

The Seafarers Log

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

New Tonnage Here!

SIU-Contracted Fleet Adds Tanker, ATB, Ammo Ship

The union recently welcomed new vessels from coast to coast. At Aker Philadelphia Shipyard, the *Overseas Texas City* (photo at lower right) became the latest addition to the Seafarers-crewed OSG fleet. In Tampa, Crowley Maritime Corporation christened an articulated tug-barge (ATB) tank vessel consisting of the 9,280-hp boat *Courage* and barge 650-5 (right). Some of the crew members are pictured directly below with Crowley President and CEO Thomas B. Crowley Jr. (sixth from left, wearing jacket). In San Diego, NASSCO launched the newest vessel in the Lewis and Clark class: the *USNS Carl Brashear* (bottom). That ship will be crewed in the unlicensed positions by members of the SIU Government Services Division. Page 3.



HSV Swift Crew Trains at Paul Hall Center

Before reporting to the newly contracted HSV *Swift*, SIU crew members completed safety training at the union-affiliated Paul Hall Center, located in Piney Point, Md. Their course work included the school's MSC-accredited helicopter fire fighting class (right) as well as chemical, biological and radiological defense. Page 11.



President's Report

After Election Day

By the time most Seafarers receive this edition of the *LOG*, Election Day will have passed. Citizens will have elected a new president and vice president along with choosing members of the Senate and the U.S. House of Representatives. They will have voted in state and local elections, too.

No matter the outcomes, I believe that just about everyone except advertising salespeople would agree that one of the better aspects of post-Election Day life is we'll all get a break from the recent bombardment of political ads. As I write this column in late October, there is no escape from those ads if you turn on the TV or radio for even a few minutes.

That's par for the course in a presidential election year.

Something else that doesn't change is the SIU's appropriately aggressive effort to promote the U.S. Merchant Marine to new and returning officeholders, regardless of political party. I can assure every Seafarer that no matter who came out on top in the Election Day voting all across the country, your union will remain tireless in working for the betterment of the membership and indeed the entire American-flag fleet.

That's par for the course, too.

Over the years, some of you may have heard me acknowledge the political savvy of the rank-and-file membership. Simply put, the brothers and sisters of the SIU get it. You understand that without grassroots political action, our industry would be dead in the water. That's why you were so terrific in volunteering your time leading up to November 4 to help pitch in and support pro-maritime candidates. That's why your voluntary support of the SPAD, the union's political action fund, is so consistently strong.

We rarely have to look very far to find examples of how politics affects our livelihoods. That was the case again last month and at the end of September, as two pieces of legislation were enacted that have a big impact on maritime.

There is no need to go into great detail here about those measures, but just consider some of the basic elements which were supported by the SIU. The U.S. Maritime Administration received additional authority in certain matters concerning cargo preference, a vital program. Another component of one of the bills strengthens protection of the Jones Act, which is a bedrock of the U.S.-flag fleet. The Title XI Shipbuilding Loan Guarantee program, crucial for our shipyards, got significant funding for the next fiscal year – a significant improvement compared to the last several years. And there were other positive developments, too.

That's just a snapshot of why the SIU went all-out in backing pro-maritime candidates this year (and why we do so in every election). Whether we like it or not, politics affects practically every part of our jobs – from documentation and training requirements to the survival of federal programs which help keep the American flag flying on the high seas.

Even without knowing who won and who lost on the first Tuesday in November, I thank the membership for your overwhelmingly positive support of the union's efforts. Your grassroots activities have made a difference, and your enthusiasm is inspiring. As we look ahead to the 111th Congress, I believe we can all rest assured that we did everything reasonably possible to elect the people who will support the U.S. Merchant Marine.



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Vice Adm. Rondeau Tours School



Vice Admiral Ann E. Rondeau, deputy commander, U.S. Transportation Command (TRANSCOM), toured the SIU-affiliated Paul Hall Center for Maritime Training and Education on Oct. 9. These photos were taken during the tour at the Piney Point, Md.-based school. Clockwise starting at bottom right, Vice Adm. Rondeau checks out the fire fighting and safety campus with Instructor Bobby Dean; chats with students in the full mission bridge simulator; and takes a hands-on turn in the crane simulator, flanked by Paul Hall Center Director of Training J.C. Wiegman (left) and Instructor Tom Truitt. During the tour, she spoke with upgraders and unlicensed apprentices in various classes, encouraging them in their studies. TRANSCOM includes three component commands – the Navy's Military Sealift Command, the Air Force's Air Mobility Command and the Army's Military Surface Deployment and Distribution Command – which provide intermodal transportation across the spectrum of military operations.



Signs of Support

During the final weeks leading up to Election Day, many Seafarers demonstrated their support for Democrat presidential nominee Sen. Barack Obama (D-Ill.) and vice presidential nominee Sen. Joe Biden (D-Del.). In Honolulu (top photo) early last month, Seafarers (from left) Editho Barraca, Robert Borro and Luis Balatbat hang a banner at the union hall, which is located at a busy intersection. Below, Seafarers and other supporters in Ft. Lauderdale, Fla., are pictured on Oct. 11 volunteering for a "labor walk" aimed at disseminating information about key issues affecting working families. SIU Ft. Lauderdale Port Agent Kenneth Moore led the effort and coordinated communications with the state labor federation and local central labor council. "We could not have pulled it off without the support and teamwork of all our union brothers and sisters," noted SIU Ft. Lauderdale Safety Director Kevin Marchand. "It was hard work, but we had some fun, too."



Crowley Maritime Christens ATB Courage

Seafarers and SIU officials joined in the celebration Oct. 1 in Tampa as Crowley Maritime Corporation christened an articulated tug-barge (ATB) tank vessel consisting of the 9,280-hp boat *Courage* and barge *650-5*.

SIU Assistant Vice President Contracts Archie Ware and Ft. Lauderdale Safety Director Kevin Marchand represented the union. Joining them were the ATB's first crew, consisting of Seafarers Capt. **Mark Tilly**, Capt. **Bruce Walsh**, 2nd Mate **Joel Anderson**, AB **Jared Smith**, Chief Mate **Bill Harvell**, OS/Utility **Sean Leeson**, Cook/Utility **Artis Pilgrim**, 2nd Mate Trainee **Greg Palmer**, Asst. Engineer **Leif Frappied**, Asst. Engineer **Mike Citarelli**, Chief Engineer **Ryan Taylor Hogge**, AB **James Robenson** and Asst. Engineer **Chris Reems**.

The 135-foot *Courage* is the fifth of 10 new 185,000-barrel ATBs that the company expects to take delivery of by the end of 2010.

During ceremonies conducted at the Tampa Port Authority Cruise Terminal on Channelside Drive, Jane Collar, wife of Steve Collar, senior vice president and general manager, technical services, christened the *Courage*, while Kim Michel Case, wife of Tracy Case, Terminals, Transport and Marine manager, Marathon Petroleum Company LLC, christened the 587-foot barge *650-5*.

The vessel was designed and built by Crowley's technical services group at VT Halter and is being operated by Crowley's petroleum services group with a time charter to Marathon.

Crowley already has eight ATBs in operation and has announced plans to build three larger 750-series (330,000-barrel capacity) ATBs for delivery by the middle of 2013. Once all vessels are received, the fleet will stand at 17.

"It's always a happy occasion when we welcome new tonnage into the SIU fleet," stated Ware. "Crowley's growth reflects well not only on the company but on the SIU crews who have earned their confidence through safe, reliable, efficient work over many years."

"While Marathon currently charters two tankers - *Blue Ridge* and *Coast Range* - from Crowley, this marks their first foray into our ATB fleet," said Bill Taylor, vice president, Crowley Atlantic and Gulf services.

The *650-5*, like its sister vessels the *650-3* and *650-4*, has been certified by Lloyds Classification Society as complying with the requirements of the International Maritime Organization's (IMO) Green Passport program. This certification ensures that any and all potentially hazardous materials that went into the original construction of the barge have been identified and will be properly disposed of



The barge *650-5* (above) and tug *Courage* (right) are new additions to Crowley's SIU-crewed fleet.



when the barge ceases trading at the end of its useful life.

The ATBs are the newest and most environmentally friendly vessels in Crowley's fleet, according to the company. In announcing the latest christening, Crowley pointed out, "They have an impressive record of zero spills during their 1,000-plus voyages while boasting other environmentally friendly traits as well. The Reliance Class ATBs were designed to reduce immediate environmental effects such as emissions and wastewater, while others are designed to protect the environment in the unlikely case that a large spill occurred."

The tug's design incorporates the use of wing ballast tanks, engine room inner bottoms, and a fuel tank cascade overflow system. The barges were designed and equipped with a dual emergency retrieval system (one in the bow and one in the stern). These systems provide two separate retrieval hawsers (thick ropes or cables used to tow a ship) in the event of an emergency. In the unlikely event that the tug should separate from the barge, the dual systems can be utilized to prevent the barge from getting to the beach or being breached resulting in a spill.

The tugs are designed and outfitted with grey water holding tanks to capture all grey water (non-industrial wastewater generated from domestic processes such as dish washing, laundry and bathing) when in port to reduce pollution. All engine and slop water including produced water, ballast water from oil cargo and deck water are all discharged ashore to licensed waste disposal contractors even though the vessels are equipped with OWS Oily Water Separators in the event of an emergency.

An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one axis, or plane in the critical area of fore and aft pitch.

Crowley and VT Halter Marine jointly designed the ATB tank vessel. The barge *650-5* was built at Halter's

shipyard in Pascagoula, Miss., and the *Courage* at its shipyard, in Moss Point, Miss.

The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only does the unit have the capability of transporting refined products, but it can also carry heated cargoes and "easy" chemicals, which require special arrangements of vents, stripping systems, pump components and tank coatings above those normally required for product carriers.

All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 650-Class barges will be 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. The fully loaded draft will be 30 feet.

There is an electric cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations; and a vacuum system with three retention tanks to easily handle cargo changes. There is an inert gas generator and vapor collection system for maximum safety. A layer of inert gas covers products in the tanks to make the atmosphere too lean for combustion. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam capable fire monitor; twin fuel-efficient heavy fuel oil engines; a noise reduction package; and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry today.

Tanker Overseas Texas City Delivered to American Shipping

Aker Philadelphia Shipyard Commences Construction on Ninth Tanker of Twelve

The new tanker build program at Aker Philadelphia Shipyard is continuing efficiently and on schedule, as reflected by two recent events.

On Sept. 18, a traditional naming ceremony took place at the shipyard for the Seafarers-contracted *Overseas Texas City* (the fifth new tanker delivered to American Shipping Company). The ceremony was conducted six days after the shipyard's 10-year anniversary and was attended by representatives from the SIU, American Shipping Company, OSG America, and BP. SIU President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Atlantic Coast Joseph Soresi and New York Safety Director Joseph Baselice represented the union. The vessel's sponsor, Mrs. Jane Baldry, broke a champagne bottle against the wing of the bridge to formally christen the ship.

According to the shipyard, the *Overseas Texas City* is the first vessel built there to comply with the Environmental Protection Agency's latest Tier II requirements. The vessel was modified to incorporate three improved diesel powered electrical generating sets to run the ship's electrical system, which will result in lower levels of pollutants while in operation. Three other

vessels are currently under construction at the yard, all of which will include these modifications.

President and CEO of Aker Philadelphia Shipyard Jim Miller stated, "Aker Philadelphia is proud to deliver this remarkable ship in conjunction with the yard's 10-year anniversary. Ten years ago, there was no shipbuilding taking place here in Philadelphia. Today, we deliver our ninth vessel and deliver it as promised. These actions are a true testament to the hard work and dedication of our skilled shipyard employees."

Ten days after delivery of the *Overseas Texas City*, the shipyard started construction on the ninth tanker of 12 for American Shipping Company.

Construction officially began when two Aker Philadelphia employees, Jesus Sabando and Alan Oreszak, made the initial cut utilizing the yard's state-of-the-art plasma cutter. The employees were chosen to represent the shipyard based on their contributions to its employee suggestion program (initiated a few years ago to seek input from employees on ways to improve production).

Currently there are three other vessels under construction at the yard. The previously delivered tankers include the SIU-crewed *Overseas New York*, *Overseas Los Angeles*, *Overseas Houston* and *Overseas Long Beach*. Aker Philadelphia Shipyard also constructed four containerhips for Seafarers-contracted Matson.

NASSCO Launches Carl Brashear

The *USNS Carl Brashear*, which will be the newest ship in the U.S. Navy's Lewis and Clark-class of dry cargo/ammunition ships, was christened and launched during a ceremony Sept. 18 at the General Dynamics NASSCO shipyard in San Diego. After a series of tests and sea trials, the ship will be delivered to the Navy's Military Sealift Command for operations next year. The vessel will be crewed in the unlicensed departments by members of the SIU Government Services Division.

The 689-foot ship slid into the water for the first time as Lauren Brashear, granddaughter of the ship's namesake and the ship's sponsor, broke the traditional bottle of champagne against the bow, christening it *USNS Carl Brashear*.

The ship honors Master Chief Petty Officer Carl Brashear, who joined the U.S. Navy in 1948 and was a Navy pioneer, becoming one of the first African Americans to graduate from the Navy Diving School and the first to qualify and serve as a master diver on active duty. After being severely injured in a diving accident, Brashear's leg was amputated. Almost two years later, after strenuous rehabilitation and rigorous testing, he became the first person to be certified or recertified to dive as an amputee.

"This ship will stand for the same values of honor, courage and commitment that inspired and motivated Master Chief Brashear," said MSC Command Master Chief Kenneth Green, one of the ceremony's guest speakers.

Included among the nearly 3,000 in attendance were Chief of Naval Operations Adm. Gary Roughead, Master Chief Petty Officer of the Navy Joe Campa and actor Robert De Niro, who starred in the movie "Men of Honor," which depicts the life and Navy career of Brashear.

"*USNS Carl Brashear* will carry his spirit with it for years to come," said Roughead.



The auxiliary dry cargo/ammunition ship *USNS Carl Brashear* (T-AKE 7) slides into the San Diego Bay during the christening and launch ceremony Sept. 18 at General Dynamics NASSCO shipyard.

"The ship's motto of 'Boldly, Proudly, Fearlessly,' are the core of Master Chief Brashear and the inspiration for this ship's crew."

The *USNS Brashear* is the seventh of the Navy's new T-AKE class of ships. These vessels deliver ammunition, provisions, spare parts, potable water and petroleum products to U.S. Navy vessels and other ships at sea, allowing them to stay underway and combat ready for extended periods. The ship is crewed by approximately 124 civil service mariners working for MSC along with 11 U.S. Navy sailors, who provide supply coordination.

