USNS Gordon*. This photo was taken last year aboard the vessel, which was en route to Kuwait.



The crew aboard Allied Towing's tug *Heron* pose for a photo, taken in New York in March.

Working aboard the *Maersk Maine* are (from left) AB Alan Green, AB Phil Robinson and Bosun Conrad Burke.



This snapshot was taken in May at the Baltimore hall. From the left are Lisa Clark (secretary), Port Agent Dennis Metz, retired inland Capt. Gerard Cifarelli, Arthur Petitpas (ITF inspector) and retired Recertified Bosun "Snake" Williams.



Eufemiano Gomes, above, is an electrician aboard the *Maersk Maine*.

At left, Chief Cook Edna Torres checks out the latest *Seafarers LOG* on the *Maersk Maine*.



From Captain Forsberg comes this photo of the *Horizon Falcon* arriving in the port of Tacoma May 18 on her maiden U.S. voyage.

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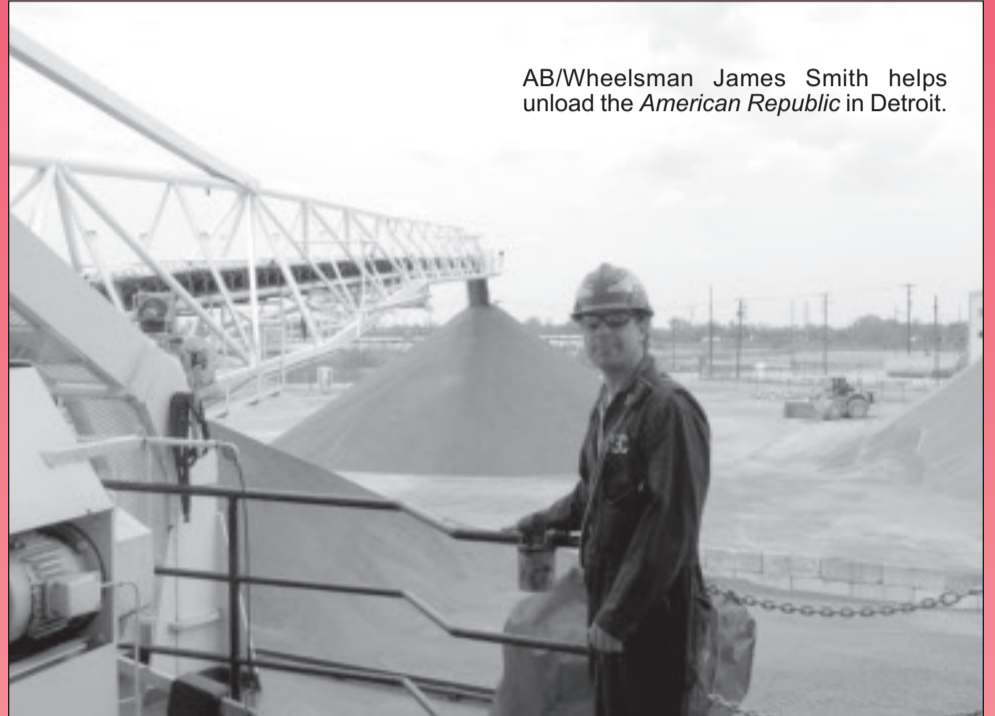
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SIU Summer Fun Ad 05/07

In and Around t



GUDE Asker Abubaker



AB/Wheelsman James Smith helps unload the *American Republic* in Detroit.

Aboard the American Republic



Bosun Jeff Eckhart, AB Brian Gauntt and GUDE Mohamed Sailan



QMED/Conveyorman Jeffery Frankovich in the tunnel



Bosun Jeff Eckhart

the Great Lakes



A meeting was held recently in Williamsville, N.Y. for bosuns and relief bosuns working aboard American Steamship Company (ASC) vessels. SIU Algonac Port Agent Todd Brdak and Safety Rep Monte Burgett represented the SIU. Jerry Welsch, president of American Steamship Company, gave a "State of the Company" address to the bosuns. Also in attendance were ASC Vice President Kevin McMonagle and the human resources department, including Kathy Elinski, Mary Banks and Matthew Fish. A number of issues were covered and reviewed, ranging from safety and rotations to the economic status of the company.

In the group picture at left are (clockwise from the bottom left) Bosun Mike Keogh, Port Agent Todd Brdak, Bosuns Paul Gohs, Jeff Eckhart, David Greig, Mike Schaff, Leeroy Cochrane, Robert Timmons, Jared Smith, Tim Burke, Dave Poree, Scott Gallagher and Bill Mulcahy.



Bosun Mike Keogh



A number of important issues were covered during the meeting.



Bosun Mike Schaff

Aboard the H. Lee White



Left: GUDE Mohamed Ahmed proudly shows the full book he received while on board the H. Lee White.



SIU Algonac Port Agent Todd Brdak (above left) chats with Bill Mulcahy, bosun aboard the H. Lee White, during a servicing visit on that vessel.

In the Algonac Hall



Earl Hicks (center) is an SIU pensioner and U.S. military veteran. He recently came into the Algonac hall to share another award he received. With him are Safety Director Monte Burgett (left) and Union Rep Don Thornton.

Recollections of the Merchant Marine in World War II

Editor's note: The first three installments of retired Seafarer Albert Stimac's experiences in the merchant marine appeared in the April, May and June Seafarers LOGs, respectively. He wrote about his training, his first ship, joining the SIU, the responsibilities of a member of the black gang, and traveling in a convoy during World War II. The last article left off in LeHavre, where the Red Cross took the crew members' coffee and doughnuts back because the men were civilians and the Red Cross only gave to servicemen in uniform.

These are the best recollections of his training and sea time from the end of 1943 to late 1946, so any inaccuracies in the details need not be brought to his attention.

This [having to give back the coffee and doughnuts] did not sit well with us. We passed this story around the ship when we went back up the gang-plank. The Red Cross made it a practice to try and get aboard the ship when we were paid off after a trip.

A table would be set up for payday on the ship. It would include the company men, purser and captain, with the chief engineer and chief mate to identify us as crew. Sometimes, a woman in a Red Cross full dress uniform would sit next to the captain, who handled the money. We got cash, not checks. Then, as the captain gave us our money, he would look over at the Red Cross woman and ask if we would like to donate to her cause. After the refusal of coffee and doughnuts in LeHavre fresh in our minds, we did not contribute. Of course, the captain felt very slighted because his men did not donate, or if they did, it was \$5 or \$10 instead of the \$50 he wanted us to give.

A lot of servicemen thought we made too much money and resented merchant seamen. This was ironic because in England and in the rest of Europe, we were rated at the top. Without us, these people would have no food, fuel or war materials. So if one was out for three or four months, their pay might be \$500 or \$600 cash. One time I had \$511 due me. I got paid with one \$500 bill, a \$10 bill and a \$1 bill. I had a hard time cashing a \$500 bill in New York so that I could get a hotel room for the night. When they woke the manager up and I showed him my seamen's papers, he finally changed it, but on one condition: It stayed in their safe until the day manager showed up.

The next day I went down to the union hall and signed up for my card and paid my union dues. I turned in the minutes of the meeting I had held aboard ship. The dispatcher took me over to the side of the counter and thanked me for my efforts. He also noted in my union dues book that I had been a union rep on a ship. The last trip had been a relatively short one, so I hung around New York for only a few days. New York was too expensive, and one's money disappeared pretty fast.

One thing I forgot to note previously about money: When you left port in the United States, you did not have regular pay days. If you needed stuff off the ship's supply, like clothes or candy and cigarettes, you could charge it. If you hit a port and they gave you shore leave, it was the captain's option as to how much to give each man. We usually got around \$10 or

\$15. When you got back to the States, they subtracted all you owed and paid you in one lump sum in cash for the balance. A short trip of a month or two might net you \$200 or \$300. So you would sign on again or go ashore and grab another ship as soon as you could.

On a long trip of four or five months, your pay would be much higher if you happened to get in a war zone with actual fighting in the area. So if I was getting \$90 a month as an oiler, I would get \$180 a month, figured on time spent in a certain war zone. Then one could get \$600 or \$800 cash after all deductions. It sounded like a lot, but we had to pay all our own costs once we signed off a ship: room, board, travel, clothes, etc. So one could not stay ashore too long.