Construction began on the *Brashear* in May 2007. The ship is scheduled to be delivered to the Navy in the second quarter of 2009.

The Navy expects to build 14 T-AKEs, the first 11 of which will serve as combat logistics ships. The remaining three are expected to be part of the Maritime Prepositioning Force.

Union Election Voting Began Nov. 1

The voting process for officers of the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District/NMU is under way.

Eligible SIU members began casting their secret ballots at union halls Nov. 1. That process will go on until Dec. 31, as members may continue to vote at these locations or make their selections via absentee ballots in the mail.

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

The ballot, a sample of which appeared on pages 7 and 8 of the October 2008 edition of the *Seafarers LOG*, lists the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election.

The credentials committee report, which was prepared Aug. 16, and submitted to the membership at the September monthly meetings, indicated 29 candidates had qualified to run for 25 positions. (The committee report also was published in the October 2008 *LOG*.) The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

21 Polling Places

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

Eligible Seafarers may pick up their ballots between 9 a.m. until noon, Monday through Saturday, except legal holidays, from Nov. 1 through Dec. 31.

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

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

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should direct

a request for the ballot to the union's secretary-treasurer at SIU headquarters: 5201 Auth Way, Camp Springs, MD 20746.

The SIU Constitution lists all acceptable reasons for obtaining an absentee ballot.

Balloting Process

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

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

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

Absentee Ballot Procedures

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

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

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

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

Voting Locations For 2008 Election Of 2009-2012 Officers

**Seafarers International Union of North America
Atlantic, Gulf, Lakes & Inland Waters District/NMU**

Elections will be conducted by secret mail ballot.

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

VOTING LOCATIONS

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

Seafarers, ITF Team Up to Aid Stranded Mariners

Inspector Secures Back Pay for Crew In Separate Case

Two separate incidents which occurred this past summer underscore both the effectiveness of the International Transport Workers' Federation (ITF) when it comes to assisting mariners as well as the alertness and compassion of SIU members.

In one case, Seafarers and AMO officers aboard the *Alliance Norfolk* in early July were approaching Umm Qasr, Iraq, when they learned that the runaway-flag bulk carrier *M/V Nirmal Bhushan* was abandoned in port. Indian and Filipino crew members aboard the Panamanian-flag ship had been stranded since January and were running extremely low on food, drinking water and fuel for ship's power, to say nothing of not having received wages for many months.

At that time, *Alliance Norfolk* Capt. Seth Harris noted, "The crew has been abandoned by both the vessel's owners and the manning agency. The crew is existing under deplorable conditions."

Mariners aboard the U.S.-flag ship wasted no time coming to the aid of their foreign counterparts. Recertified Steward **Joseph Gallo** and Chief Mate Jan Waalewyn packaged stores and other provisions for the *Nirmal Bhushan* crew and then

transported it with the assistance of SA **Rolando Batiz** and Third Mate Jennifer Flounders. AB **Jordan Polon** acted as an observer and interpreter and obtained copies of statements from the stranded mariners.

Gallo also contacted SIU Secretary-Treasurer David Heindel, who in addition to his duties with the union also serves as an elected officer with the ITF. Heindel immediately mobilized the ITF Actions Unit, and positive results soon followed throughout the ensuing weeks.

Ultimately, the officers and crew of the *Nirmal Bhushan* received their back pay and repatriation. The ship, which had been under arrest, was released by an Iraqi court and resumed sailing.

"The crew of the *Alliance Norfolk* deserves credit for their compassion and commitment to an old seafaring tradition, which is coming to the aid of another seafarer," said Heindel, first vice chair of the ITF Seafarers' Section. "Certainly, their actions hold true to our motto in the SIU: Brotherhood of the Sea."

In the other case, which happened in August, SIU ITF Inspector Arthur Petitpas recovered more than \$44,000 in back pay for multinational mariners aboard the Maltese-flag *Isis*, another runaway-flag ship that was docked in Baltimore.

In addition to the back-wages issue, the vessel, loaded with a cargo of aluminum, faced other problems. Its main engine was malfunctioning, and the ship was running very low on stores.

Petitpas repeatedly contacted the ship operator, but only received what turned out to be empty promises to pay the crew and repatriate those who wanted to sign off the vessel. Finally, some of the crew members went on strike. Petitpas continued pressing for fair treatment of the crew, and eventually reached a verbal agreement with an attorney for the charterer. The cargo then was unloaded and the Russian and Ukrainian seafarers received their pay and repatriation.

The ITF is a global federation of 681 transport trade unions (including the SIU) which collectively represent 4.5 million workers in 148 countries.

A runaway-flag or so-called flag-of convenience (FOC) ship is one that flies the flag of a country other than the country of ownership. According to the ITF, "FOCs provide a means of avoiding labor regulation in the country of ownership, and become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions. Since FOC ships have no real nationality, they are beyond the reach of any single national seafarers' trade union."

"The ITF has therefore been obliged to take on internationally the role traditionally exercised by national trade unions – to organize and negotiate on behalf of FOC crews. For 50 years the ITF, through its affiliated seafarers' and dockers' unions, has been waging a vigorous campaign against shipowners who abandon the flag of their own country in search of the cheapest possible crews and the lowest possible training and safety standards for their ships."

United Nations, IBF Move to Combat Piracy

The United Nations Security Council early last month passed a resolution aimed at combating the growing piracy crisis off Somalia. The council asked nations with military capacity in the region to “actively fight piracy” on the high seas.

Days earlier, the international shipping industry – speaking through the International Bargaining Forum (IBF) – issued a strongly worded statement calling attention to the emergency and also urging military action. “The pirates are now attacking ships on a daily basis with machine guns and rocket-propelled grenades.... The pirates are operating with impunity, and governments stand idly by,” the IBF pointed out.

The council said it “called upon states with naval vessels and military aircraft operating in the area to use, on the high seas and airspace off the coast of Somalia, the necessary means to repress acts of piracy in a manner consistent with the 1982 United Nations Convention on the Law of the Sea.” It further urged suitably equipped states to cooperate with Somalia’s transitional federal government “in conformity with the provision of resolution 1816 (2008) of 2 June, which allowed states cooperating with the government, for a period of six months, to enter Somalia’s territorial waters and use ‘all necessary means’ to repress acts of piracy and

armed robbery at sea in a manner consistent with international law.” The council indicated it may renew that provision for an additional period.

The resolution was sponsored by the U.S., Belgium, Canada, Croatia, Denmark, France, Greece, Italy, Japan, Lithuania, Malaysia, the Netherlands, Norway, Panama, Portugal, the Republic of Korea, Singapore, Spain and the United Kingdom. It noted in part that the council is “gravely concerned by the recent proliferation of acts of piracy and armed robbery at sea against vessels off the coast of Somalia, and by the serious threat it poses to the prompt, safe and effective delivery of humanitarian aid to Somalia, to international navigation and the safety of commercial maritime routes, and to fishing activities conducted in conformity with international law.”

In response, International Transport Workers’ Federation (ITF) General Secretary David Cockroft stated, “We’re delighted the security council has responded to our, the shipping industry and the IMO’s direct appeal for this action. It is further support for those naval forces seeking to close with the pirates who have turned the Gulf into a war zone – and a reminder to those navies who haven’t done so that it is now time to act.”

The IBF, consisting of representa-



The United Nations Security Council in session

tional maritime organizations, including the ITF, sought to put the crisis in perspective when it noted, “If civil aircraft were being hijacked on a daily basis, the response of governments would be very different. Yet ships, which are the lifeblood of the global economy, are seemingly out of sight and out of mind. This apparent indifference to the lives of merchant seafarers and the consequences for society at large is simply unacceptable.... The shipping industry is utterly amazed that the world’s leading

nations, with the naval resources at their disposal, are unable to maintain the security of one of the world’s most strategically important seaways, linking Europe to Asia via the Red Sea/Suez Canal.”

The organization continued, “The international shipping industry, in the strongest possible way, urges governments to commit the necessary navy vessels now, and to ensure they have the freedom to engage forcefully against any act of piracy in the Gulf of Aden.”

Union Says ‘No’ to Invasion of Privacy

The U.S. Department of Transportation has recently mandated that merchant mariners must strip to the waist and be supervised when taking return-to-duty and follow-up urine drug testing, a new procedure change that the DOT slipped into its routine without consulting mariners or the industry. The SIU vehemently opposes the procedure change as an unjustified invasion of privacy.

These new procedural requirements are spelled out in DOT’s 49 CFR Part 40.7(i) and say that employees must now “raise their shirts, blouses, or dresses/skirts above the waste, and lower their pants and underpants, to show the observer, by turning around, that they do not have a prosthetic device on their persons. After this is done, they may return their clothing to its proper position.”

While the SIU agrees drug testing is necessary in the transportation industry, seafarers already have to comply with security, safety and substance dependency testing and rules that most Americans never face. In a letter to the DOT, SIU Executive Vice President Augustin Tellez called the procedural change an “unreasonable assault on employees’ privacy. The Department has not provided any data with respect to the maritime industry that documents or even suggests that there is widespread or even sporadic falsification of return-to-duty or follow-up test specimens, particularly those which may have resulted in serious marine incidents or injury.”

He continued, “Mariners remain the most routinely and frequently drug-tested working populations in the U.S. In addition to those who test positive, mariners are required to be randomly drug tested aboard vessels at rates of 50 percent per vessel.

“In the past five years,” Tellez added, “the pre-employment drug testing positive rates among SIU members has been less than one percent each year. Based upon this excellent track record of maintaining a drug-free workforce, we believe the department should return to the status quo and permit marine employers and their designated representatives the discretion to waive the intrusive, directly observed procedures and the language in this new procedure be withdrawn. The SIU firmly believes that the goals of substance abuse treatment and rehabilitation which are designed to promote and enforce personal responsibility are seriously undermined by the department’s approach in these provisions.”

In formal comments on the same issue, the Transportation Institute, an association representing U.S.-flag vessel owners and operators engaged in all aspects of the nation’s marine transportation industry, stated that the DOT “has not viably demonstrated the need for such a change given the fact that the basis for the requirement has not been verified by any factual information and appears to be based solely on assumption.”

The association also noted, “In mandating direct observation testing and removing the marine employers’ discretion, the Department is requiring that private sector collectors engage in the new, more invasive procedures for the seven required tests that many collectors may be reluctant to perform. Concerns have been raised regarding this situation to the extent that reports have been received that a major nationwide laboratory collector with hundreds of collection sites will refuse to collect drug screens under the newly defined directly observed procedures.”

The AFL-CIO Transportation Trades Department (TTD) also recently urged the DOT to reverse course on the procedures. In one communication to the agency, the department noted, “In promulgating Section 40.46(b), which now mandates collection under direct observation for return-to-duty or follow-up tests, DOT’s failure to provide notice and opportunity for comment is even more blatant. Nowhere in the NPRM or its preamble did DOT even discuss expanding direct observation for these types of tests. As such, DOT failed to put the public on notice that it was considering this regulatory change; failed to offer any rationale for expanding the circumstances in which this most intrusive form of testing will be required; and failed to allow any public comment on the matter. Greatly expanding the number of direct observation collections required, as this new provision will do, is even more onerous in light of the changes DOT has made to the manner in which direct observation testing must now be performed. Additionally, this new requirement will add burdens to employers who, under these provisions, will need to have trained individuals of the appropriate gender available to conduct these collections. By failing to provide the requisite notice and opportunity for comment, DOT deprived interested parties of any opportunity to discuss these issues or the impact expanded direct collections will have on the industry.”

New NMC Medical Guidelines Become Final; SIU, Other Unions ‘Go to Bat’ on Mariners’ Behalf

Earlier this year, SIU headquarters distributed to all ports new medical guidelines and hearing and vision standards that the National Maritime Center (NMC) began using to evaluate applications for original and renewal merchant mariner documents and licenses. Those guidelines have now been made final. The guidelines underwent an extensive review (over a three-year period) by a merchant marine personnel advisory committee that included representatives from the SIU and other unions; the final draft recommendations were forwarded to the Coast Guard in the spring. The SIU worked especially hard to ensure the new guidelines were the least burdensome on mariners as possible.

The new guidelines are considerably more rigid than the old, officially to help ensure safety and productivity. They include conditions and categories such as hearing and vision loss; body mass index; alcohol and drug dependency/abuse; and a long list of other medical conditions that will require a waiver. Many of the medical conditions on the list are new with the new guidelines.

To download the lists of conditions covered in the guidelines, go to NMC’s web site: www.uscg.mil/hq/cg5/nvic/2000s.asp#2008

For a waiver form go to:

www.uscg.mil/nmc/downloads.asp

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

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

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

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

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

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

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

Study: U.S. 'Marine Highways' Offer Many Benefits

Echoing the sentiments of the SIU, the U.S. Maritime Administration and other maritime organizations and experts, the Institute for Global Maritime Studies (IGMS) released a study in September further stressing the need for renewal of marine highway/short sea shipping.

The IGMS grew out of the Maritime Studies Program at the Fletcher School of Law and Diplomacy at Tufts University. The aim of the non-profit educational organization (based in Gloucester, Mass.) is to explore a wide range of policy issues relating to the sea, and to disseminate findings to the general public through reports, articles and speeches. Its new study, "America's Deep Blue Highway," focuses on the need for investment and new policy toward coastal shipping from U.S. port to U.S. port.

One of the realities of today's economy is the need to ease pressure on the nation's heavily congested highways and its weakened infrastructure, the report asserts. Another point in favor of utilizing America's waterways reiterates a line of reasoning that SIU President Michael Sacco advanced in his column in the August *Seafarers LOG* – namely, that with the rising costs of energy, America must rely more on its own resources such as off-shore oil and liquefied natural gas. Those are resources that will depend heavily on American short sea shipping to various U.S. ports.

"America can reduce the nation's overall dependency on imported oil," explains the institute. "Thus coastal shipping could help the nation deal with its oil addiction, and help the U.S. achieve a longstanding goal of reducing its oil imports from dangerous regions of the world."

According to the institute, "Transportation is fundamental to the economy, a major issue in our lives. We must return to the sea to get freight moving. The now-underused deep blue highway could provide resilience and improve the environmental performance of the nation's transportation system. Coastal shipping could complement, not compete with, trucking and rail. This is especially critical given current pressures on the trucking industry, such as rising fuel costs."

The study points out the Federal Highway Administration estimates that freight tonnage will be 70 percent higher in 2020 than its 1998 level. Increased landside congestion slows the pace of economic productivity. The institute says in its research it has found a "growing chorus from numerous and diverse constituencies eager to move freight off the land and onto the water."

"Rails and roads along most of America's coastlines are at or beyond capacity," says the study. "Making them better will be huge-

ly expensive. The Society of Civil Engineers estimates that improving the nation's surface transportation infrastructure would require \$155.5 billion annually. The total price tag to shore up this failing system will cost trillions of dollars."

The institute's study explains that transportation consumes more than two-thirds of the petroleum Americans now use – petroleum that is increasingly expensive and volatile in price. "Trucks use far more oil than trains or ships. On a ton-mile basis, ships are far more efficient users of energy than trucks."

Shipping is Safer and Reliable

A second compelling reason for reviving coastal shipping, says the study, is national security. "Moving freight offshore would add resiliency to a brittle American transportation system. Our coastwise land transportation grids now suffer from infrastructure fatigue and vulnerability to disruption," explains the study. "The American Society of Civil Engineers rates over 25 percent of our country's 599,893 bridges as either structurally deficient or functionally obsolete. Today, even in ordinary circumstances, many American highways are at a breaking point, offering little resilience in the event of any unusual event...."

"A relatively modest investment in our nation's coastal sea routes would provide some redundancy, offering a prudent strategy to mitigate the impact of a disaster, be it an accident, storm, or terrorist attack."

Looking at coastal shipping as a means to help protect public safety, the study examines New York during the 9/11 attack. "In the face of this challenge, a fleet of NY Waterway Ferries, New York City police and fireboats, Coast Guard ships, commercial tugs and concerned local mariners supported and successfully executed a mass evacuation of lower Manhattan Island. With Manhattan's subways and roadways not moving, NY Waterway nearly quintupled its daily average of 34,000 passengers to an astounding 158,500 that fateful day. Within a week of the incident, much of the New York ground transportation systems remained closed while the city's surrounding waters increased their daily capacity to handle 250,000 commuters, over seven times the NY Waterway's normal operating capacity. The mass exodus from Manhattan in the wake of this disaster is a powerful illustration of the national security value of coastal shipping." (NY Waterway is an SIU-contracted company.)

"Shipping offers a cheaper and safer means of carrying hazardous materials," explains the institute. "It promises fewer accidents, reduces the risk to population

centers, and would reduce wear and tear on roads. Trucks may account for only 10 percent of vehicle miles traveled but they cause over 75 percent of the Federal Highway Administration's pavement maintenance costs."

It's the Economy . . .

The institute points at the economy as the third category of benefits from increased coastal and river shipping. It says policy goals should include reducing highway congestion, lowering highway maintenance costs, and increasing cargo flows between domestic ports.

"Small ports, now underused, could enjoy all the benefits of a new economic enterprise. We currently spend more than \$40 billion per year on highways," says the study. "It would take a fraction of that amount to jumpstart coastal shipping. This would be a small yet prudent investment in the nation's infrastructure that would bring substantial benefits to the American taxpayer."

Equally important, the institute predicts increased short sea shipping would boost national productivity.

The study explains, "Federal, state and local governments should create a policy environment enabling entrepreneurial shipping companies to thrive. Moving freight quickly, cleanly, and safely is both good for free enterprise and good for the American public. It is in everyone's interest to avoid landside transportation gridlock. Our vision is a vibrant system of sea highways connecting a network of American ports and interacting with the land-bound network."

Ships Use Less Energy

According to the institute, "Medium and heavy trucks consume far more petroleum than do the rail and maritime sectors in the freight industry. In 2006, freight trucks accounted for over 18 percent of transportation's oil consumption, second only to passenger cars and light trucks."

Based on its findings, the institute presents some of the following recommendations for public and private sector decision-makers. This text was extracted directly from the study:

■ **Develop and Implement a Comprehensive Strategic Transportation Vision.** This vision should be national, and perhaps even continental, in scope. It should approach the system from an intermodal perspective, appreciating how road, rail, and water transportation can fit together to move freight and passengers more efficiently. Building on the recently released National Strategy for the Marine Transportation System, we argue that

this vision needs a strong maritime component fully leveraging coastal shipping's potential to be part of a national transportation solution. Accordingly, there should be real federal support to help make this mode a reality.

■ **Eliminate the Harbor Maintenance Tax on Coastal Shipping.** The domestic movement of containers accounts for only 0.2 percent of the total HMT collected, and the Harbor Maintenance Trust fund is running a \$4 billion surplus that is expected to reach \$8 billion by 2011.

■ **Invest \$150 million of Federal Funds in Prospective Coastal Shipping Ports.** This should come in the form of grants to state and local transportation and planning departments managing working waterfronts to prepare piers, truck staging lots, and access ramps to landside transportation networks. This amount, equivalent to the cost of constructing only about 20 miles of expressway, would be sufficient to jumpstart coastal shipping services on the Atlantic, Gulf, Pacific, and Great Lakes coasts and should be above and beyond any support from the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU). This investment could be part of the Marine Highway Corridor Program identified in the recently released National Strategy for the Marine Transportation System.

■ **Preserve Working Waterfronts.** Industrial ports are in short supply, and will become more important as traffic congestion increases on America's interstate highways and rail networks. Once a working waterfront is lost to housing or retail shops it is nearly impossible to bring it back. These ports are an undervalued but vital national resource and foresight is required to prevent their gentrification so that they will be ready to serve America's revitalized deep blue highway.

■ **Incorporate America's Marine Highway into Homeland Security and Infrastructure Protection Plans.** Adding to environmental and economic gains, coastal shipping also stands to bolster national security. Remembering the maritime evacuation of Manhattan on 9/11, we should think of coastal shipping as a vital national resource that will make America's transportation network more resilient in times of emergency.

■ **Encourage Hazardous Materials to be Carried Offshore and Away From Population Centers.** 800,000 shipments of hazardous materials occur within the U.S. each day. Moving potentially dangerous cargoes offshore would not only help alleviate landside congestion but it would also spur coastal shipping operations. By removing the transportation of hazardous materials through some of the nation's most crowded urban centers, it would also make sense from a safety and security perspective.

Lake Carriers' Assoc. Says Malfunction Stresses Need For Second Poe-Sized Lock

A malfunction of the Poe Lock at Sault Ste. Marie, Michigan, on Sept. 24 has illustrated the pressing need for Congress to appropriate the funds to build another lock capable of handling the largest U.S.-Flag Great Lakes freighters, according to a key industry group.

Although the vessel delays totaled only about three hours, had the problem been more severe, cargo movement on the Lakes would have slowed to a trickle, according to the Lake Carriers' Association (LCA). The group on Sept. 30 pointed out those U.S.-flag Lakers whose length and/or beam restrict them to the Poe Lock represent 70 percent of U.S.-flag carrying capacity.

"The Poe Lock that connects Lake

Superior to the lower Great Lakes is the single point of failure that can cripple Great Lakes shipping," said James H.I. Weakley, LCA president. "In 2007, the Poe Lock handled nearly 65 million tons of cargo. Without that lock, America's steel industry is cut off from its major source of iron ore. Without that lock, Great Lakes basin utilities are denied access to clean burning, low-sulfur coal. There just aren't enough ships that are small enough to transit the MacArthur Lock to make up for loss of Poe-class vessels."

The LCA represents 16 member companies which operate 63 U.S.-flag self-propelled vessels and integrated tug/barge units.

The need for a second Poe-sized lock



(Photo courtesy U.S. Army Corps of Engineers)

Shown from left to right at the Soo Locks are the MacArthur, Poe, Davis and Sabin locks.

was recognized as long ago as 1986, according to the association. The Water Resources Development Act of that year authorized construction, but a lengthy debate over funding followed.

"Thanks to the tireless efforts of

Congressman James L. Oberstar (D-Minn.), the funding logjam was broken last year when Congress authorized construction at full federal expense," the

Continued on Page 7



Cleanup equipment is unloaded in Galveston, Texas, from the SIU-contracted *Alliance New York*, photo at left. In photo above, some of the Seafarers sailing aboard the *Alliance New York* are pictured last month.

Seafarers Help in Hurricane's Aftermath

G&H Towing Praises SIU Members' 'Dedication and Commitment'

SIU members are helping with relief efforts in the Gulf Coast region following Hurricane Ike. Among other activities, crews from the *Alliance New York* recently transported cleanup equipment to Galveston, Texas, while Seafarers temporarily assigned to the training ship *Texas Clipper* (also docked in Galveston) are providing food and housing for some of the families displaced by the hurricane.

Meanwhile, SIU boatmen employed by Galveston-based G&H Towing Company recently were commended by the company for their outstanding efforts before, during and after the storm, which struck the area in mid-September. In a communication last month to the crews and the union, G&H praised the Seafarers'

performance and announced issuance of "a one-time special compensation" to be paid to eligible mariners.

In its letter to the crew, the company noted, "We sailed over 80 ships from the Ports of Houston, Galveston, Texas City, Freeport and Corpus Christi in advance of the hurricane. Our crews then towed laid-up tugs to safe mooring locations, repositioned tugs to their assigned locations and made final preparations for the hurricane's arrival. Through your efforts all of our tugs made it through the storm undamaged.

"Following the storm, we coordinated a crew change of the entire fleet of tugs based in Houston at Jacintoport. The cooperation and can-do attitude of all crew members following the storm was inspiring... Many personnel offered to work extra, since their homes were damaged or without utility services. Your dedication and commitment was evident and appreciated."



Seafarers temporarily assigned to the training ship *Texas Clipper* are using their skills to assist local families.

Association Cites Need For Second Poe-Sized Lock

Continued from Page 6

association pointed out in a news release.

"We were lucky this time," said Weakley. "There was unusually light traffic and the Corps was able to respond quickly. Nonetheless, the Poe Lock is nearly 40 years old. The U.S. Army Corps of Engineers does a fantastic job of maintaining the locks at the Soo, but mechanical problems are inevitable as the infrastructure ages. Great Lakes shipping is the raw-materials lifeline for America's industrial heartland. We must twin the Poe Lock as soon as possible; \$17 million has been appropriated to begin in-depth design work and build coffer dams, but in total, the project will cost more than \$340 million and could take as much as 10 years to complete. Every day we wait puts America's economy at risk. The railroads don't have the rolling stock to haul the cargo that moves on the Great Lakes. Even if they did, ships burn less fuel and produce fewer emissions than trains (and trucks). Loss of the Poe Lock won't just hurt the economy, it will harm the environment."

Many of the ships operated by LCA member companies carry SIU crews. These vessels transport the raw materials that drive the nation's economy: iron ore and fluxstone for the steel industry, limestone and cement for the construction industry, coal for power generation, and more. Collectively, the ships can transport more than 115 million tons of cargo a year when high water levels offset the lack of adequate dredging of Great Lakes ports and waterways (another ongoing fight cited by the LCA and others).

TWIC Clock Continues to Tick

U.S. Mariners Need Credential by April 15, 2009

While the Transportation Security Administration (TSA) has stated that it has begun enforcing the Transportation Worker Identification Credential (TWIC) program at various U.S. ports, the deadline for mariners to acquire this new document remains the same: April 15, 2009. In the interim, as reported numerous times, a valid z-card/merchant mariner document is considered sufficient documentation for mariners to comply with the TWIC requirements.

Many Seafarers already have acquired their TWICs or at least have enrolled for them. Based on feedback both at monthly membership meetings and via other communications, the process has been decidedly mixed for SIU members and officials. Nevertheless, the TWIC is not optional for U.S. mariners – it is a federally mandated card required for unescorted access in ports and aboard ships. With that in mind – and in part because of what generously may be described as occasional hiccups in the enrollment process – members are urged to apply for their TWICs as soon as possible.

As of mid-October, there was no official word on implementation of another critical component of U.S. seafarer credentialing – the merchant mariner qualification credential (MMC), which eventually is supposed to replace the current z-card/MMD. Before the TWIC deadline for mariners got bumped from September 2008 to April 2009, the government had announced plans to issue a final rule on

the MMC program. Interim communications indicated that the MMC may be a paper document rather than one in the traditional z-card style; would cost less than today's z-card; and may be acquired entirely by mail, without having to visit a Coast Guard regional examination center. (Most or all of the information currently submitted in person at one of the RECs already would have been submitted at a TWIC enrollment center when an individual applied for a TWIC, removing the need, though not eliminating the option, to apply for an MMC in person.) Since then, there has been a shortage of information about the MMC program but the union is monitoring the situation and will publicize the details as they become known.

Meanwhile, the Department of Homeland Security early last month reported that more than 576,000 individuals had pre-enrolled for TWICs, while more than 363,000 cards had been activated. The latter figure is far below the projected 1 million-plus individuals who are estimated to need a TWIC, which has renewed concerns throughout the industry about effective implementation and enforcement.

For more information

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

Step-by-step instructions

■ Pre-Enroll

This can save time at the enrollment center itself. To pre-enroll, individuals must first register for an ID starting at <https://twicprogram.tsa.dhs.gov/TWICWebApp/>

Applicants will need to supply basic information including their name, date of birth and country of birth.

■ Gather Documentation

As part of the TWIC application process, individual applicants must supply documentation verifying their identity. A list of acceptable documents was printed on page 4 of the January edition of the *Seafarers LOG* and is available on the TSA's TWIC web site.

■ Enroll

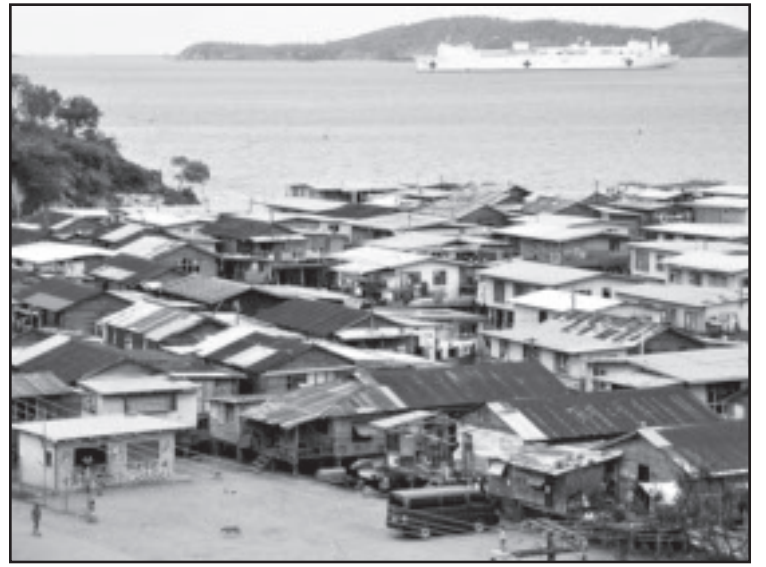
Applicants may enroll at any of the agency's enrollment centers, at which time they must pay the TWIC fee of \$132.50 (or the reduced fee of \$105.25, if applying for a TWIC that expires in conjunction with a merchant mariner document). Applicants will provide fingerprints and be photographed as well as provide personal information.