I decided to go down to the union hall and see how things were going and look for a better ship. I was a fast learner on what to throw my card in for and which ship was best to sail on. I spotted a ship I liked and threw my card down for an oiler's job. Fortunately, when I showed my card and union book, it was the same dispatcher I had talked with a couple days before. He finished looking at all the cards for that ship and asked me to stick around a minute. Then he came over and said there was an opening coming up for a junior engineer and would I like it. I said I didn't have my papers for that rating. No problem, I had enough experience and they needed a junior engineer right now. So he gave me the pier number and away I went.

I was a happy man. This meant a step up the short way—and more money. When I saw the ship, I thought I had really struck gold. It was a brand new C-3 class and just out of the shipyard and on its first trip. I was the last junior engineer signed in, so I got the top bunk. That meant I would be on the 12-4 watch. This was a high-pressure turbine that operated at 600 pounds steam pressure. It also signified that this ship could travel at 15 or 16 knots with no problems. It was also apparent that at 17-20 miles per hour, we would travel alone and not in a convoy.

On this ship, the fireman, oiler and junior engineer worked on the lower deck or grating, and the third engineer would be on the top grating by all the controls.

We left New York the next morning and headed up toward Nova Scotia and Greenland. This would mean lots of fog, which was good for safety and for submarines not seeing us. But no sub could catch us at our speed, so we felt pretty safe.

Everything went fine during the shake-down of the ship. Everything worked well, and we were all happy. I figured this would be one fine trip. I never did find out what kind of cargo we were carrying, but I heard that we had a dozen or so Jewish passengers on board going to England.

On the third day, I went down for my 12-4 watch, relieved the junior engineer and checked out the pumps, generators and turbine gearing. Everything looked good and sounded good. The turbine ran around 6,000 rpm and really screamed. It was very hard to talk and be heard. We had to shout in each other's faces.

Everything went fine for about 10 minutes

This is the building at the Merchant Marine Academy in Sheepshead Bay (in Brooklyn, N.Y.) where Stimac trained in 1943 for a career as a member of the engine department.

and then the fireman/watertender came running over pointing to the starboard boiler and up at the water gauge glass. This showed how much water was in the boiler. I hadn't talked to him before and couldn't understand in what tongue he spoke. He sounded just like on my first trip when the fireman/watertender I relieved was Portuguese.

When I looked at the glass, I couldn't tell if it was full of steam, full of water or empty. I turned open the valve to drain the gauge glass but still could not determine its status. I made the judgment that the boiler was dry or low on water and if we continued to keep the fires burning, it would blow up. I hollered for the third



Albert Stimac (left) and a fellow shipmate sit amid the bombed out ruins in Bremerhaven, Germany in 1944.

engineer to come down and look at the boiler and confirm my conclusion.

He didn't know what to do. It was his first trip as a third engineer, so I told him to go and shut the steam out of the starboard boiler as I was going to have the fireman cut the burners out of it and shut it down. In his haste or confusion, he opened the wrong valve and bled all the steam out of the good port boiler. With no steam to operate the ship, the turbine died down, the pumps and generators quit and we were dead in the water. We were in total darkness, and then all hell broke loose.

The chief engineer and the first and second engineers came charging down with big flashlights. I spoke to them and they flashed their lights on me. They were up between the two boilers and I was beneath them. I told the chief that the starboard boiler was dry and told the third engineer to shut that system off. He ordered the fireman to blow down the boiler for him. Which he did, two or three times. One still couldn't really tell if it had water. He then said it was too full and ordered me to have the fireman light up the port boiler, which had no steam left with which to operate the fuel pumps for the boilers. So the engineers had to come down and pump oil manually to the port boiler, which was now isolated from the starboard boiler.

It took a lot of hard, manual labor to pump pressure oil to the burners. Finally, we got one burner lit and then managed to get the other three lit and build up steam to operate the pumps and generators. We were still dead in the water. This area was known for its submarine saturation, easy to pick off ships going to England.

After we got everything running once again, the chief hollered down to me to light up the starboard boiler. I said I couldn't see any water in it, it all looked like steam. I refused two times until he threatened me with a Coast Guard hearing when we got back and would yank my sailing papers. So I told the fireman to light up.

He did OK on the first one, but I still didn't like it. I left in a hurry and jumped behind the large gear transfer case and crouched down. Just in time!

Evidently, I was correct in assuming the boiler was dry. The fireman had the third burner lit out of four when the chief told him to put water into the boiler. When that cold water hit those empty water tubes that were cherry red, the boiler blew. The chief and two other engineers were on the upper grate near the top of the boilers at the time. Fortunately, it only had steam enough to blow the tubes and bulge out the boiler, and lots of soot formed by the burners. There was lots of hollering and running around, but eventually we secured everything and got underway with one boiler and headed back to New York. We could only make about seven or eight knots, so it took seven days to get back to New York.

In the meantime, the Jewish refugees were all excited and eventually were allowed to walk on deck. It didn't take long for a deckhand to spot a young 18-year-old girl. Soon everybody knew who the passengers were: male, female, young, old, married and single.

It was funny that as we limped back to New York with a disabled new ship, the officers never talked to us about this incident. Common sense told me that somebody was in big trouble, especially the chief engineer and my third engineer. One's papers could easily get yanked for this.

When we docked, we got news that we could go ashore and would be given some cash. This would be deducted from what cash we had coming. The captain was the complete master over everything. I believe we got about \$10 and were told to make sure we were aboard by 9:00 the next morning. Of course this meant a night on the town. Some drank, perhaps a little more than they could handle.

We got called up to the captain's quarters for a meeting. It included only the engineers and our watch. The company had two lawyers there, so the lawyers did all the talking. They told the chief engineer to go through the evidence of the boiler blowing up. They would correct him on certain ways of saying things or correct usage of words. So we all were sharp enough to catch on quickly as to what to say so that we all told the same story and nobody would be held responsible and get their papers yanked.

It went along fine until we got to my oiler, a young fellow of about 19 years who had had too much to drink the night before. Very bleary eyed and hung over, he just couldn't grab the gist of the fabricated story the lawyers were trying to promote. He kept insisting he was next to me when the chief ordered me to light up and I wouldn't. That is until he threatened me. Finally, he came around, and his story was that he was on the other side of the machinery, oiling and checking equipment.

That afternoon, we went for a Coast Guard hearing. The officers went in first and were there a very long time. It seemed pretty cut-and-dried when we went in and told our stories about what happened. It didn't take long for the court to reach a decision, and all the blame was put on shipyard workmanship and poor rundown inspection. We were all blameless, and the shipping company had no fiscal responsibility.

The company wasted no time in assigning us to another ship.

Brother Stimac's wartime recollections will continue in a future edition of the Seafarers LOG.



Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2007

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	3	4	2	2	1	1	0	5	5	5
Anchorage	1	4	0	1	3	0	0	1	12	1
Baltimore	5	4	2	0	4	1	2	8	10	2
Fort Lauderdale	13	12	4	12	12	3	9	21	26	7
Guam	3	3	1	0	2	3	0	5	10	2
Honolulu	11	7	2	5	3	1	3	21	16	2
Houston	37	33	8	33	24	3	26	62	49	12
Jacksonville	34	24	8	32	17	3	17	59	37	13
Joliet	1	3	1	1	1	1	0	2	3	0
Mobile	14	8	0	10	6	0	8	19	17	3
New Orleans	14	12	4	12	5	1	4	24	13	5
New York	51	26	3	32	17	2	32	85	50	8
Norfolk	13	11	9	12	16	2	7	22	14	14
Oakland	23	18	2	27	11	0	14	32	19	4
Philadelphia	5	4	2	4	6	1	0	8	7	3
Piney Point	3	6	0	3	13	0	2	2	9	1
Puerto Rico	12	10	1	8	5	0	7	16	16	1
St. Louis	1	3	2	1	5	1	2	2	7	1
Tacoma	38	34	6	40	23	3	15	52	60	12
Wilmington	29	18	6	18	17	1	20	57	23	14
Totals	311	244	63	253	191	27	168	503	403	110
ENGINE DEPARTMENT										
Algonac	1	4	0	0	1	0	0	1	3	1
Anchorage	0	4	0	0	1	0	0	0	4	1
Baltimore	5	5	0	4	1	0	2	10	7	0
Fort Lauderdale	6	9	0	4	6	2	4	7	12	4
Guam	1	3	0	0	3	0	0	1	8	2
Honolulu	9	3	2	8	0	0	3	11	9	3
Houston	12	9	3	14	13	4	10	26	14	2
Jacksonville	14	20	1	12	22	2	5	25	27	2
Joliet	0	3	0	0	1	0	0	0	3	0
Mobile	9	1	0	5	4	0	2	12	5	0
New Orleans	9	7	1	5	4	0	4	14	8	1
New York	19	10	1	12	8	0	3	34	28	6
Norfolk	8	15	3	12	11	3	5	9	17	3
Oakland	17	6	1	12	7	0	2	20	11	3
Philadelphia	4	2	1	2	3	0	0	5	2	1
Piney Point	1	4	0	0	1	0	1	3	6	0
Puerto Rico	3	5	1	2	5	0	5	5	5	2
St. Louis	1	3	3	1	1	0	0	2	4	3
Tacoma	5	15	4	7	15	3	8	16	28	3
Wilmington	5	11	5	6	8	2	7	19	13	12
Totals	129	139	26	106	115	16	63	220	214	49
STEWARD DEPARTMENT										
Algonac	2	1	1	0	1	0	0	3	1	3
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	0	0	1	0	0	0	9	0	1
Fort Lauderdale	7	9	0	7	4	0	4	7	20	1
Guam	2	1	0	2	0	0	0	1	1	0
Honolulu	10	6	0	9	4	0	3	21	13	0
Houston	30	14	1	14	9	2	10	44	14	0
Jacksonville	10	7	0	22	7	1	6	19	11	2
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	5	4	1	7	1	1	2	7	6	2
New Orleans	8	4	1	5	2	1	4	10	6	1
New York	22	6	3	17	4	2	10	36	13	4
Norfolk	10	15	0	2	7	0	3	16	19	3
Oakland	24	4	0	20	7	0	10	37	4	0
Philadelphia	4	2	1	1	1	0	2	5	3	1
Piney Point	1	2	0	1	1	0	1	2	4	0
Puerto Rico	1	3	0	1	3	1	1	2	2	0
St. Louis	1	0	0	2	0	0	0	1	2	0
Tacoma	23	7	2	25	10	0	11	28	9	4
Wilmington	24	11	1	18	8	1	12	37	15	2
Totals	188	97	11	154	69	9	79	285	144	24
ENTRY DEPARTMENT										
Algonac	0	2	5	0	0	0	0	0	2	7
Anchorage	0	5	0	0	2	0	0	0	6	0
Baltimore	0	2	1	0	0	1	0	1	5	2
Fort Lauderdale	0	5	10	0	3	6	0	0	12	13
Guam	0	2	1	0	0	0	0	0	4	3
Honolulu	3	7	5	2	1	4	0	3	17	12
Houston	3	14	11	4	16	4	0	4	35	20
Jacksonville	1	21	13	5	7	7	0	5	35	23
Joliet	0	2	2	0	0	0	0	0	3	3
Mobile	0	5	0	1	2	0	0	0	9	2
New Orleans	3	3	6	1	3	1	0	5	8	10
New York	9	36	13	6	9	3	0	14	90	32
Norfolk	1	16	14	1	10	8	0	0	22	15
Oakland	4	21	14	4	11	8	0	11	25	14
Philadelphia	0	1	2	0	1	1	0	0	1	3
Piney Point	0	7	16	0	11	12	0	0	5	12
Puerto Rico	0	1	1	0	1	0	0	0	2	4
St. Louis	0	3	2	0	1	0	0	0	2	3
Tacoma	4	17	10	2	14	4	0	6	28	19
Wilmington	3	10	4	0	12	3	0	3	15	9
Totals	31	180	130	26	104	62	0	52	326	206
Totals All Departments	659	660	230	539	479	114	310	1,060	1,087	389

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

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

August & September 2007 Membership Meetings

Piney Point	Monday: August 6
	Tuesday: September 4*
	(*change created by Labor Day Holiday)
Algonac	Friday: August 10, September 7
Baltimore	Thursday: August 9, September 6
Boston	Friday: August 10, September 7
Guam	Thursday: August 23, September 20
Honolulu	Friday: August 17, September 14
Houston	Monday: August 13, September 10
Jacksonville	Thursday: August 9, September 6
Joliet	Thursday: August 16, September 13
Mobile	Wednesday: August 15, September 12
New Orleans	Tuesday: August 14, September 11
New York	Tuesday: August 7, September 4
Norfolk	Thursday: August 9, September 6
Oakland	Thursday: August 16, September 13
Philadelphia	Wednesday: August 8, September 5
Port Everglades	Thursday: August 16, September 13
San Juan	Thursday: August 9, September 6
St. Louis	Friday: August 17, September 14
Tacoma	Friday: August 24, September 21
Wilmington	Monday: August 20, September 17

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

Personals

FRIENDS OF PRESTON BROUSSARD

The family of Preston D. Broussard of Port Arthur, Texas and Cecilia, La. (who died March 21, 2006) would like to hear from friends of Mr. Broussard. Please call Mike at (409) 838-8720.

THE MARINE ELECTRIC

The Marine Electric sank off the coast of Virginia in 1983. Anyone with photos or videos of the ship, please contact Gregory Scott at (312) 601-8350; or e-mail gregory.scott@towersproductions.com.

Inland Career Opportunities: Immediate Job Openings

The SIU has immediate openings in the inland division. Interested individuals who possess either a 1,600-ton master's license (with near coastal or ocean endorsements) along with an Officer in Charge of a Navigational Watch (OICNW) STCW certificate; or a designated duty engineer (DDE) 5,000 hp or greater license are encouraged to contact Bart Rogers at the union's manpower office at (301) 994-0010, extension 5317 for additional information.

TWIC Updates

The Transportation Security Administration around May 1 published a list of 131 U.S. cities and territories that have been tapped as locations for Transportation Worker Identification Credential (TWIC) fixed enrollment centers. Since then, there has been a dearth of formal announcements concerning the program, although last month numerous published reports quoted TSA officials as acknowledging delays that will push initial TWIC issuance back until this fall.

The SIU will publicize information on the TWIC and its related merchant mariner qualification credential (MMC) as it is released by the various agencies involved. Meanwhile, the phone number for the TSA's TWIC help desk is 877-687-2243, and the TSA's TWIC web site is located at www.tsa.gov/twic. The union continues to post updates at www.seafarers.org, normally in the "Heard at Headquarters" and *Seafarers LOG* sections. Seafarers also are encouraged to check with their port agent from time to time for updates.

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 Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjite, *Vice President at Large*

Charles Stewart, *Vice President at Large*

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

606 Kalihii 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

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for the SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$10,555,326. These expenses included \$970,320 in administrative expenses and \$9,585,006 in benefits paid to participants and beneficiaries. A total of 3,226 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$130,406,267 as of July 31, 2006, compared to \$138,101,966 as of August 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$7,695,699. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$2,859,627, including employer contributions of \$37,367, losses of \$413,641 from the sale of assets, earnings from investments of \$3,233,717 and other income of \$2,184.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of the SIU Pacific District Pension Plan, which is the administrator, 730 Harrison Street, Suite 400, San Francisco, CA 94107; tel. (415) 764-4990. The charge to cover copying costs will be \$17 for the full annual report, or \$0.25 per page for any part thereof.

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

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

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUNDS, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was \$996,980 as of July 31, 2006, compared to \$1,282,960 as of August 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$285,980. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$7,552,155, including employer contributions of \$7,465,751, losses of \$429 from the sale of assets, earnings from investments of \$86,896 and other losses of \$63.

Plan expenses were \$7,838,135. These expenses included \$452,291 in administrative expenses and \$7,385,844 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the SIU Pacific District Supplemental Benefits Fund, Inc. at 730 Harrison Street, Suite 400, San Francisco, CA 94107; tel. (415) 764-4990. The charge to cover copying costs will be \$6 for the full annual report, or \$0.25 per page for any part thereof.

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

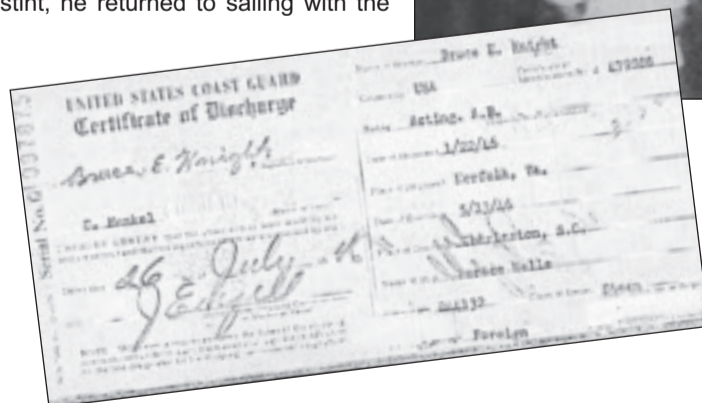
You also have the legally protected right to examine the annual report at the main office of the plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs.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

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by **Bruce E. Knight** of Chesapeake, Va.