■ Pick up TWIC

Applicants must return to the same enrollment center to pick up their credential. They will be notified by email or phone (as specified during enrollment) when the card is ready. The individual TWIC will be activated, and the card-holder will select a corresponding PIN number.



The *USNS Mercy* (photo above) is pictured near Weno Island, Micronesia. Humanitarian assistance was vital to the people who live in Papua, New Guinea, part of which is visible in the foreground of the photo at right.



CIVMAR-Crewed USNS Mercy Completes Deployment

The U.S. Military Sealift Command hospital ship *USNS Mercy*, carrying an unlicensed crew of SIU Government Services Division members, returned to San Diego Sept. 25 after completing Pacific Partnership, a four-month humanitarian, civic assistance and theater security cooperation mission, conducted with countries from the Western Pacific and Southeast Asia.

According to MSC, throughout the 2008 Pacific Partnership mission, the *Mercy* served as an enabling platform for military and nongovernmental organizations to coordinate and carry out relationship-building work in the Republic of the Philippines, Vietnam, the Federated States of Micronesia, Timor-Leste and Papua New Guinea.

During this year's mission more than 90,000 patients were treated by the medical teams from the *Mercy*. Among those

treated were more than 14,000 dental patients and more than 1,300 surgery patients in various locations throughout the Western Pacific.

"With thousands of people who benefited from the mission, it's humbling to think that only 67 civilian mariners drove the ship," said the *Mercy's* civil service master, Capt. Robert Wiley. "While the *Mercy's* focus was primarily medical, the mission wouldn't have been possible without the civil service mariners getting the ship where it needed to go."

The civil service mariners or CIVMARS embarked for the deployment were responsible for the *Mercy's* navigation, propulsion and engineering services. Because of the *Mercy's* size, it wasn't able to pull pierside in any of the countries, so CIVMARS also operated two 33-foot utility boats that were used

to ferry patients and mission personnel between ship and shore.

"The mariners were the first that patients saw and the last when they departed," said Navy Capt. Jim Rice, the *Mercy's* embarked Military Treatment Facility commander. "They left a lasting impression."

In addition to running the ship and transporting patients, the *Mercy's* CIVMARS contributed to Pacific Partnership's community outreach, the agency noted. They assisted Navy Seabees with engineering projects that improved life for people in the host countries. The projects ranged from repairing plumbing, playground equipment and lighting in a local school and health clinic in Vietnam to fixing air conditioning in a hospital in Papua New Guinea.

"Throughout Pacific Partnership, the

professionalism of *Mercy's* civilian mariners and the support of Military Sealift Command were vital to the success of the mission," said Navy Capt. William Kearns, Pacific Partnership mission commander.

The *Mercy's* military treatment facility included personnel from public health/preventive medicine; U.S. Navy, U.S. Army and U.S. Air Force medicine; and U.S. Public Health Service. Nongovernmental organizations also embarked to provide medical support throughout the mission.

The *USNS Mercy* is one of two U.S. Navy hospital ships owned and operated by MSC. In 2007, the *Mercy's* sister ship, the *USNS Comfort*, deployed on a similar four-month humanitarian mission that treated more than 98,000 people in 12 Latin American and Caribbean countries.



Cook Drew Stanley (right) serves lunch to Bosun Gerald Butch.



Government Services Representative Kate Hunt speaks with crew members.



Bosun Gerald Butch pitches in to sweep the deck.



AB Curtis Watson III runs a deck resurfacer.

With SIU CIVMARS Aboard the *USNS Comfort*

These photos were taken in mid-September aboard the hospital ship *USNS Comfort* in Baltimore. The vessel carries an unlicensed crew of SIU Government Services Division members.



The vessel includes this mock-up of an operating room.



SIU Baltimore Acting Port Agent Elizabeth Brown (left) and SIU Government Services Division Representative Kate Hunt are pictured near the ship.

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For more information about other benefits available to SIU members, visit

www.UnionPlus.org/ATT

SIU/AT&T 10/08



Members are sworn in as they receive their books in Ft. Lauderdale, Fla. From left to right are Julio Marcone, Lorenzo Alvarez, Robert Rocanelli and Johnny Palencia. Alvarez received his "B" book; the others, their respective "A" books.



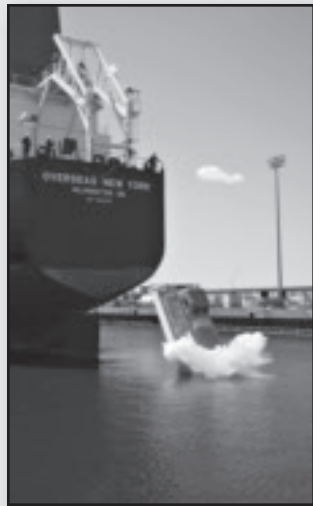
Meeting in Ft. Lauderdale – Attendance was very strong at the September membership meeting in Ft. Lauderdale, Fla., where the photos on the top portion of this page were taken. In addition to the presentation of the regular reports, representatives from the Florida AFL-CIO addressed the membership and encouraged everyone to register and vote. Among those present (clockwise from above) were Seafarers Alfredo Rodriguez, Allan Green, Errol Mullings and Randolph Scott; ACU German Solar Sr. and QMED Gerardo Vega, and OMU Hipolita Rochez and ACU Elena Lee. Safety Director Kevin Marchand (right) conducts orientation at the hall. Topics included the unlicensed apprentice program at the union-affiliated Paul Hall Center for Maritime Training and Education.



At Sea and Ashore with the SIU



Lifeboat Drill in Philly – OS Veronica Hernandez recently submitted these photos of a lifeboat drill aboard the new tanker *Overseas New York*. The drill took place last spring while the vessel was docked at Aker Philadelphia Shipyard, site of its construction.



Safety Award – Recertified Bosun Dan Laitinen (above right) recently earned a cash award from Maersk Line, Limited (MLL) for his safety-related efforts aboard the *Maersk Rhode Island*. Capt. James H. Walker (above left) reports that the bosun "earned the safety award for leading his crew on safely chipping and painting the above-deck cargo pipelines. This was a particularly difficult job to do safely since the pipelines are about three meters above the cargo deck and don't offer any convenient flat surface from which to work. Mr. Laitinen's leadership was instrumental in getting this job done safely and effectively. It is an honor to have such a fine leader and professional in the deck department aboard the *Maersk Rhode Island*." The award is part of an overall safety program aggressively implemented by MLL with support from maritime labor.



Celebrating a Milestone – In early September, Seafarers at Crowley-Petty's Island (including those pictured above) observed a praiseworthy milestone. Specifically, they celebrated one year of accident-free work. Seafarers at the facility, located in the Delaware River between New Jersey and Pennsylvania, work with barges and RO/ROs.



Seafarers Deliver – Capt. Garry Matthews in late August sent this picture of the SIU-crewed tugboat *American Patriot* (left) delivering cranes in Lagos, Nigeria, for APM Terminals. The cranes are secured on an unmanned barge. The tug is operated by American Marine Corporation.



The Seafarers-contracted *Swift*, pictured near the battleship *USS Missouri* in Pearl Harbor, Hawaii, is a versatile vessel that can sail at up to 42 knots.



In this U.S. Navy photo from 2004, the *HSV Swift* passes through the drawbridge portion of the Woodrow Wilson Bridge en route to Alexandria, Va., just up the Potomac River from Washington, D.C.

Following Safety Training, Crew Says, 'We're Ready'

Nine Seafarers who recently completed safety training at the Paul Hall Center said the coursework substantially helped prepare them for upcoming assignment aboard the *HSV Swift*, operated by Sealift, Inc.

Because the *Swift* has a helicopter flight deck and is involved in operations for the U.S. Military Sealift Command (MSC), Sealift asked the union-affiliated school to arrange for helicopter fire fighting training and chemical, biological and radiological defense (CBRD) training for the crew members.

Toward the end of their instruction in early October, the experienced Seafarers Bosun **Richard Fugit**, AB **Leo Batiste**, AB **Vladimir Filip**, QMED **Bryan Fletcher**, QMED **Russell Lino**, QMED **Oscar Pena**, Chief Cook **Rafael Chow**, Chief Cook **Jimmy Cordova** and Chief Cook **Andres Cruz** said they were ready to go to the ship for the first time. (The high-speed vessel is

a relatively new addition to the Seafarers-contracted fleet.) They all said they appreciated the top-notch training they received at the Piney Point, Md.-based school.

While most of the members have been on MSC-related vessels before (for example, Cordova recalled how he helped prepare and serve 2,500 meals a day during Hurricane Katrina relief efforts), they look forward to the new experience aboard the *Swift* and believe this round of training has prepared them for the special mission of the ship. "MSC and Sealift are really getting their bang for the buck at this school," said Fugit. "I can't wait to get on board."

"Unique" is a word many people use to describe the *Swift*. The 331-foot long catamaran was first deployed under contract with Military Sealift Command in 2003 and has done a myriad of U.S. Navy task force operations varying from delivering cargo to humanitarian missions around the world.

The *Swift's* wave-piercing catamaran hull is capable of more than 42 knots, according to MSC. It was developed as a support ship as part of the Navy's sea-basing, prepositioning strategy and is slated for upcoming assignments in Central and South America.

The Paul Hall Center established its helicopter or helo fire fighting course to meet the unique needs of MSC. Last year, the course – which blends practical training with classroom instruction – received formal accreditation from the agency.

Helicopter fire fighting training includes main topics such as fire chemistry; flight quarters organization; personal protective equipment; fire fighting equipment; helicopter types; and helicopter fire fighting tactics (including practical exercises on combating engine fires, cargo fires and more).

CBRD is an eight-hour course designed to inform students of the dangers associated

with weapons of mass destruction, how best to protect themselves and their vessels, and their responsibilities in a CBR environment. As quoted from the MSC guideline for the class: "The primary focus of this course is the knowledge of personal protection equipment, with an emphasis on survivability of the individual and the ship, and to impart confidence in their ability to survive and exist in a contaminated environment."

Earlier this year, when Sealift was awarded the contract to operate the *Swift*, the company noted that the ship will be deployed worldwide in support of U.S. Fleet Forces Command and the war on terrorism. The vessel also will be used for "emerging operational concepts such as sea-basing and the Global Fleet Station," the latter of which is a military operation directed by U.S. Naval Forces Southern Command.



In these three photos, students engage in hands-on training in Piney Point, Md., prior to signing on aboard the *HSV Swift*. The coursework took place at the Joseph Sacco Fire Fighting and Safety School, a component of the Paul Hall Center.



Paul Hall Center Offers Career Advancement

The SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. The center features top-notch training from experienced instructors and state-of-the-art equipment and facilities. The school offers courses for mariners sailing in the deck, engine and steward departments. Following is a quick look at one of those classes. For more information about the center and its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075; call (301) 994-0010; or visit the Paul Hall Center section of www.seafarers.org. Course dates are listed on page 21 of this issue of the *LOG* and also are carried on the web site.

Deck Department Spotlight

Government Vessels

This three-week class is open to mariners sailing in any department. The course is structured as three one-week, stand-alone modules. The modules may be taken in any order. Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training. The second week features forklift operations, underway replenishment and vertical replenishment. Cargo-handling and crane operations are included in the third week. This course is required of students attending AB or FOWT courses. (Prerequisites: No additional.)





SIU crew members are working aboard the *Savannah* to decommission, "safe store" and preserve the historic landmark. They are (above, left to right): GVA Yvonne Swann, GVA Therman Ames and Electrician Charles Wharton. The *NS Savannah* (photo at right) currently is moored in Baltimore. The vessel's commissioning plaque (photo inset) provides a wealth of information about its history.



Seafarers are 'Part of History' Aboard NS



Cutaway model of the Savannah's nuclear reactor

"Not many SIU members can say they are part of this history," said **Charles Wharton**, electrician aboard the world's first nuclear-powered merchant vessel, the *NS Savannah*.

The four SIU members on the *Savannah* are working for Keystone Shipping Services Inc. at the Port of Baltimore to decommission, "safe store" and preserve the historic landmark.

The *Savannah*, a combination cargo and passenger ship, was named by President Dwight Eisenhower in memory of the *SS Savannah*, the first steamship to cross the Atlantic in 1819. It was conceived in the 1950s as part of Eisenhower's "Atoms for Peace" program in which the president proposed research programs for peaceful uses of atomic energy. The ship was designed, constructed and operated as a joint research and development project of the U.S. Maritime Administration (MarAd) and the Atomic Energy Commission (AEC). MarAd supplied the ship and the AEC contributed the reactor and related nuclear systems. Its sponsor was First Lady Mamie Eisenhower.

The keel of the *Savannah* was laid in Camden, N.J., and, of course, its home was the Port of Savannah, Ga. Its sleek design and steam generators allowed the

595-foot long ship to reach a cruising speed of 21 knots. The *Savannah* had spacious lounges, passenger rooms, a dance floor, a bar, a barber shop a huge state-of-the-art galley with an original RadarRange microwave oven (which is still onboard), plus a hospital and a swimming pool. The crew didn't have it bad either. Crew cabins were spacious by the standards of the era and were shared by two crew members.

The ship's interior included plenty of stainless steel and tile, and an art deco flair. But, while the *Savannah* may look and sound like a luxury ride, it has a 9,400 deadweight ton cargo capacity and three now-operational cranes thanks to the crew.

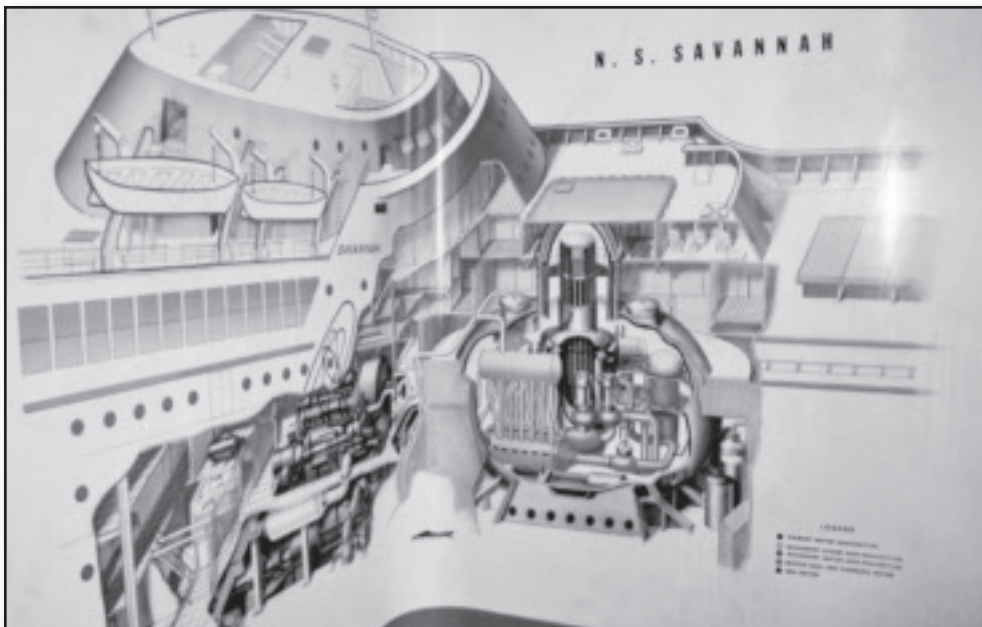
The ship's reactor was first brought to power in 1961, with seagoing trials following in 1962. The AEC ended its participation in the project in 1965, transferring liability and title of the reactor to MarAd.