Brother Knight was involved in organizing the Isthmian Steamship Company's S.S. *Horace Wells* for the SIU in 1946. The picture shows the men on board the ship "the day we voted for the SIU." He has drawn a circle around himself and indicated an arrow pointing to the bosun, Blackie Martin.

Following that organizing run from Norfolk, Va. to Charleston, S.C., Knight was drafted into the U.S. Army. He served for four years and one month in both Japan and Germany. Following his military stint, he returned to sailing with the SIU.



A copy of his certificate of discharge, shows that Brother Knight worked as an acting AB aboard the S.S. *Horace Wells* in 1946.

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



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



JAMES BADGETT, 65, joined the Seafarers in 1972 in the port of Houston. Brother Badgett's first voyage was aboard the *Overseas Aleutian*. The engine department member, who was born in Texas, was a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Badgett last sailed on the *Commitment*. He calls Bonham, Texas home.

JOHN CAIN, 71, first sailed with the SIU in 1953 aboard the *Alcoa Pegasus*. He was born in Mobile, Ala. and worked in the deck department. His most recent ship was the *Overseas Natalie*. Brother Cain lives in LaPorte, Texas.



RICKEY CAVENDER, 50, launched his SIU career in 1970. Brother Cavender first shipped aboard a Michigan Tankers Inc. vessel. A native of Indianapolis, Brother Cavender upgraded his skills often at the Piney Point school. He was member of the engine department. Brother Cavender's most recent voyage was aboard the *Thompson Pass*. He is a resident of Wilmington, Calif.

MICHAEL CLAPSHAW, 65, joined the SIU in 1978. Brother Clapshaw first sailed on the *Overseas Anchorage* as a member of the engine department. He was born in Port Angeles, Wash. and upgraded on numerous occasions at the union-affiliated school in Piney Point, Md. Brother Clapshaw most recently sailed aboard the *Tacoma*. He continues to reside in the state of Washington.



JOHN GEHRING, 65, was born in Colorado. Brother Gehring became a union member in 1987. He first sailed on the *USNS Silas Bent*. Brother Gehring worked in the steward department. In 2000 and 2001, he attended classes at the Paul Hall Center to upgrade his seafaring skills. Brother Gehring's most recent trip to sea was aboard the *Calvin P. Titus*. He makes his home in Ronan, Mont.

TOMMY LISTER, 65, started shipping with the union in 1963 in the port of Mobile, Ala. Brother Lister, who was born in Mississippi, sailed in the deck department. His first ship was the *TransIndiana*; his last the *USNS Bellatrix*. Brother Lister settled in Neely, Miss.



EARL MACOM, 63, joined the SIU in 1965, first sailing on the *Topa Topa*. The Missouri native worked in the engine department, most recently aboard the *USNS Chesapeake*. He calls Morrill, Maine home.



JOHN MIRANDA, 56, commenced his seafaring career in 1971. Brother Miranda's first voyage was on the *Dauntless*. The engine department member, who was born in New York, most recently sailed aboard the *Prince William Sound*. He lives in Bush, La.



THOMAS PAPPAS, 65, began sailing with the union in 1991. Brother Pappas first sailed with the MC&S

Marine Cooks & Stewards (MC&S) on the *Northern Light*. He was born in Virginia. Before retiring, Brother Pappas shipped aboard the *USNS Soderman*. He continues to reside in Virginia.



LINTON REYNOLDS JR., 65, is a native of Clinton, Iowa. Brother Reynolds joined the SIU in 1967 in the port of San Francisco, first sailing on an ISCO Inc. vessel. He last worked in the engine department aboard the *Overseas Marilyn*. Brother Reynolds is a resident of Dayton, Texas.



HERMAN RHODES, 66, began his seafaring career in 1999 in the port of Mobile, Ala. Born in Graysville, Ala., Brother Rhodes sailed in the engine department, working primarily on vessels operated by Maersk Line Limited, including the *USNS Sisler* and the *USNS*

Watson. Brother Rhodes makes his home in Mobile, Ala.

INLAND

JAMES ADDINGTON, 63, launched his seafaring career in 1986 in the port of New Orleans. Boatman Addington initially shipped aboard Red Circle Transport Co. vessels. The deck department member most recently worked on Crowley Towing & Transportation vessels. Boatman Addington settled in Portland, Tenn.



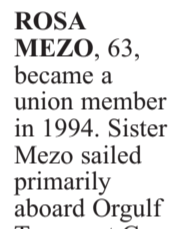
WALLACE CUMBEST, 56, joined the union in 1977. Boatman Cumbest, who was born in Georgia, sailed primarily aboard Crowley Towing Co. vessels. Boatman Cumbest attended classes on multiple occasions at the Paul Hall Center. He resides in Oldtown, Fla.

ARTURO MARTINEZ, 62, began shipping with the SIU in 1987 from the port of St. Louis.

Boatman Martinez initially worked aboard a Delta Queen Steamship Co. vessel. He is a native of Honduras. Boatman Martinez most recently sailed on the *Mississippi Queen*. He calls Houston home.



WILLIAM MATHEWS, 61, embarked on his seafaring career in 1967. Boatman Mathews first sailed in the deep sea division on the *Coeur d'Alene*. He upgraded frequently at the Piney Point school. Boatman Mathews' most recent voyage was aboard a Penn Maritime vessel. He makes his home in Aydtlett, N.C.



ROSA MEZO, 63, became a union member in 1994. Sister Mezo sailed primarily aboard Orgulf Transport Co. vessels. She was a member of the steward department. Sister Mezo is a resident of Dix, Ill.



ROLAND SIMMS, 64, was born in Lewes, Del. Boatman Simms first sailed in 1977 on an IBC Co. vessel and most recently worked on an Interstate Oil Transport Co. vessel. Boatman Simms resides in Georgetown, Del.

MELVIN WILLIS, 66, commenced his SIU career in 1962. Boatman Willis joined the Seafarers in 1962. Prior to retiring, he sailed with Steuart Transportation Company. Boatman Willis settled in Marshallberg, N.C.



GREAT LAKES

MAYNARD BAKER, 66, joined the union in 1960 in the port of Detroit. Brother Baker, who was born in Michigan, first sailed on an American Steamship Co. vessel. He worked in both the engine and deck departments. Brother Baker last shipped aboard the *St. Clair*. He lives in Marine City, Mich.

Continued on page 20

Reprinted from past issues of the Seafarers LOG.

1945

When Brother Richard Lewis left New York in January 1941 on the *City of Alma*, a Waterman ship bound for Santos, he never thought the voyage would eventually take him to Shanghai, Manila and the infamous death march of Bataan. But the sequence of unforeseen events did that to this SIU seaman and, recently arrived back in the States, he told a thrilling story of his experiences in the intervening four years....

When it became impossible to leave Manila (where he had been hospitalized), Lewis offered his services to the Army, along with a number of other merchant seamen and was put to work moving supplies from Manila to Corregidor.... Following the surrender on April 9, 1942, Lewis and several other merchant seamen were put in a stockade with Philippine civilians and troops for about a week, after which they were started on the Death March of Bataan. His memories of this experience include the sight of hundreds of Filipino women being raped by foreign soldiers, of soldiers and civilians shot as they tried to get water, of men abandoned by the road to die or be bayoneted by the guards as the procession trudged along. The only food during seven days of the march was what furtive Filipinos managed to pass them along the route.... Brother Lewis himself was lined up for burial, but crawled away before the burial squad did its gruesome work.

1955

In effect for four months, the SIU's seniority shipping system has been operating smoothly in all ports. No major hitches have developed in

any aspect of the program. Three headquarters officials of the union are working full time on administration of the seniority system to assure smooth operation. They are Keith Terpe, director of organization, who is handling seniority matters for the district; A "French" Michelet, chief dispatcher at headquarters; and Freddie Stewart, working with Michelet as dispatcher. The seniority system was negotiated by the union with the shipowners in March and has been incorporated into the contract along with other membership-approved shipping rules.

THIS MONTH IN SIU HISTORY

1965

The Maritime Trades Department, AFL-CIO, has charged that the efforts to resolve the current collective bargaining dispute in maritime which has immobilized more than 100 vessels is "being thwarted by a handful of willful shipping company officials, representing just eight companies, who have refused to conclude agreements with any of the maritime unions whose contracts are now open for renegotiation." MTD President Paul Hall said in a statement forwarded from Amsterdam, Holland, where he had been attending the International Confederation of Free Trade Union Congress as an AFL-CIO delegate, that "this situation is of grave concern to the Maritime Trades Department, which represents hundreds of thousands of workers who are dependent upon the maritime industry for their livelihoods. It is of particular concern at this time when a tripartite effort on the part of maritime labor, management and the government is being made to find ways and means of strengthening and improving the American-flag merchant fleet."

Final Departures

DEEP SEA

JULIO ARZU

Brother Julio Arzu, 38, passed away Nov. 28. He became an SIU member in 1991. Brother Arzu, who was born in Honduras, first sailed aboard the *Independence*. He most recently worked on the *Tyco Decisive*. Brother Arzu lived in Houston.

BENJAMIN BALERIO

Pensioner Benjamin Balerio, 72, died Nov. 28. Brother Balerio joined the union in 1968. His first ship was the *Midlake*; his last was the *Overseas Alaska*. Brother Balerio, who went on pension in 1999, continued to reside in his native Texas.

PETER BATAYIAS



Pensioner Peter Batayias, 83, passed away Nov. 23. Brother Batayias began his seafaring career in 1964. His first voyage was aboard a vessel operated by Waterman Steamship Corp. Brother Batayias was a member of the steward department. He last sailed on the *Horizon Mayaquez*. Brother Batayias retired in 1993. He was a resident of Savannah, Ga.

DAVID BOARD

Pensioner David Board, 84, died Nov. 28. Brother Board began shipping with the SIU in 1967. The deck department member, who was born in Cuba, first worked aboard the *USNS Potomac*. Prior to retiring in 1989, he sailed on the *Seattle*. Brother Board made his home in Jacksonville, Fla.

ROBERT BROWN



Pensioner Robert Brown, 76, passed away Nov. 28. Brother Brown joined the union in 1956. His first voyage was aboard the *Louis Emery Jr.* Brother Brown sailed in the deck department. His last voyage was on the *Horizon Kodiak*. Brother Brown called Elma, Wash. home. He started collecting his pension in 1996.

MAURICE DUET



Pensioner Maurice Duet, 79, died Nov. 15. Brother Duet began his seafaring career in 1945, first sailing aboard a Delta Steamship Lines vessel. Born in Crown Point, La., Brother Duet worked in the deck department most recently on the *Cape Farewell*. He settled in Maurice, La. Brother Duet became a pensioner in 1990.

JOHN FLUNKER



Pensioner John Flunker, 87, passed away Nov. 23. Brother Flunker joined the Marine Cooks & Stewards (MC&S) in 1954 in the port of San Francisco. He first shipped aboard the *Del Oro* as a member of the steward department. Brother

Flunker's last voyage was on the *President Jackson*. He was born in the Philippines and made Seattle his home. Brother Flunker retired in 1985.

FRANK FROMM



Pensioner Frank Fromm, 88, died Nov. 13. Brother Fromm first sailed with the SIU in 1951 from the port of Mobile, Ala. His first ship was the *Steel*

Architect; his last was the *Connecticut*. Brother Fromm, who was born in New Jersey, worked in the deck department. He went on pension in 1981. Brother Fromm was a resident of Lindenhurst, N.Y.

WILFREDO GATEMAN

Brother Wilfredo Gateman, 51, passed away Nov. 20. He became an SIU member in 1997 in Piney Point, Md. Brother Gateman was born in the Philippines and shipped in the deck department. His most recent voyage was aboard the *Alaskan Navigator*. Brother Gateman lived in Hawaii.

CARLOS GOMEZ



Pensioner Carlos Gomez, 79, died Nov. 14. Brother Gomez joined the Seafarers in 1951. He initially shipped on the *Strathmore* in the engine department. Brother Gomez was a native of Argentina. Before retiring in 1988, he sailed aboard the *Steel Voyager*. Brother Gomez called Winter Park, Fla. home.

ERNEST KOLENOVSKY



Pensioner Ernest Kolenovsky, 85, passed away Nov. 11. Brother Kolenovsky began his SIU career in 1947. The deck

department member first sailed on the *Walter Tyler Page*. Brother Kolenovsky, who was born in Texas, last worked aboard the *Connecticut*. He settled in Galveston, Texas and started receiving compensation for his retirement in 1981.

NICHOLAS LOMAS



Pensioner Nicholas Lomas, 78, died Nov. 10. Brother Lomas embarked on his seafaring career in 1946. His first voyage was on the *Fort*

Bridge. Brother Lomas, who was born in Galveston, Texas, worked in the deck department. He last sailed aboard the *Horizon Discovery*. Brother Lomas retired in 1992 and resided in Tampa, Fla.

JESSE LUSIAN

Brother Jesse Lusian, 25, passed away Sept. 2. Born in Santa Rosa, Calif., Brother Lusian joined the SIU in 2003 in Piney Point, Md. He initially sailed on the *USNS Pomeroy*. Brother Lusian's most recent voyage was aboard the *USNS Red Cloud*. He made his home in Hemet, Calif.

FELIX VITO



Pensioner Felix Vito, 83, died Oct. 13. Brother Vito launched his seafaring career in 1945. His earliest trip to sea was aboard a Bloomfield

Steamship Co. vessel. Brother Vito last worked on the *Oakland*. He became a pensioner in 1984 and called Reno, Nev. home.

INLAND

JOSEPH LONG



Pensioner Joseph Long, 75, passed away Oct. 4. Boatman Long joined the union in 1968. He first worked aboard Gulf Atlantic

Transportation Corp. vessels. Boatman Long, who was born in Baltimore, last sailed on a Piney Point Transportation vessel. Boatman Long started collecting his pension in 1996. He was a resident of Newport, N.C.

JAMES MARTIN SR.



Pensioner James Martin Sr., 79, died Oct. 8. Boatman Martin joined the SIU in 1974. He first worked aboard a Moran

Towing of Virginia vessel. Boatman Martin was an Ohio native. He last sailed on McAllister Towing boats. Boatman Martin, who retired in 1989, lived in Norfolk, Va.

RICHARD MOSS

Pensioner Richard Moss, 57, passed away Nov. 20. Boatman Moss became a union member in 1968. He sailed in the deck department in both the inland and deep sea divisions. Boatman Moss first shipped aboard a Texas City Refining Inc. vessel and last worked aboard G&H Towing Co. vessels. He resided in Texas and went on pension in 1998.

JOSEPH SELF



Pensioner Joseph Self, 76, died Oct. 3. Boatman Self was born in Hemphill, Texas and began sailing with the union in 1962. He

worked primarily aboard National Marine Service vessels. Boatman Self, who called Jasper, Texas home, went on pension in 1994.

GREAT LAKES

JACK SWEENEY



Pensioner Jack Sweeney, 83, passed away Nov. 22. Brother Sweeney began his seafaring career in 1970, initially shipping aboard a

Michigan Tankers Inc. vessel. He was a member of the steward department. Brother Sweeney last sailed on the *Seniority Men*. He made his

home in his native state of Minnesota. Boatman Sweeney started receiving compensation for his retirement in 1988.

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

AMBLER BRANHAM



Pensioner Ambler Branham, 98, passed away Aug. 11. Brother Branham joined the NMU in 1967, first sailing from the

port of Beaumont, Texas aboard the *Margaret Lykes*. Born in Amhurst, Va., he worked on the *Gulf Knight* before retiring in 1978.

SECUNDINO CARRION



Pensioner Secundino Carrion, 83, died Aug. 23. Brother Carrion became an NMU member in 1961 in the port of New York. The

Puerto Rico-born mariner shipped in the steward department. Brother Carrion's first vessel was the *Atlantic*; his last was the *American Liberty*. He started collecting his pension in 1986.

JOHN CLARK



Pensioner John Clark, 78, passed away Sept. 20. Brother Clark joined the NMU in 1945 in the port of Wilmington, Calif. Born in

Kansas City, Kan., he last sailed aboard the *Zoella Lykes*. Brother Clark began his retirement in 1987.