The *Savannah* was operated in experimental and commercial demonstration service throughout the 1960s. Having carried hundreds of passengers (many given passage at no cost) and thousands of pounds of cargo along and east and west coasts and through the Panama Canal, it completed its research and

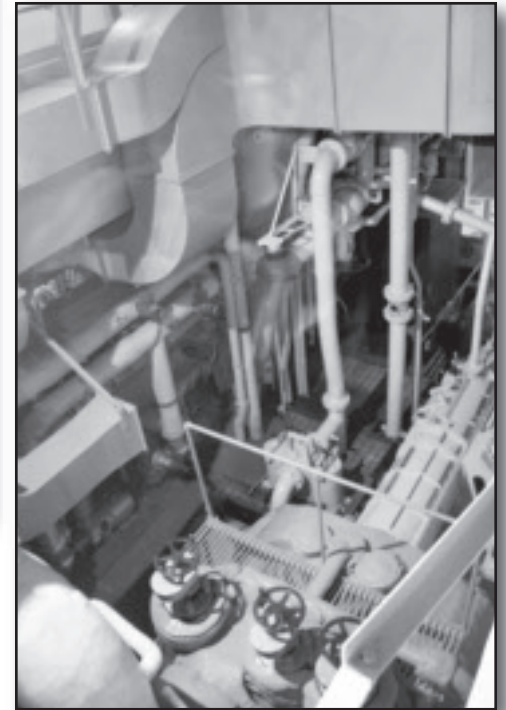
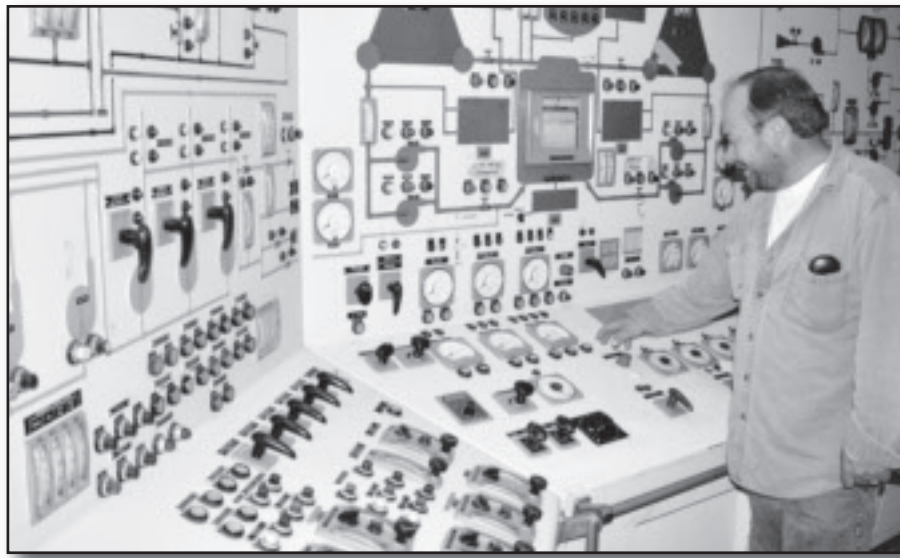
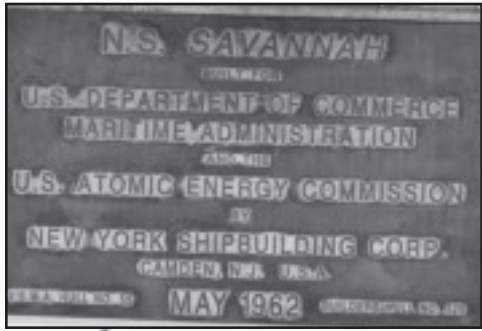
development objectives, and was removed from service in 1970. When alternative uses for the ship failed to materialize, its nuclear power plant defueled, partially decommissioned and prepared for long-term lay-up under temporary best practices.

From 1981 to 1994 the vessel was bareboat chartered to the Patriots Point Development Authority of Charleston, S.C., for public display. During that time the PPDA was designated a "co-licensee" for the reactor and exercised custody of the ship – but ownership remained with MarAd and still does today. The ship's charter was terminated by mutual agreement in 1994 when the vessel was removed from Charleston for drydocking. Then, the *Savannah* was placed in MarAd's James River Reserve Fleet for long-term retention in accordance with the circa 1970 lay-up plan.

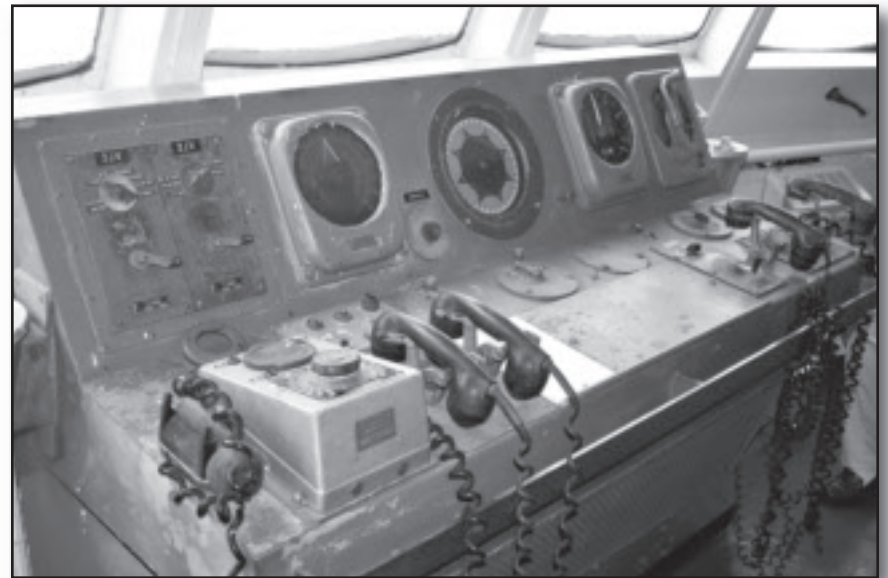
MarAd has no present plans to dispose of the ship. It is a registered National Historic Landmark, and in the future the agency hopes to develop a program for its long-term preservation. Keystone is currently working toward decommissioning which will include up to 10-year project of removing the reactor and scheduled preservation. MarAd's goal is to make the ship a



A mural of the ship's reactor room (photo at left) was painted in the vessel's entrance passageway for passengers to see when they came aboard. The ship's original veranda opened (above) to the swimming pool. At right is a photo of one of the ship's original dining areas. Notice the model of the *SS Savannah* at left.



Clockwise from above, Electrician Wharton stands next to the ship's reactor control board. The remaining photos show the Savannah's engine room, control board, and hospital.



SS Savannah

When the ship was decommissioned, it was one of the few nuclear-powered ships in the world. The ship was built in 1959 and was the first nuclear-powered merchant ship. It was built by the New York Shipping Corp. and was operated by the U.S. Atomic Energy Commission. The ship was decommissioned in 1972 and was preserved as a museum ship. It is now owned by the U.S. Department of Commerce and is operated by the U.S. Atomic Energy Commission.

able for preservation through its Ship Donation Program.

The Nuclear Regulatory Commission conducts regular inspections and has deemed the ship safe. "The nuclear material was taken off years ago and the NRC has many safeguards. There's no risk to us [the crew] and I really enjoy being part of history and doing something not many get a chance to do," says GVA Yvonne Swann.

"This is going to be another SIU job well done," exclaimed GVA Therman Ames about serving aboard the Savannah. "This is a great job because there's always something different for each of us to do."

According to the SIU members who were on board in September, the many different jobs have included removing mold and mildew, electrical work, chipping, painting, getting furniture reupholstered, replacing old floor tile and many mechanical jobs in effort to help preserve the landmark and get the sleek ship as near to original condition as possible. They are also in the process of installing an air conditioning system and just finished reconstruction of some cargo winches.

"It's an exciting labor of love that we're all proud to do," said Swann.



The ship's barbershop is shown above while the photo at immediate right shows a typical crew cabin. The main reactor room hatch, complete with radiation indicator, is depicted at far right. The hatch is inspected regularly by the Nuclear Regulatory Commission.



An original RadarRange microwave oven (above, left) is still in the Savannah's galley (above, right).

SIU Plan Offers Eight Scholarships For 2009

Seafarers, Dependents May Apply

The Seafarers Health and Benefits Plan each year offers scholarships to qualified Seafarers and dependents who are interested in furthering their education.

Designed to ease the financial challenges associated with college and vocational studies, the 2009 SHBP Scholarship Program will offer eight awards: three will be designated for Seafarers and five will be targeted for spouses and dependents. One of the scholarships reserved for

Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a post-secondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000 apiece.

Now is an ideal time to begin the application process. The first step is to send for the 2009 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application,

which must be received by April 15, 2009.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

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

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their

Scholastic Aptitude

Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2009. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Don't allow the rapidly increasing costs of higher education prevent you from realizing your goals—the SHBP Scholarship Program can make a real difference.



Union Plus Scholarship Program Makes Starting, Continuing Education Affordable

Since 1992, the Union Plus Scholarship Program has awarded more than \$2.5 million to students of working families who want to begin or continue their post-secondary education. More than 1,700 families have benefited from this commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation.

The students selected for university, college, trade school or technical scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments.

Eligibility for Scholarships

Because the SIU participates in Union Plus, current and retired SIU members, their spouses and their dependent children (including foster children, step children, and any other child for whom the individual member provides greater than 50 percent of his or her support) can apply for a Union Plus Scholarship. (Participating union members from the U.S., Puerto Rico, Guam and the U.S. Virgin Islands and Canada are eligible.) Members do not have to purchase any Union Plus program product or participate in any Union Plus programs to apply for the scholarships, and scholarship awards are not based upon participation in a Union Plus program.

The individual must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Note: Graduate students are now eligible.

Evaluation criteria

The scholarship program is open to students attending or planning to attend a college or university, a community college, or a technical college or trade school. Applicants for scholarships are evaluated according to academic ability, social awareness, financial need and appreciation of labor.

Scholarship applications are judged by a committee of impartial post-secondary educators. Applications are first reviewed by a panel of independent career professionals. Semi-finalists are chosen based on a point scale, and their applications are then provided to judges for further review and selection of finalists and awards. Program judges include representatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities and the National Association of Independent Colleges and Universities.

Scholarship award amounts

The amount of the award ranges from \$500-\$4,000. This is a one-time cash award sent to individual winners for study beginning in the fall of the same year.

How to apply

For information about obtaining the Union Plus Scholarship application, visit the Union Plus web site at www.unionprivilege.org/benefits/education/scholarships/up.cfm or call 1-800-452-9425. The application deadline is Jan. 31, 2009. Selected scholarship recipients' names will be announced May 31. Due to the high volume of applications, only winners receive notification.

Deadline: All applications must be postmarked by Jan. 31, 2009.

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

Name

Street Address

City, State, Zip Code

Telephone Number().....

This application is for: Self Dependent

Mail this completed form to:

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

11/08

December 2008 & January 2009 Membership Meetings

Piney Point.....Monday: December 8, January 5
 Algonac.....Friday: December 12, January 9
 Baltimore.....Thursday: December 11, January 8
 Boston.....Friday: December 12, January 9
 Guam.....Friday: December 26, Thursday, January 22
 Honolulu.....Friday: December 19, January 16
 Houston.....Monday: December 15, January 12
 Jacksonville.....Thursday: December 11, January 8
 Joliet.....Thursday: December 18, January 15
 Mobile.....Wednesday: December 17, January 14
 New Orleans.....Tuesday: December 16, January 13
 New York.....Tuesday: December 9, January 6
 Norfolk.....Thursday: December 11, January 8
 Oakland.....Thursday: December 18, January 15
 Philadelphia.....Wednesday: December 10, January 7
 Port Everglades.....Thursday: December 18, January 15
 San Juan.....Thursday: December 11, January 8
 St. Louis.....Friday: December 19, January 16
 Tacoma.....Friday: December 26, January 23
 Wilmington.....Monday: December 22, January 19

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

Personals

Idania Pearson is looking for SIU member **Kendrid Jackson**. She asks that Jackson contact her as soon as possible at (773) 651-7583.

Alicia Rios would like **Albert Rios** (formerly of Denver, Co.) or anyone who sailed with him to contact her at (801) 414-8468. Albert began sailing with the SIU in the late 40's.

Holiday Closures

Please be advised that—unless an emergency arises—SIU Headquarters and all SIU hiring halls will be closed Tuesday, Nov. 11 for the observance of Veterans' Day, and Thursday, Nov. 27 for the observance of Thanksgiving. Normal business hours will resume at all affected locations the following workdays after the respective holidays.