ROGELIO COLON



Pensioner Rogelio Colon, 81, died Sept. 6. Brother Colon began his seafaring career in 1962 in the port of San Francisco, Calif. He initially

worked on the *Garden State* as a member of the steward department. Brother Colon was born in Puerto Rico. His last voyage was on board the *Marine Duval*. Brother Colon retired in 1992.

MICHAEL LEYDON



Pensioner Michael Leydon, 82, passed away Aug. 1. Brother Leydon was born in Sligo, Ireland. He started sailing with the union

in 1946 from the port of New York. Brother Leydon first sailed on the *Sea Porpoise* as a member of the deck department. Brother Leydon's last voyage was on the *Chestnut Hill*. He went on pension in 1991.

JULIO ROCCA



Pensioner Julio Rocca, 85, died Aug. 4. Brother Rocca joined the NMU in 1946 in the port of New York. He first shipped aboard the

Clevelander. Brother Rocca was born in Montevideo, Uruguay. His last voyage was on the *Cape Hudson*. Brother Rocca became a pensioner in 1971.

THEODORE WADDELL



Pensioner Theodore Waddell, 76, passed away Aug. 18. Brother Waddell joined the NMU ranks in 1968 in the port of

Baltimore. He initially worked in the steward department of the *Rio*. Brother Waddell was born in Maryland. He retired in 1987.

EGBERT WALCOTT



Pensioner Egbert Walcott, 88, died Aug. 19. Brother Walcott joined the NMU in 1943 in the port of Mobile, Ala. His first ship was the

Winding Gulf. Brother Walcott was a native of Barbados, W.I. The steward department member most recently sailed aboard the *Austral Ensign*. Brother Walcott began receiving his retirement compensation in 1981.

MILTON WALTERS



Pensioner Milton Walters, 76, passed away Aug. 30. Brother Walters began his seafaring career in 1951 in the port of Norfolk, Va. His first voyage

was on the *Pan Pennsylvania*. Brother Walters shipped in the engine department. He last sailed on the *Tillie Lykes*. Brother Walters went on pension in 1995.

ROBERT WALTHALL



Pensioner Robert Walthall, 81, died Aug. 12. Brother Walthall joined the union in 1947 while in Galveston, Texas. His first ship was the

Pan Massachusetts. Brother Walthall was born in Kirven, Texas and sailed as a member of the engine department. He last worked on the *Texaco New Jersey*. Brother Walthall became a pensioner in 1973.

CHARLES WILLIAMS



Pensioner Charles Williams, 89, passed away Aug. 3. Brother Williams first sailed aboard the *African Neptune* in 1939. Born in

Jacksonville, Fla., he worked in the steward department. Prior to retiring in 1981, Brother Williams sailed on a vessel operated by Farrell Lines.

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.

HORIZON ENTERPRISE

(Horizon Lines), April 5—Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **Michael J. Wells**, Engine Delegate **John E. Coleman**, Steward Delegate **Soriano S. Grande**. Chairman reported ship paid off today after making final run to Guam and Hong Kong. Next voyage will start "Pineapple" run (Tacoma, Oakland, Honolulu). Secretary reminded departing crew members to clean rooms and leave fresh linen for next members. Educational director advised crew to check document expiration dates and, if necessary, renew early. He also reminded them to read the *Seafarers LOG* to stay current on what's happening in union and in maritime industry and encouraged them to upgrade skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Crew advised to keep an eye on clothes that are in dryer. Chief engineer to be notified about possible repair. Suggestions were made regarding medical plan. Crew thanked steward department for great St. Patrick's Day barbecue.

HORIZON TACOMA (Horizon Lines), April 1—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Mohamed N. Ahlsinai**. Chairman announced April 3 payoff upon arrival in Tacoma, Wash. He urged everyone to keep dues paid up and support SPAD for increased job security. Crew members were thanked for helping clean ship. Educational director encouraged mariners to take advantage of upgrading opportunities offered at Piney Point facility. No beefs or disputed OT reported. Crew expressed gratitude to steward department for job well done. Next port: Tacoma, Wash.

HORIZON TRADER (Horizon Lines), April 15—Chairman **Amante V. Gumiran**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Deck Delegate **Mohsin A. Ali**, Engine Delegate **Mohamed M. Abdulla**. Bosun announced April 21 payoff to take place prior to arrival in Tacoma, Wash. He stated ship is then scheduled for dry dock in China on June 17. Educational director encouraged crew members to attend classes at SIU-affiliated school to upgrade seafaring skills. Treasurer noted \$860 in crew fund and \$1,000 in satellite TV fund. No beefs or disputed OT reported. Seafarers requested new radio with DVD player for crew lounge and made suggestions for next contract. Next ports: Tacoma; Oakland, Calif.; Honolulu; Hong Kong.

JEAN ANNE (Interocean American Shipping), April 22—Chairman **Daniel Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **David F. Cutro**, Deck Delegate **Vince Ippolito**, Steward Delegate **Mary L. Maddox**. Chairman thanked all departments for outstanding work

and dedication during recent voyages. Secretary went over eligibility issues. No beefs or disputed OT reported. Engine delegate expressed crew's gratitude to bosun for his support during journey. Next port: San Diego.

LOUIS J. HAUGE JR. (Maersk Line Limited), April 23—Chair-

man **Paul Hall Center**. Treasurer stated \$1,962 in ship's fund. No beefs or disputed OT reported. President's report and communication from VP **George Tricker** concerning retirement and pension were read. Crew members were reminded to clean rooms and supply fresh linen for reliefs. Thanks given to steward department for "excellent job."

GLOBAL SENTINEL (Transoceanic Cable Ship), May 29—Chairman **Lee Hardman**, Secretary **Shawn R. Fujiwara**, Educational Director **Vladimir G. Tkachev**, Deck Delegate **David L. Parks**, Engine Delegate **Johnny W. Carson**, Steward Delegate **Robert J. Haggerty**. Chairman reviewed new health care information and encouraged members to check *Seafarers LOG* of May 2007 or carrier web site for further information. He stated that vessel will load cable next week for pro-

report any problems immediately. He announced May 11 arrival in Tacoma, Wash. Treasurer stated \$250 in ship's fund and an additional \$2,000 with captain. Suggestion made to use ship fund money to reimburse crew members who personally bought converters. No beefs or disputed OT reported. Captain has posted sign stating that gym equipment will be furnished each trip. Volunteers are needed to purchase more equipment. They will be reimbursed. Requests made for steam table, grill/griddle and additional refrigerator for galley. Clarification requested regarding medical benefits. Crew is encouraged to read and check out web site on STCW renewal.

HORIZON PRODUCER (Horizon Lines), May 23—Chairman **Joel A. Lechel**, Secretary **Alexander Banky III**, Educational

Director **John R. Lamprecht**, Secretary **Robert E. Wilcox**, Educational Director **Scott S. Fuller**, Deck Delegate **Sunday Nwankwo**, Engine Delegate **Hugh Morrison**, Steward Delegate **David Gibson**. Chairman stressed the importance

of shipboard meetings as a valuable way to keep the union and its members strong and informed. He also led discussion on possibility of increasing size of steward department due to large number of crew, cadets and other riders. Secretary asked crew to make sure doors to house are closed tightly so air conditioning will perform properly. He also thanked them for helping keep lounge and common areas clean. Educational director advised all members to stay informed about TWIC issue and read *Seafarers LOG* for any new developments. No beefs or disputed OT reported. Crew expressed gratitude to steward department for good food and hard work. Next ports: Philadelphia, Pa.; Bayonne, N.J.; Port Canaveral and Port Everglades, Fla.

ITB NEW YORK (U.S.S. Transport), May 13—Chairman **Calvin M. Miles**, Secretary **Milton M. Yournett**, Educational Director **Jimmie E. Thomas**, Deck Delegate **Hussein M. Mohamed**. Chairman reported May 16 payoff upon arrival in Houston. Departing crew reminded to clean rooms and leave keys and fresh linen for next mariner. Educational director urged members to check expiration dates on z-card and passports. No beefs or disputed OT reported. Recommendations made regarding pension and medical plan. Vote of thanks given to steward department for job well done. Next port: Houston.