**Dig up some SIU treasures
online at the Slop Chest:
www.siustore.com**



**Visit the store and
place your order today!**

Dispatchers' Report for Deep Sea

September 16, 2008 — October 15, 2008

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
Algonac	2	3	0	0	1	0	0	3	5	1
Anchorage	0	5	2	1	3	0	0	0	7	2
Baltimore	5	4	0	4	10	0	1	12	6	0
Fort Lauderdale	17	7	3	5	13	2	5	25	20	3
Guam	3	5	3	2	5	1	0	3	5	3
Honolulu	8	8	1	3	7	2	0	16	14	0
Houston	50	22	5	31	16	1	16	74	43	7
Jacksonville	27	29	3	27	9	3	15	49	41	5
Joliet	1	2	1	2	0	0	0	0	3	1
Mobile	17	5	1	11	4	0	3	24	11	2
New Orleans	21	4	2	14	4	0	16	31	12	4
New York	44	31	5	27	12	0	8	88	50	10
Norfolk	21	24	3	12	16	2	3	22	29	7
Oakland	20	13	1	23	9	0	6	40	21	3
Philadelphia	5	3	2	3	0	0	1	4	9	4
Piney Point	0	7	0	0	3	0	1	0	11	0
Puerto Rico	10	5	0	8	6	1	2	12	12	1
St. Louis	5	7	0	0	5	1	0	5	9	0
Tacoma	32	29	4	27	18	3	19	66	39	3
Wilmington	19	21	5	23	17	0	12	40	35	10
Totals	307	234	40	223	158	16	108	514	382	66
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	1	0
Anchorage	0	0	0	0	0	0	0	0	3	1
Baltimore	3	3	1	3	1	0	2	3	6	2
Fort Lauderdale	8	7	0	3	5	0	3	14	11	2
Guam	1	1	2	1	1	1	0	1	3	2
Honolulu	5	1	1	5	3	0	0	12	3	1
Houston	13	17	2	7	12	2	3	29	21	1
Jacksonville	22	12	1	13	8	2	15	31	30	0
Joliet	0	1	0	0	1	0	0	1	1	1
Mobile	4	4	0	5	4	0	2	8	6	0
New Orleans	11	2	0	4	0	0	1	17	5	2
New York	15	12	4	7	7	1	4	24	22	3
Norfolk	11	9	3	9	8	1	3	14	24	6
Oakland	9	5	0	13	3	1	5	11	13	3
Philadelphia	2	0	0	2	2	0	1	3	2	0
Piney Point	0	3	0	2	3	0	1	0	4	0
Puerto Rico	4	6	1	4	3	0	3	5	8	1
St. Louis	1	4	0	0	1	1	1	2	9	0
Tacoma	8	20	3	10	8	0	8	28	29	3
Wilmington	6	11	2	4	5	3	5	16	21	3
Totals	123	118	20	92	75	12	48	219	222	32
STEWARD DEPARTMENT										
Algonac	1	2	0	1	3	0	0	1	3	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	1	1	2	0	0	1	3	1	1
Fort Lauderdale	7	10	0	3	2	1	1	15	14	0
Guam	1	2	1	2	1	0	0	4	3	1
Honolulu	3	0	1	6	0	1	0	14	4	0
Houston	23	6	0	12	6	0	3	36	10	1
Jacksonville	17	9	0	17	5	0	7	30	13	2
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	4	2	0	5	0	0	1	7	4	1
New Orleans	6	2	0	5	1	0	1	10	5	1
New York	19	5	3	16	2	0	7	34	13	4
Norfolk	11	16	3	7	10	2	3	11	21	1
Oakland	13	4	0	12	3	0	9	34	7	0
Philadelphia	1	0	2	3	0	0	1	4	0	2
Piney Point	1	0	0	3	1	0	2	2	0	0
Puerto Rico	0	0	0	1	0	0	0	1	4	0
St. Louis	0	1	0	0	0	0	0	0	2	0
Tacoma	12	6	1	14	5	1	6	21	6	1
Wilmington	22	7	1	11	5	1	7	44	8	3
Totals	143	73	13	120	44	6	47	271	119	18
ENTRY DEPARTMENT										
Algonac	0	1	3	0	0	0	0	0	2	6
Anchorage	0	0	1	0	1	0	0	0	1	1
Baltimore	0	3	1	0	3	0	0	0	5	1
Fort Lauderdale	0	8	10	0	7	4	0	0	13	14
Guam	0	0	1	0	0	0	0	0	4	2
Honolulu	4	2	5	1	2	2	0	3	8	11
Houston	2	25	3	3	13	5	0	9	39	12
Jacksonville	4	17	11	4	12	4	0	3	43	5
Joliet	0	1	1	0	0	0	0	0	1	1
Mobile	1	5	5	1	4	2	0	1	6	7
New Orleans	2	6	1	1	2	0	0	1	7	1
New York	6	25	12	4	16	3	0	10	60	17
Norfolk	0	16	12	0	9	6	0	1	25	29
Oakland	7	12	9	5	7	1	0	5	29	23
Philadelphia	0	0	1	0	1	0	0	0	0	2
Piney Point	0	6	17	0	6	19	0	0	3	3
Puerto Rico	0	4	1	0	0	1	0	0	10	0
St. Louis	0	0	0	0	0	0	0	0	1	0
Tacoma	2	12	5	0	10	1	0	6	26	8
Wilmington	3	8	4	1	2	3	0	5	21	13
Totals	29	156	106	19	95	52	0	38	300	163
Totals All Departments	602	581	179	454	372	86	203	1042	1023	279

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

ANNUAL FUNDING NOTICE FOR SEAFARERS PENSION PLAN

Introduction

This notice, which federal law requires all multiemployer plans to send annually, includes important information about the funding level of Seafarers Pension Plan, Plan Number 001, Employer Identification Number 13-6100329 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. ¹ This notice is for the plan year beginning January 1, 2007 and ending December 31, 2007 (Plan Year).

Plan's Funding Level

The Plan's "funded current liability percentage" for the Plan Year was more than 100%. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefits payments from the fund increase or decline.

Plan's Financial Information

The market value of the Plan's assets as of January 1, 2007 was \$676,381,358. The total amount of benefit payments for the Plan Year was \$32,262,397. The ratio of assets to benefit payments is 21.0:1. This ratio suggests that the Plan's assets could provide for approximately 21 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

Where to Get More Information

For more information about this notice, you may contact Margaret R. Bowen, Plan Administrator, at 301-899-0675, 5201 Auth Way, Camp Springs, MD 20746. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1800-400-7242).

Rules Governing Insolvent Plans

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

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

ANNUAL FUNDING NOTICE FOR MCS SUPPLEMENTARY PENSION PLAN

Introduction

This notice, which federal law requires all multiemployer plans to send annually, includes important information about the funding level of the MCS Supplementary Pension Plan, Plan Number 001, Employer Identification Number 51-6097856 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2007 and ending December 31, 2007 (Plan Year).

Plan's Funding Level

The Plan's "funded current liability percentage" for the Plan Year was 134.9%. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefits payments from the fund increase or decline.

Plan's Financial Information

The market value of the Plan's assets as of January 1, 2007 was \$8,253,399. The total amount of benefit payments for the Plan Year was \$401,162. The ratio of assets to benefit payments is 20.6. This ratio suggests that the Plan's assets could provide for approximately 21 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

Rules Governing Insolvent Plans

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

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

to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

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

Benefit Payments Guaranteed by the PBGC

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

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

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

Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746-4275, 301-899-0675. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

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

SALIH ALI

Brother Salih Ali, 65, signed on with the Seafarers in 1981. He was born in Yemen and attended classes on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Ali's first ship was the *Santa Maria*; his last was the *Horizon Consumer*. He sailed in the steward department. Brother Ali resides in Dearborn, Mich.

GREG BLASQUEZ

Brother Greg Blasquez, 57, was born in California. He joined the union in 1970, initially sailing on the *Trans Oneida*. Brother Blasquez was a member of the engine department.



He upgraded his skills often at the Piney Point school. Brother Blasquez's final trip was aboard the *Oakland*. He makes his home in Concord, Calif.

GABRIEL BONEFONT

Brother Gabriel Bonfont, 63, became an SIU member in 1964. Brother Bonfont's first voyage was on the *Thetis*. He was born in San Juan and worked in the deck department. Brother Bonfont enhanced his seafaring abilities frequently at the union-affiliated school in Piney Point, Md. His most recent voyage was aboard the *ITB Mobile*. Brother Bonfont is a resident of Houston.



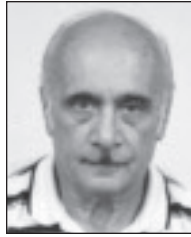
MIKE BUBAKER

Brother Mike Bubaker, 66, donned the SIU colors in 1979. He originally shipped on the *Inger* as a member of the steward department. Brother Bubaker was born in Yemen. In 1987 and 2000, he completed classes at the maritime training center in Piney Point, Md. Brother Bubaker last sailed aboard the *Great Land*. He calls Detroit home.



OSVALDO CASTAGNINO

Brother Osvaldo Castagnino, 70, first went to sea as an SIU member in 1987 on the *USNS Prevail*. He was born in Rojas, Ariz.



Brother Castagnino upgraded on numerous occasions at the Paul Hall Center in Piney Point, Md. He most recently worked aboard the *Cape Trinity*. Brother Castagnino lives in Houston.

RALPH GIBBS

Brother Ralph Gibbs, 71, began shipping with the Seafarers in 1961 while in the port of New York. He initially sailed with Cape Waterways Inc. Brother Gibbs was born in Pennsylvania. The deck department member's final voyage was on the *Cape Hudson*. Brother Gibbs often took advantage of educational opportunities available at the SIU-affiliated school. He settled in Fairfield, Calif.

RICHARD HANNON

Brother Richard Hannon, 64, signed on with the SIU in 1966. His earliest trip to sea was on an Alcoa Steamship Company vessel. Brother Hannon worked in the engine department. He upgraded his skills frequently at the Piney Point school. Brother Hannon last shipped aboard the *Lt. Col. Calvin P. Titus*. He continues to reside in his native state of Alabama.



GORDON HILTBRUNER

Brother Gordon Hiltbruner, 72, started sailing with the union in 1990 while in the port of Seattle. He originally worked on the *Chief Gabao*, in the engine department. Brother Hiltbruner was born in Washington State. He enhanced his skills at the Paul Hall Center in 2000 and 2003. Brother Hiltbruner's most recent voyage was aboard the *Great Land*. He makes his home in Fife, Wash.

CHARLES JOHNSON

Brother Charles Johnson, 64, was born in Virginia. He joined the SIU in 1961, initially shipping on the *Good Fellow*. Brother Johnson was a member of the engine department.



He attended classes on two occasions at the union-affiliated school in Piney Point, Md. Brother Johnson's final trip to sea was aboard the *Horizon Producer*. He is a resident of Brooklyn, N.Y.

JOHN "EYE BALL" LANDRY, SR.

Brother John Landry Sr., 65, became a Seafarer in 1974 while in the port of New York. His first voyage was on the *Monticello*. Brother Landry was born in Texas and sailed in the deck department. He upgraded in 1979 at the maritime training center in Piney Point, Md. Brother Landry's last ship was the *Liberty Wave*. He calls Port Arthur, Texas, home.



DANIEL LOBRANDON

Brother Daniel LoBrandon, 51, began shipping with the MC&S (Marine Cooks & Stewards) in 1987 in the port of San Francisco. The steward department member first worked aboard the *Delta Queen*. Brother LoBrandon enhanced his seafaring abilities numerous times at the Paul Hall Center. He most recently sailed on the *Manoa*. Brother LoBrandon was born in Louisiana and settled in San Francisco.



GUY PRECOTT

Brother Guy Precott, 65, donned the SIU colors in 1989. He was primarily employed with American Overseas Marine during his seafaring career aboard vessels such as the *USNS Curtiss* and the *Dewayne T. Williams*. Brother Precott upgraded frequently at the Piney Point school. The steward department member continues to live in his native state of Florida.



KENNETH SMITH

Brother Kenneth Smith, 71, started his SIU career in 2001 while in the port of Seattle. He originally sailed on the *Horizon Anchorage*. Brother Smith was born in Los Angeles and sailed in the engine department. In 2001 and 2002, he attended classes at the maritime training center in Piney Point, Md. Brother Smith last shipped aboard the *1st Lt.*



Baldomero Lopez. He resides in Franklin, Tenn.

ANGEL SOTOMAYER

Brother Angel Sotomayer, 65, joined the union in 1969 while in the port of New York. His earliest voyage was with OMI Bulk Corporation. Brother Sotomayer, who sailed in all three ship-board departments, was born in Puerto Rico. He enhanced his seafaring abilities on three occasions at the SIU-affiliated school. Brother Sotomayer's final voyage was on the *El Morro*. He makes his home in Levittown, P.R.



Reprinted from past issues of the Seafarers LOG

1950

Statistics about the U.S. Merchant Marine fleet show that in the 90 days following the outbreak of hostilities in Korea, U.S. merchant shipping shifted gears from normal world trade overnight and sent more than 80 privately owned ships streaming to Korea laden with war supplies. At the same time, American seamen were called upon to take from the boneyard more than 130 government-owned idle ships, fit them out, load cargo and rush westward to the battle zone. Of these ships, 33 privately owned vessels and 13 government-owned ships were manned by SIU crews. During this critical period the U.S. ships carried 80 percent of the three million tons of cargo – exclusive of petroleum products – delivered. The vessels carried 300 times the amount carried by air.

1961

A dress rehearsal session for fuel-loading procedures for the *NS Savannah*, the first nuclear-powered merchant ship, went off without a hitch in Camden, N.J. The practice loading procedures were complete in every way but one – no atomic fuel was used. The four-hour run-through was designed to help ensure complete safety when the actual loading of reactor fuel takes place.

1972

At approximately 10 a.m., the *Steel Designer's* fire alarm sounded. The ship was transporting a load of sodium hydrochlorite to Panama that was now being threatened by fire. The chemical creates highly toxic and flammable sulphur dioxide when burned. After the ship's CO2 had been exhausted, the only option was to secure the ship's vents to control the blaze. This could only be done by a crew member making a hazardous climb up the king posts through heavy smoke and breath-defying fumes.

That's when Wiper James Oliver volunteered without hesitation. High above the ship's waterline and hardly visible through the smoke, the SIU member worked quickly to secure the vents, one after another, and reduced the fire's air supply. After spending several anxious minutes aloft, Oliver completed the task and returned to the deck to help his shipmates extinguish the now oxygen-starved blaze.

1986

After 45 days in a small rickety boat, 15 Vietnamese refugees were finally plucked from the ocean by the *LNG Aries*. The refugees said several ships had passed them during their weeks at sea and none had stopped except the *Aries*. The *Aries'* SIU crew donated clean, dry clothes to the refugees as well as fixing them a top-notch meal.

This Month In SIU History

Final Departures



DEEP SEA

CLARENCE BURGO

Pensioner Clarence Burgo, 81, passed away July 28. Brother Burgo joined the union in 1966. He first worked on the *Peco* as a member of the deck department. Brother Burgo was born in Hawaii. His final voyage was with Ocean Carriers Inc. Brother Burgo began receiving his pension in 1990 and continued to reside in Hawaii.

JAMES COLSON

Pensioner James Colson, 75, died July 29. Brother Colson, a member of the deck department, started sailing with the Seafarers in 1963. He initially shipped on the *Madaket*. Brother Colson was born in Seattle. His last trip to sea was aboard the *Voyager*. Brother Colson retired in 1997 and made his home in Chehalis, Wash.

ARTHUR HINZ

Pensioner Arthur Hinz, 87, passed away April 7. Brother Hinz donned the SIU colors in 1964. His first voyage was on a Bulk Transport Inc. vessel. Brother Hinz worked in the deck department. He was born in Minnesota. Brother Hinz most recently shipped aboard the *Overseas Alice*. He lived in San Francisco and went on pension in 1987.