PRIDE (Maersk Line Limited), May 6—Chairman **Omaha S. Redda**, Secretary **Oswaldo J. Castagnino**, Educational Director **Matthew P. Ditullio**, Engine Delegate **Bruce M. Koete**, Steward Delegate **Obencio M. Espinoza**. Chairman announced May 7 payoff at sea and thanked crew for their cooperation during voyage. Secretary asked mariners getting off to leave rooms clean and take dirty towels/sheets to linen locker. He thanked crew for helping keep messhall clean. Educational director encouraged crew members to take advantage of opportunity to attend classes at union-affiliated school in Piney Point. No beefs; disputed OT reported in steward department. Clarification requested on calling of standbys. Everyone expressed gratitude to steward department for excellent food. Next ports: Charleston, S.C.; Houston; Norfolk, Va.

Celebrating Flag Day on the Obregon



Flag Day—June 14—was welcomed aboard the *Pfc Eugene A. Obregon* with a special menu and, of course, lots of flags! The ship's steward department put forth their best efforts in showing the pride held by the crew members for the flag of the United States of America.

The *Obregon's* steward department consists of (from the left, standing) Chief Steward **Patrick D. Helton**, Assistant Cook/Utility **Rod Jackson** and Steward **Assistant Timoteo Nunez**. Kneeling are Chief Cook **Eric Hernandez** and Steward **Assistant René Alfaro**.



Chief Cook **Eric Hernandez** (left) and Chief Steward **Patrick Helton** display their American flag cake. Thanks to Helton for sending these photos to the *Seafarers LOG*.



Steward Assistant **René Alfaro** stands at the decorated salad bar.

man **Paul C. Johnson**, Secretary **George J. Borromeo**, Educational Director **Arthur J. Kately III**, Deck Delegate **George McClendon**, Steward Delegate **Salvatore P. Gotti**. Chairman talked about TWIC and how it affects SIU members. He also went over new company policy concerning a preboarding physical. Educational director urged members to take advantage of educational opportunities at Piney Point school. No beefs or disputed OT reported. Communication from headquarters was read and discussed. Next port: Saipan.

MAERSK VIRGINIA (Maersk Line Limited), April 15—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**, Deck Delegate **Roberto Flores**, Engine Delegate **Sjamsidar Madjidji**. Chairman reported smooth trip with great crew and announced April 23 payoff in Newark, N.J. Secretary thanked crew for help and support in making this a good trip. Educational director stressed importance of upgrading skills at

ject for fall of 2007 and to remember that ship is on a 24-hour standby status. Pertaining to SMPPP, he reminded crew to keep track of their sea days and make sure beneficiary forms are filled out; they are not the same as union beneficiary forms. He noted that ship is awaiting a bid for repair of crew lounge furniture. Crew was asked to return movies to movie locker when done watching them and to report any water seen on deck to chairman. Request was made for copies of current Tyco-SIU contract and manning scale for various cable operations. Educational director urged mariners to make an appointment, if necessary, with Coast Guard to renew shipping documents. No beefs or disputed OT reported. Recommendation made regarding work rotations and lower retirement age.

HORIZON HUNTER (Horizon Lines), May 6—Chairman **Larry E. Watson**, Secretary **Jennifer K. Kim**, Educational Director **Joe Eagan**, Deck Delegate **George W. Mazzola**. Chairman reminded crew members not to wait for a meeting to report safety issues;

Director **Jeffrey D. Levie**, Steward Delegate **Fernando L. Vega Mercado**. Bosun thanked crew for helping keep ship clean and congratulated them on successful Coast Guard inspection. He noted continuing need for help in separating plastic items from other trash. Secretary reported great voyage and thanked crew for helping with Captain **Cocozza's** ("the best captain ever") retirement barbecue. Educational director encouraged Seafarers to be aware of expiration dates on MMDs and upgrade skills at Paul Hall Center. Treasurer stated \$4,156 in ship's fund. No beefs or disputed OT reported. Suggestions made concerning pension plan and addition for web site. Vote of thanks given to steward department for good meals and clean galley.

HOUSTON (U.S.S. Transport), May 20—Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox**, Educational Director **Scott S. Fuller**, Deck Delegate **Sunday Nwankwo**, Engine Delegate **Hugh Morrison**, Steward Delegate **David Gibson**. Chairman stressed the importance

Letters to the Editor

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

Credit for Job Well Done

Bill Eglinton's retirement from the Paul Hall Center will be a loss. I met Bill in 1976 when he was an instructor at the school and I was an engine department upgrader. I especially valued a course that Bill taught, diesel for unlicensed engine department members. It differed from many other courses for upgraders because it did not lead directly to an MMD endorsement. But it provided a special opportunity for those of us who were without officer academy training. It was clear that Bill really enjoyed teaching this course, and most of us in the class picked up on his enthusiasm. I still use material presented in the course. I was

pleased when Bill remained at the school because I knew he would be an asset.

Among the contributions that should be attributed to him, at least in part, was the school's transition from teaching traditional shipboard department basics and specializations into the present multi-program curriculums. I remember that Bill was among the first at the school to see the need for ongoing changes. He had observed that worldwide developments were occurring for mariners' qualifications, and the American maritime industry as we knew it was in jeopardy. He also knew that changes which would assure our membership's security and mobility would be difficult. At that time, the school was just starting to enjoy membership acceptance, and it would have been easier to ride things out hoping for the best. Bill was one of the major players in aggressive developments at the school that followed, and his leadership was a key factor that helped provide for and lead to the programs and resources we have available today.

In my view the membership

and the American maritime industry as a whole have been served well during Bill's tenure at the school. He was the right person there at the right time.

Eric Sager
Martinsburg, West Virginia

Relief Fund A Big Help

Because of Hurricane Katrina, I had a lot of damage to my home and had to replace the roof, among other things. I also had to replace a shed out back and a freezer in the garage, which was flooded. Three trees were downed and there was an awful lot of yard cleanup—just a lot of damage due to wind and water.

Many others had it far worse, but I'm still trying to get it all back together.

The assistance I received through the Seafarers Disaster Relief Fund (SDRF) was a big help and I truly appreciate it. I want to say thank you to all of our officials and members. I wish you fair winds and following seas.

Gene Wilson
Saraland, Alabama

Pensioners

Continued from page 17



LAWRENCE CURNOW, 65, became a union member in 1966. Brother Curnow first worked aboard

Associates Inc. vessel. Born in Duluth, Minn., Brother Curnow's most recent voyage was on the *John Boland*. He continues to call Duluth home.

ROLAND LINDEMUTH, 60, was born in Michigan. Brother

Lindemuth joined the SIU in 1978, first working on a Michigan Interstate Railway vessel in the deck department. Brother Lindemuth most recently sailed aboard the *Alpena*. He lives in Pellston, Mich.



SAID NASSIR, 66, joined the SIU in 1988. Brother Nassir's earliest trip to sea was on the *Walter J.*

McCarthy. In 2003, he attended the Seafarers-affiliated school in Piney Point, Md. to upgrade his skills. Brother Nassir most recently sailed aboard the *St. Mary's Challenger*. Born in Yemen, he makes his home in Detroit.

THE SLOP CHEST

The exclusive online source for Seafarers International Union merchandise.

Items are available via the slop chest link on our web site at:

www.seafarers.org

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Are You Receiving All Your Important Mail?

In order to help ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your **permanent** address, and this is where all official union documents will

be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union
Address Correction Dept.
5201 Auth Way
Camp Springs, MD 20746

or e-mail corrections to klements@seafarers.org

HOME ADDRESS FORM

7/07

(Please Print)

Name: _____

Phone No.: _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner Other _____

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

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 9	August 3
	August 20	September 14
	October 1	October 26
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	October 22	October 26
Celestial Navigation	July 9	August 3
GMDSS	August 13	August 24
Lifeboatman/Water Survival	August 6	August 17
	September 17	September 28
	October 29	November 9
Radar	October 8	October 19
Radar Renewal (one day)	October 29	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning July 9, 2007.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	July 16	August 10
	September 10	October 5

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

FOWT	August 13 October 8	September 7 November 2
Junior Engineer	July 16	September 7
Machinist	July 9	July 27
Marine Electrician	September 24	November 16
Pumpman*	July 9	July 20
	(*must have tankerman familiarization/ assistant cargo (DL) AND machinist)	
Welding	August 6	August 24
	October 1	October 19
	October 29	November 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	July 9	July 20
Fast Rescue Boat	July 23	July 27
	August 27	August 31
Basic Safety Training	Classes are conducted weekly	
Government Vessels	July 16	July 20
	August 6	August 10
	September 17 November 5	September 21 November 9
Medical Care Provider	July 23	July 27
Tankerman Familiarization/ Assistant Cargo (DL)*	September 24	October 5
	November 26	December 7
(*must have basic fire fighting)		
Tankerman (PIC) Barge*	August 13	August 17
(*must have basic fire fighting)		

Recertification

Bosun	October 8	November 5
Steward	July 9	August 6

Academic Department Courses

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

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

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Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 686 — Graduating from the water survival course are unlicensed apprentices from class 686. They include (in alphabetical order) Charles Brown Jr., Mark Brownell, Jean Cardona-Santiago, Mario Cruz, Cleveland Foy, Preston Grant, Daniel Irizarry, Stanley Jackson Jr., Dawn Johnson, Dontae Jones, Demond Lindsey, Sabrina Long, Peter McNeal, Pierre Norwood, Trevor Rowe, Christopher Ruggiero, Arvid Rutledge, Bobby Turner, Robert Watson, Ryanne Wheeler, Melody White, Falando Williams and Benjamin Wright.



AB — With instructor Bernabe Pelington (far left) are upgraders who completed the AB course May 11. They are (in no specific order) David Stavron, Daniel Stavron, Parris Mancuso, Darnell Taylor, Johnny Starnes, Larry Castaneda-Mercado, Gabe Williamson, Nicholas Kempker, Omar Madrid, Robert Freeman Jr., Jamar Allen, Daniel Dale, Scott Stilwell, Orien Nelson, Daron Tinney, Scott Bloomfield, Clifford Cronan, Jeffrey Gronotte Jr., Robert Morrison, Kevin Wimbley and Michael Stilwell.



FOWT — Upgrading seafarers who completed this course May 18 are (in no specific order) DeWayne Jacobs, Furman Watson, Carmelo Collazo, Kamion Kearney, Patrick Devlin, Jesse Tornabene, Kevin Lewis, Daniel McFarland, Gustavo Costas, Antoine Best, Aaron Larson, Scott Smith, Michael Iverson, Philip Rhule, Melvin Ratcliff, Travis Green, Billy Duenas, Peter Rubio, Kareim Wright, Mark Sawyer, Ronald Sease and David Ruggirello.



Advanced Fire Fighting — Graduating from this course May 4 are MTLX boatmen (in no specific order) Adam Emanuel, Robert Stone, Tacek Sawicki, Kesse Kesse, Clyde McNatt, Darrel Koonce Jr., Brandon Raney, Jay Templet, Philip Wright, David Lane II, Joseph Lupton Jr., Scott Chew, Richard Serwat and Frederick Mayo. Their instructor, Mark Cates, is at far right. (Note: not all are pictured.)

Computer Lab Classes



With instructor Rick Prucha in each photo are students who recently completed computer classes at the Paul Hall Center. Showing their certificates of achievement are (top row, from left) Clifford Cronan, Abdmutaali Muhammad and Rafael Chow, (bottom row, from left) Robeson Carrier and Jeff Hawkins and Elrick Archer and Rudy Oliva.



Marine Electrician — Students who completed the marine electrician course May 4 are (in no specific order) Greg Alvarez, Wendell Brown, Joseph Sam, Al Dixon, Joseph Krajnik, David Rushing, Husain Ali, Chris Schneider, Jeff Hawkins, Bryan Fletcher, David James and James Donohue. (Note: not all are pictured.)

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

Paul Hall Center Classes



Bridge Resource Management — MTLX boatmen completing this refresher course May 4 are (in no specific order) Aron Morgan, Robert Bronzan, Michael Santini, Jeff Brown, Elliott Talbot, Stephen McGavock, Scott Melton and Howard Clark. Their instructor, Herb Walling, is at far left.



Medical Care Provider — Upgrading seafarers who completed the medical care provider course May 4 under the instruction of Mark Cates are (in no specific order) Sellers Brooks, Vincent Mull, Samuel Levecque, Khaled Alsayed, Steven Blair, Timothy Fogg, John Collins, Michael Morita and Sean Grace.

Welding — Graduating from the welding class May 25 are (in no specific order) Bryan Fletcher, Lawrence Abrams, Forrest McGee, Michael Morita, Tim Johnson II and Stravon Jordan. Their instructor, Buzzy Andrews, is second from right.



Refrigeration Engineer — Jay Henderson (far left) taught the refrigeration engineer course that ended June 1. Included in this class were (in no specific order) Andrew Linares, Douglas Lowry, Rigoberto Beata and Rahul Bagchi.



Tanker Familiarization/Assistant Cargo (DL) — Two classes of Phase III apprentices graduated May 11 from tankerman assistant courses. They are (in no specific order) Cornelius Smith, Falando Williams, Charles Brown, Darren Hall, Cleveland Foy, Chris Caporale, J.K. Borden, Jonathan Luna, Diego Barbosa, Mark Brownell, Stanley Jackson Jr., Kieran Green, Preston Grant, Pierre Norwood, Daniel Irizarry, Felix De Armas, John Anson, Melody White, Arvid Rutledge Sr., Benjamin Wright, Ryanne Wheeler, Bobby Turner, Iker Urruchi, Michael Chapman, Arthur Jones, Rovena Cornelius, Tabethia Twine, Darein Matthews, Dawn Johnson, Ravon Moore, Demetrius Green, Alvin Hansley, Trevor Rowe, Mario Cruz, Joseph Maltese, Jesse Mixon, Enrique Velez, Paul Hart, Sabrina Long and Dwight Hunt.



Fast Rescue Boat — Graduating from the fast rescue boat course May 4 are MTLX boatmen (in no specific order) Bill Marti, Gabor Gardonyi, Kerry Noble, Chris Mavbaum, Glenn Lane, Darrell Corgatelli, Mitchel Gordon, Mike Meriweather and Patrick Harrington III. Their instructors were Stan Beck (far left) and Tom Truitt (far right).



Fast Rescue Boat — Along with their instructor, Tom Truitt (standing at left), are May 25 graduates of the fast rescue boat class. They are (in no specific order) Frank Campos, Clifford Cronan, Jay Dillon, Marc Everell, Paul Kucan, Sergey Kurchenko, Nebojsa Milosevic and Paul Riggs.



SL Achiever Returns from Voyage to North Atlantic



Above: AB Aubrey "Red" Davis preps a void space for closing.

A recent voyage to the North Atlantic provided Recertified Bosun **Robert Lindsay** with some incredible views of the *SL Achiever* covered in ice and other shots of fellow crew members at work during milder temperatures.

The *SL Achiever*, operated by Maersk Line, Limited, is one of 13 additional ships gained under the Maritime Administration's expanded Maritime Security Program (MSP) which runs from October 2005 until 2016. The

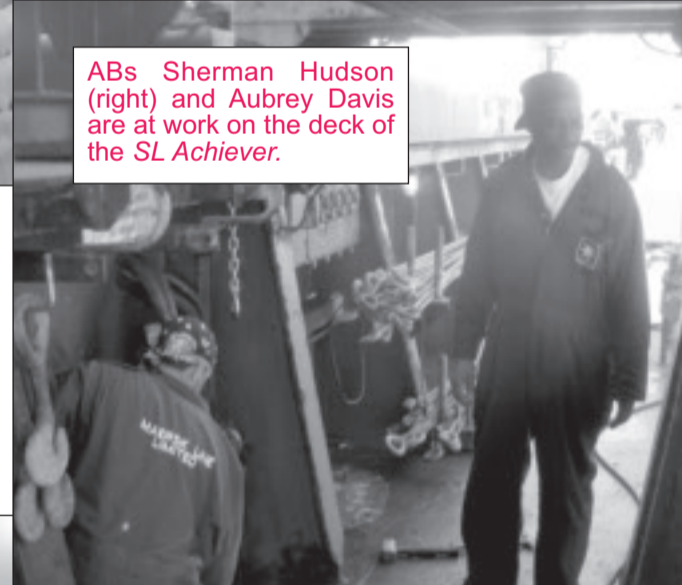
MSP is a vital component of America's national defense capabilities. The ships in the program contribute to the operation of a commercial U.S.-flag, U.S.-crewed fleet engaged in the international trade, thus ensuring the government's access to these vessels during times of war or national emergency.



At right: Using a sky-climber, AB Richard Gathers prepares the front of the house for painting.



Closing access to the *SL Achiever's* ballast tank is AB Richard Gathers.



ABs Sherman Hudson (right) and Aubrey Davis are at work on the deck of the *SL Achiever*.



AB Dave Steele cuts old handles from a damper wire.