CHARLES HOWELL

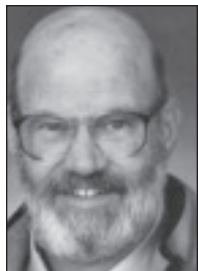
Pensioner Charles Howell, 63, died Aug. 20. Brother Howell became a Seafarer in 1964 while in the port of New York. The deck department member's earliest trip was on the *Cape Washington*. Brother Howell was born in Fayette, Ala. He last worked aboard the *Endurance*. Brother Howell was a resident of El Paso, Texas. He became a pensioner in 1998.



JEFFERY JENKINSON

Brother Jeffery Jenkinson, 55, passed away July 29. He was born in Alabama. Brother Jenkinson began sailing with the SIU in 2003 while in

Seattle. His first ship was the *Cleveland*; his last was the *USNS Roy M. Wheat*. Brother Jenkinson was a member of the deck department. He called Alaska home.



PERCY KENNEDY

Pensioner Percy Kennedy, 83, died Sept. 9. Brother Kennedy signed on with the Seafarers in 1951. His earliest voyage was on the *Alcoa Pioneer*. Brother Kennedy, who sailed in the deck department, was born in Pearl River, La. Prior to his retirement in 1987, he worked aboard the *Archon*. Brother Kennedy continued to live in Louisiana.

ARTHUR LANG

Pensioner Arthur Lang, 71, passed away Sept. 6. Brother Lang started shipping with the union in 1968. He was born in Jacksonville, Fla. Brother Lang sailed in the engine department, originally on the *Longview Victory*. He was last employed aboard the *Achiever*. Brother Lang began collecting his pension in 1999. He made his home in Florida.



ERNESTO MARDONES

Pensioner Ernesto Mardones, 88, died Aug. 3. Brother Mardones joined the SIU in 1972 while in the port of New York. He initially shipped on the *R. D. Conrad*. Brother Mardones was born in Chile. The engine department member most recently sailed aboard the *Samuel L. Cobb*. Brother Mardones settled in Shellville, Ga. He retired in 1991.



JOHNNIE McCREE JR.

Pensioner Johnnie McCree Jr., 82, passed away Sept. 2. Brother McCree donned the SIU colors

in 1951. He first worked with Ore Navigation Corporation as a member of the steward department. Brother McCree was born in Alabama. His final trip was on the *Horizon Pacific*. Brother McCree went on pension in 1994 and resided in San Pablo, Calif.



VINCENT TARALLO

Pensioner Vincent Tarallo, 84, died, Aug. 4. Brother Tarallo became a Seafarer in 1951. His first voyage was aboard a Delta Steamship Lines vessel. Brother Tarallo was a New York native. His final trip was on the *Albany*, where he shipped in the engine department. Brother Tarallo started receiving his retirement compensation in 1989 and called San Bruno, Calif., home.

INLAND

PAUL EVANS

Pensioner Paul Evans, 81, passed away Aug. 11. Brother Evans started shipping with the SIU in 1969. During his seafaring career, he worked as a member of the deck department in both the inland and deep sea divisions. Brother Evans originally sailed aboard an Allied Transportation Company vessel. His last trip to sea was on the *Cape Flattery*. Brother Evans went on pension in 1992 and made his home in North Carolina.



CECIL FERRELL

Pensioner Cecil Ferrell, 81, died Aug. 28. Brother Ferrell was born in Corpus Christi, Texas. He began sailing with the union in 1964. Brother Ferrell primarily worked aboard G&H Towing Company vessels. He retired in 1988 and continued to live in Texas.



HENRY MEAD

Pensioner Henry Mead, 81, passed away Aug. 29. Brother Mead signed on with the SIU in 1961. He was initially employed with Pennsylvania Railroad, Port of Norfolk. Brother Mead was born in Jersey City, N.J. Before retiring in 1989, he shipped on a New York Cross Harbor vessel. Brother Mead was a resident of New Jersey.

ELLIOTT WHITE

Pensioner Elliot White, 97, died Sept. 16. Brother White joined the union in 1962. He mainly sailed with McAllister Towing of Baltimore. Brother White was born in North Carolina but settled in Glen Burnie, Md.

GREAT LAKES

DONALD BLESENER

Pensioner Donald Blesener, 85, passed away Aug. 2. Brother Blesener donned the SIU colors in 1961 while in Duluth, Minn. The deck department member worked with Great Lakes



Towing Company for the duration of his career. Brother Blesener continued to reside in his native state of Minnesota.

ROBERT KURKERWICZ

Pensioner Robert Kurkerwicz, 80, died Aug. 27. Brother Kurkerwicz became a union member in 1947 while in the port of Detroit. He originally worked with Inland Lakes Management as a member of the deck department. Prior to his retirement in 1988, Brother Kurkerwicz shipped aboard the *Paul H. Townsend*. He was born in Alpena, Mich., and called Wilson, Mich., home.



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

Name	Age	DOD
Butt, Jack	92	Sept. 5
Cortes, Eriberto	104	Sept. 14
Dash, James	89	Aug. 28
Friedman, Rueben	82	Aug. 20
Garcia, Victor	90	Sept. 11
Gomez, Eberto	82	Aug. 28
Gomez, Marcos	86	Aug. 7
Gonzalez, Luis	96	Aug. 27
Griffith, Albert	92	Aug. 24
Guity, Fernando	76	Aug. 20
Harris, Alphonse	92	Aug. 1
Hause, James	82	Aug. 7
Holcombe, Raymond	86	Sept. 5
Huertas, Roberto	81	Aug. 30
James, Horacio	81	Aug. 10
Johnson, Alfred	65	Aug. 10
La Ferriere, Joseph	82	Sept. 9
Larrosa, Hugo	83	Aug. 7
Macias, Gonzalo	89	Aug. 21
Martinez, Andrew	85	Sept. 10
Nater, Victor	90	Aug. 21
Nevarez, Octavio	77	Aug. 9
Packer, Lewis	79	Aug. 17
Paddyfut, Ira	75	Aug. 5
Peres, Manuel	92	Sept. 13
Perez, Victor	51	June 18
Peters, Francis	83	Sept. 12
Pumarejo, Heriberto	81	Sept. 14
Rios, Emerald	89	Sept. 6
Robinson, William	86	June 27
Roussell, Henry	86	Sept. 6
Smith, Frank	82	Aug. 22
Sutton, Paul	80	Aug. 3
Taman, William	82	Aug. 26
Viola, Norberta	90	Aug. 3
Williams, Alan	55	Sept. 14

Digest of Shipboard Union Meetings

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

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

HARRIETTE (Sealift Tankers Inc.), Aug. 17 – Chairman **Moises Ramos**, Secretary **George Quinn**, Deck Delegate **Annie D. Walker**, Steward Delegate **George Quinn**. Chairman discussed TWIC cutoff date and e-mail to be sent to the union pertaining to payoff. Educational Director advised crew to take advantage of Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Motion was made regarding penalty rate of pay. Next ports: New Orleans and Houston.

MAERSK CAROLINA (Maersk Line Limited), Aug. 3 – Chairman **Konstantinos Prokovas**, Secretary **Gerard L. Hyman**, Educational Director **Daniel D. Gaffney**. Chairman thanked everyone for a smooth, safe voyage. Secretary stated that stores for 50 days will be purchased in Norfolk, Va. Educational director urged mariners to enhance seafaring abilities at the Piney Point school. No beefs or disputed OT reported. Suggestions were made pertaining to pension and vacation benefits. Request was made to purchase a universal DVD player for crew lounge. Vote of thanks given to steward department.

MAERSK GEORGIA (Maersk Line Limited), Aug. 10 – Chairman **Carlton P. Hall**, Secretary **Kristin L. Krause**, Educational Director **Roy S. Frett Jr.** Chairman talked about TWIC cards. Secretary asked crew to separate trash from plastics. No beefs or disputed OT reported. New dryers to be pur-

chased in Norfolk, Va. Crew members expressed their gratitude to union for reducing requirements to qualify for benefits.

MAERSK MISSOURI (Maersk Line Limited), Aug. 24 – Chairman **Domingo Leon Jr.**, Secretary **Stanley J. Krystosiak**, Educational Director **Williams J. Hiawatha**, Deck Delegate **James Burns**, Engine Delegate **Albert Riollano**, Steward Delegate **Jose F. Manandic**. Chairman reported safe trip and thanked crew for working well together. Secretary asked departing Seafarers to leave rooms clean for next person. Educational director encouraged members to check out what the union-affiliated school had to offer. Treasurer stated \$3,000 in ship's fund. No beefs or disputed OT reported. Recommendation was made to increase vacation days. Next ports: Elizabeth, N.J., Norfolk, Va., Charleston, S.C., and Malaga, Spain.

SEABULK PRIDE (Seabulk Tankers), Aug. 29 – Chairman **Philip B. McGeoghegan**, Secretary **Orlando A. Hill**, Educational Director **Cary G. Pratts**, Engine Delegate **Marino C. Callejas**. Chairman discussed benefits of union membership. Educational director relayed message from port agent pertaining to the frequency of union meetings. He also informed all about TWIC deadline being pushed back until April 2009. No beefs or disputed OT reported. Crew requested new mattresses, more pillows, 2 standup refrigerators, new linen for twin beds, new treadmill and exercise bike.

More Snapshots from Crowley Christening

As reported elsewhere in this edition, Crowley Maritime Corporation last month christened a new ATB consisting of the tugboat *Courage* and barge 650-5. Here are two more photos taken before the event, which was conducted in Tampa.



WESTWARD VENTURE (Interocean American Shipping), Aug. 3 – Chairman **Paul Wade**, Secretary **Robert S. Davis**, Educational Director **Randy D. Slue**, Engine Delegate **Gregory H. Holsey**. Chairman announced payoff Aug. 8 in Jacksonville, Fla. He also informed members that after discharge, ship would be going to the Norfolk, Va., shipyard for at least four days for repairs. Secretary reported that captain would have another inspection on Aug. 7 and advised crew to clean rooms well, especially those getting off vessel. He also reminded mariners that communications are posted on the bulletin board outside bosun's

room. No beefs or disputed OT reported. Questions concerning completion of duty requirements for extra pay were discussed and answered. Crew was asked to respect "no noise" ordinance in crew quarters area such as no slamming doors, long conversations in passageways and don't use buzzer on dryer. Next ports: Jacksonville, Fla., and Norfolk, Va.

HORIZON ANCHORAGE (Horizon Lines), Sept. 2 – Chairman **Dan P. Fleeharty**, Secretary **Amanda F. Suncin**, Educational Director **Kevin T. McCagh**, Engine Delegate **John Day**, Steward Delegate **Patrick L. Durnin**. Chairman reported payoff would take place on Sept. 22 and went over ship's itinerary. Secretary encouraged crew members to keep all necessary seafaring documents up to date. Educational director stressed the importance of enhancing skills at the SIU-affiliated school. He urged everyone to notify him of any lighting or electrical problems so he could take care of them. No beefs or disputed OT reported. Suggestion was made pertaining to base wage. Bosun thanked all crew members for helping keep inside of house clean and everything running smoothly. Discussion was held regarding emergency towing exercise in Dutch Harbor, Alaska, on Aug. 30. Next ports: Tacoma, Wash., Anchorage, Alaska, and Kodiak, Alaska.

HORIZON ENTERPRISE (Horizon Lines), Sept. 12 – Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **Michael J. Wells**, Steward Delegate **Frank A. Ramones**. Chairman announced payoff on Sept. 13 at sea. He urged everyone to register to vote and vote for the candidate of your choice but make your voice heard this election year. Secretary reminded those departing vessel to leave rooms clean and supplied with fresh linen for new members coming aboard. Educational director urged mariners to upgrade skills often at the Piney Point school and watch expiration dates on all MMDs. He suggested apply-

ing early for TWIC cards to avoid the rush as April 2009 is approaching quickly. No beefs or disputed OT reported. Recommendations were made concerning pension benefits. Crew thanked Wiper **Tony Kpodovia** for keeping laundry room and passageway spic and span. Chief cook was also thanked for a job well done. Next ports: Tacoma, Wash., Oakland, Calif., and Honolulu.

HORIZON FALCON (Horizon Lines), Sept. 14 – Chairman **Lance X. Zollner**, Secretary **Charlfred M. Autrey**, Educational Director **Mathala Anwan**, Deck Delegate **Earl F. Sparkes**, Steward Delegate **Crista L. Ali**. Bosun read president's report from the *Seafarers LOG*. Secretary advised eligible rotary crew members to ask captain for the letter to file with their vacation applications to receive extra vacation pay if they meet the requirements. Educational director recommended Seafarers visit the maritime training center in Piney Point, Md., to enhance seafaring abilities. No beefs or disputed OT reported. Motion was made and carried pertaining to increasing vacation benefits and reducing retirement requirements. Seafarers expressed gratitude to steward department for good food. Next port: Tacoma, Wash.

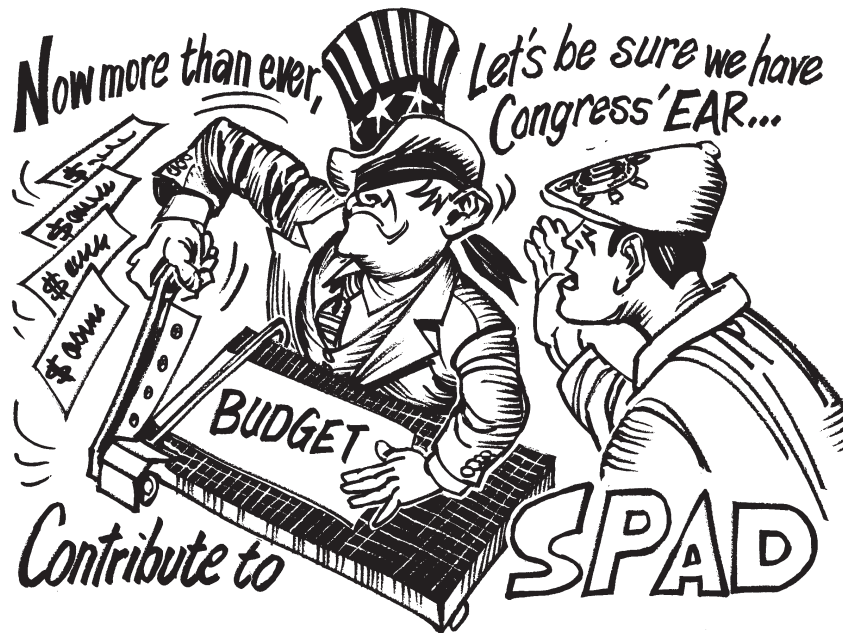
USNS LAWRENCE H. GIANELLA (Ocean Ships Inc.), Sept. 28 – Chairman **Bernardino R. Eda**, Secretary **Philip F. Lau**, Educational Director **David W. Badah**, Engine Delegate **James R. Summers**, Steward Delegate **Linda J. Barber**. Chairman reminded members about wage increase that takes effect next month. He asked crew to sign movies in and out from the bridge. Secretary encouraged Seafarers to upgrade whenever possible at the union-affiliated school. Educational director asked crew leaving ship to make sure rooms were clean and sanitized. No beefs or disputed OT reported. Next ports: Cherry Point, N.C., and Pearl Harbor, Hawaii.

With Seafarers on the Antares

As of the beginning of October, eight Seafarers-contracted fast sealift ships officially became part of the Maritime Administration's Ready Reserve Force. While custody of the eight vessels (*Algol*, *Altair*, *Antares*, *Bellatrix*, *Capella*, *Denebola*, *Pollux*, and *Regulus*) was transferred from the U.S. Navy's Military Sealift Command to MarAd on October 1, 2007, the title was only transferred at the start of Fiscal Year 2009. As part of the official changeover, MarAd conducted a "stack unveiling ceremony" aboard the *Antares* (right) on Oct. 1 in Baltimore. Pictured below are some of the Seafarers and officers in attendance along with other SIU members and officers from the nearby *Denebola*: OS Dennis Uchic, Bosun Jerry Costello, AB Mike Kanga, Capt. Tom Casey, AB James Roy, Bosun Francisco Bravo, GUDE Lamont Stewart II, AB Leander Garrett, Wiper Albert Marshburn, 2nd Engineer Mike Phillips and Bosun H. Walter.



SEAFARERS EVERYWHERE PLEASE TAKE NOTE!



Seafarers Health And Benefits Plan -Cobra Notice

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

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

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

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

Are You Receiving All of Your Important Mail?

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

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

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

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other _____

This will be my permanent address for all official union mailings.

This address should remain in the union file unless otherwise changed by me personally.

11/08

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.

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2008. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	November 10	December 5
Advanced Container Maintenance	November 11	December 8
Automatic Radar Plotting Aids (ARPA) (must have radar unlimited)	November 17	November 21
Celestial Navigation	November 24	December 19
Radar Renewal (one day)	December 8	December 8

Engine Upgrading Courses

Advanced Container Maintenance (Refer)	November 10	December 5
Basic Auxiliary Plant Operations (BAPO)	November 10	December 5
Welding	November 3 December 1	November 21 December 19

Safety Specialty Courses

Basic Firefighting	November 10 December 8	November 14 December 12
Tanker Assistant (DL)	November 10	November 21

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations
These modules start every Monday.

Certified Chief Cook/Chief Steward

These classes start every other Monday. The most recent class began November 3.

Academic Department Courses

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

Online "Distance Learning" Courses

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

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

Upgrading Course Guide Coming Soon

A future edition of the *Seafarers LOG* will contain a complete guide of all the upgrading courses available to students in 2009 at the SIU-affiliated Paul Hall Center for Maritime Training & Education in Piney Point, Md.



Important Notice

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

11/08

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 706 - Unlicensed apprentices from Class 706 recently completed the water survival course. Those graduating (above, in alphabetical order) were: Aurelio Anderson, Collins Brooks, Jeffery Caraway, Melvin Cooper, Diogenes Derecho, Jarrell Dorsey, Christopher Funderburk, Ian Harding, James Martin, Bryan Mash, Marqualis Matthews, Deven McCoy, Nakesha Miller, Jeremy Paschke, Maurice Reine, Chenequa Rodriguez, Brittany Ruffin, Steve Shaffer, Marcus Thorton, Charles Wescott, Germar Williams, Mykael Willis and Paul Witwicki. (Note: Not all are pictured.)



Fast Rescue Boat - The following individuals (above, in no particular order) on Sept. 12 completed their requirements for graduation from this course: Weston Beres, Alonzo Griswell, John Lee, Richard Lydon, Anthony McNeil, Kenneth Steiner, and Randall Brown. The instructor, Stan Beck, is standing at the back, right.



Advanced Firefighting - Six individuals on Sept. 5 completed this 41-hour course. Those graduating (above, in alphabetical order) were Lennart Bergstrom, Stanley Castro, Felix Garcia, Orlando Herrera, Douglas Maravelias and Michael Watkins. Their instructor, Steve Stockwell, is at the far right.



AB - Sixteen mariners on Sept. 12 graduated from this course. Those completing the training (above, in alphabetical order) were David Bernstein, Farren Blackwell, Eric Coleman, Preston Grant, Terry Hester Jr., Anson John, Roderick Kelly, DeMond Lindsey, Joshua McAtee, Fadel Mohamed, Robert Raymond, Tommy Rodgers, Arvid Rutledge, Dominic Tuccio, Josean Villarrubia and Faldano Williams. Their instructor, Bernabe Pelington, is at the far right.



FOWT - Fifteen upgraders completed this course Sept. 12. Those graduating (above, in alphabetical order) were Kenneth Bricker Jr., Bryan Clark, Moriah Collier, Andrew Cooper, Jose Encarnacion, Ruben Haynes, Anthony Irizarry, Stanley Jackson Jr., Joel Jones, Richard Jones, Thaddeus Kilgore, Richard Murray II, DeAnthony Owens, Marcos Ramos-Mejias and Joshua Zelensky. Their instructor, Tim Achorn, is at the far right.

Computer Classes



Three Seafarers recently completed computer training courses while upgrading at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Those completing various classes (photo above) were Dallon Garnett (left), Robin Bourgeois (right) and Omar Aswad (left in photo at right). Their instructor, Rich Prucha, is in the center in photo above and at the right in the photo at right.



Those completing various classes (photo above) were Dallon Garnett (left), Robin Bourgeois (right) and Omar Aswad (left in photo at right). Their instructor, Rich Prucha, is in the center in photo above and at the right in the photo at right.

Paul Hall Center Classes



Tankship Familiarization - Two classes of Phase III trainees completed this 63-hour course Sept. 5. Those graduating (above, in alphabetical order) were: Joseph Bankhead, Virgil Beasley, David Brady, Dustin Brantley, Victor Chevalier, Mitchell Childress, Daryl Corbett, Angela Corbit, Daniel Cortez, Peter Crane, John Curran, Hubert Dennis, James East, Darrell Goggins, Yuri Hernandez, Braden Horne, Richard Howard, Brian Jackson, Damonte Jones, Eric Kirkland, Matthew Martel, Cory Mulligan, Richard Noto, William Pakkala, Teresa Peterson, Thomas Quinlan, Rondell Richardson, Lazaro Rivera Rodriguez, Keith Rogers, Troy Smith, Mark Turner, Timothy Van Pelt II, Bernard Wade II, Charles Wagner, Nicole Walton, Oshema Watson, Nathan White, Jovan Williams, Enoch Winrod and Igor Yakunkov.



BST (HAWAII) - The following individuals (above, in no particular order) on Sept. 27 completed this course at the Seafarers Training Center in Barbers Point, Hawaii: Michael McMullin, Justin Dickey, Cynthia Smith, Eric Smith, Jeff Robinson, George Garland, Whitney Dupont, Andrae Lane, William Carty, Ashley Castillo, Kyle Thompson, Lisa Gorman, Lucas Stoyanoff, Mario Cartagena, Stephanie Wray, Ryan Akers, Drew Hess and Julie Esparza.



BST (HAWAII) - The following individuals (above, in no particular order) on Sept. 19 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Samatha Arang, Melissa Mazza, Christine McClure, Hugh Brown, Yoerkis Gamboa, Charlie Lenier, Paul Murray, Daniel Feder, Matthew McConnell, Wenday Ling, Nicholas Murphy, Paul Haneishi, Destiny Winekoff, Stephanie Doty, Matthew Bonney, Jordon Butler, Sean Thomas, Rhandy Abrere, Ricky Santos, Janessa Ruiz, James McDonald and Casey LeBlanc.

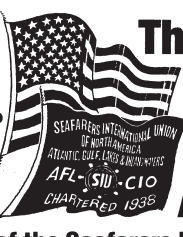


Junior Engineer - The following individuals completed this course Aug. 29. Graduating (above, in alphabetical order) were Antoine Best, Alfonso Bombita, Robin Bourgeois, Trevor Cohn, Carmelo Collazo, Sterling Cox, Dallon Garnett, Paula Gomez, Janis Kalnins, Scott Martin, Alexander Rhodes, Keith Riddick, James Summers, Jesse Turner, Furman Watson, Ronald Westerfield, Eeric White and Steven Wilson. Jay Henderson, their instructor, is at the far left. (Note: Not all are pictured.)

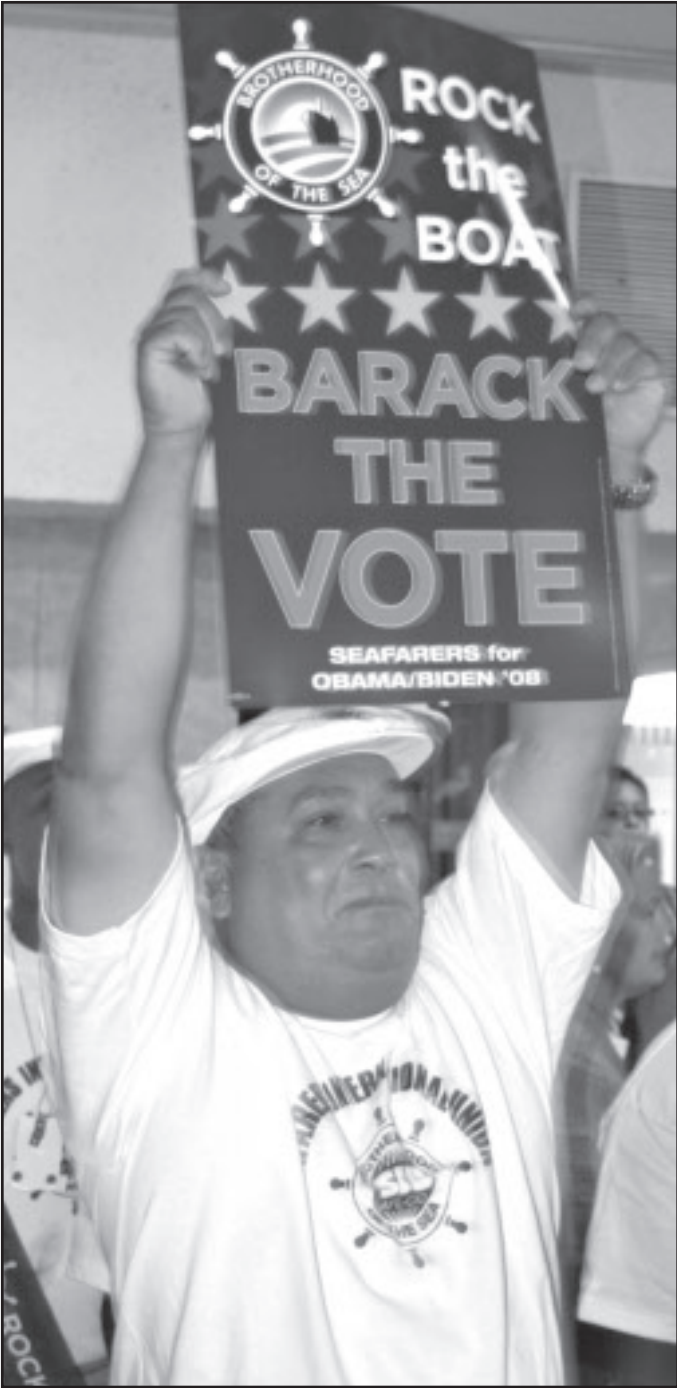


Medical Care Provider - Five individuals on Sept. 12 completed this 21-hour course. Those graduating (above in alphabetical order) were Cirico Geonanga, Orlando Herrera, Peter Madden, Ryan Neathery and Michael Watkins. Their instructor, Mark Cates, is at the far right.

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



**TWIC News
And Reminders
- Page 7**



Bosun Isaac Vega Mercado shows where he stands on the presidential race.



U.S. Rep. Elijah Cummings



U.S. Sen. Barbara Mikulski



U.S. Sen. Ben Cardin

Unions Rally in Baltimore for Obama

Hundreds Show Labor Unity and Strength in 'Charm City'

Amidst the cheers, poster waving and camera flashes, 30 unlicensed apprentices and recertifying bosuns receiving training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., were on hand in Baltimore on Oct. 16 to lend their voices for a rally for SIU-endorsed presidential candidate Barack Obama.

The SIU endorsed Sen. Obama because of his staunch support and record on maritime and America's merchant mariners (see his endorsement in the September 2008 edition of the *Seafarers LOG*).

The event was hosted by the Metropolitan Baltimore Council of the AFL-CIO and was attended by more than 500 brothers and sisters from numerous unions, and various elected officials.

"We're here because we look out for those who look out for us," said UA **Jordache Hunter** when talking about Obama and his support of maritime. More of the trainees chimed in explaining how Obama and his running mate, Joseph Biden, have an excellent track record of supporting U.S. shipping, including backing for the Jones Act and cargo preference.

"We are going to make history during this election," said Rep. Elijah Cummings (D-Md.), chairman of the U.S. House Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation and a major maritime and SIU supporter. "If it wasn't for unions, we probably wouldn't have health care, the wages we have today or education for our families. We wouldn't be where we are today without unions. This ticket is the answer to our future."

National leader on health care and SIU supporter Sen. Ben Cardin (D-Md.) is a member of the Senate Foreign Relations, Judiciary, Environment and Public Works, Budget and Small Business Committees. He said, "Sen. Obama stands up for working families and will invest in mainstream America, not corporate America. He understands the needs of working families and will work for our concerns."

Sen. Barbara Mikulski (D-Md.) noted she wears the union label "on her clothes and in her heart." She is a major supporter of maritime and especially her home port of Baltimore, and is Senate chair of the Senate Subcommittee on Commerce, Justice, and Science. "Unions are jobs and justice for workers," she said. "We need change and a President Obama would never substitute a stimulus package for Wall Street for union jobs."



The rally was a highly spirited event from start to finish. Clockwise from above, Maryland Lt. Gov. Anthony Brown addressed those in attendance as did Ernie Grecco, president, Metropolitan Baltimore AFL-CIO. Union members packed the IBEW hall in Baltimore for the rally. U.S. Rep. John Sarbanes also was among the speakers who addressed the more than 500 who attended. Seafarers are pictured with Sen. Ben Cardin (middle row, third from left) and Metropolitan Baltimore AFL-CIO President Ernie Grecco (middle of same row) after the rally. Standing next to Grecco in the same photo is SIU Baltimore Acting Port Agent Elizabeth Brown.

