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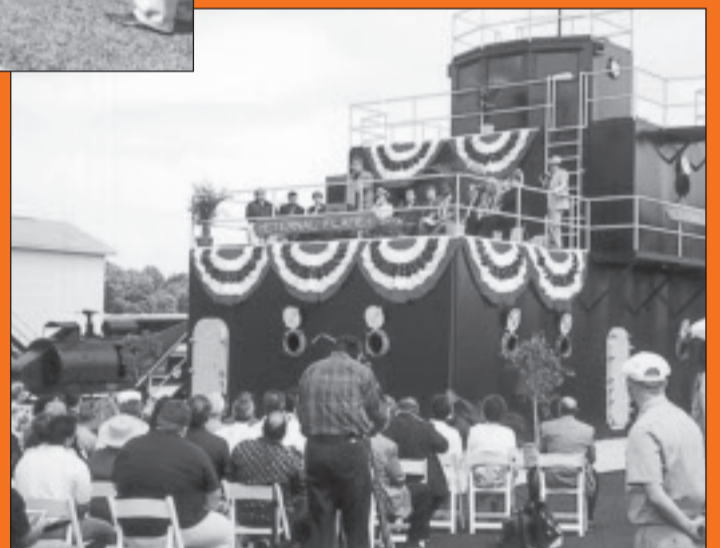
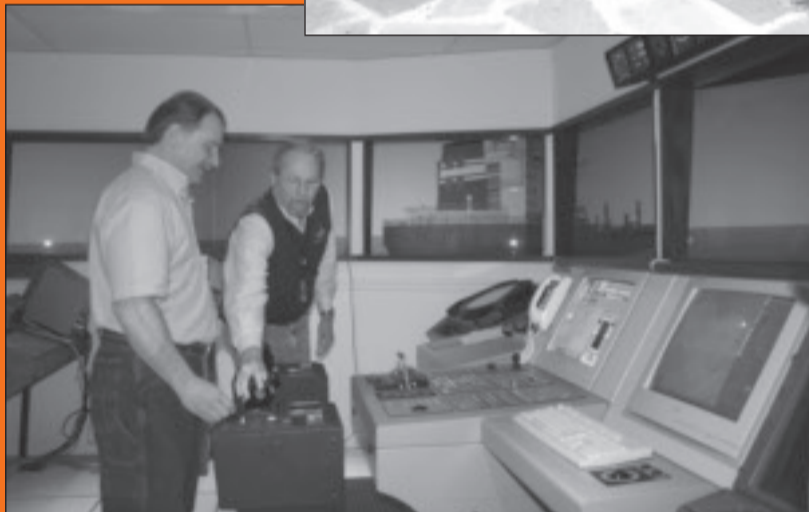
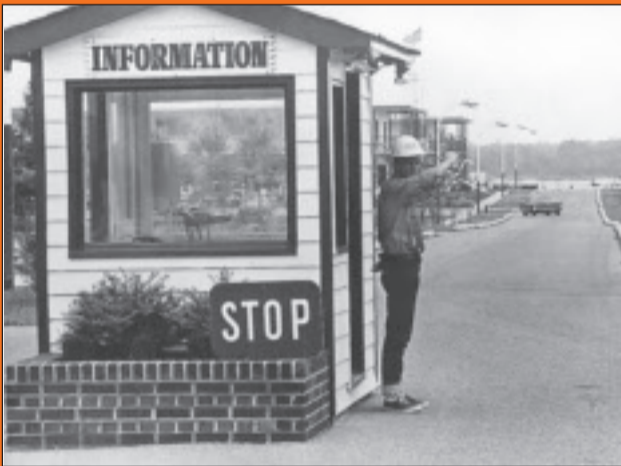
The Seafarers Log

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



SIU-Affiliated School Marks 40th Anniversary

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education opened in August 1967 in Piney Point, Md. Once a bare-bones facility, the campus has grown into a highly regarded, cutting-edge school where tens of thousands of mariners have trained. The photos below span the school's existence, from the late 1960s to the mid 2000s. Additional coverage appears on page 2 and on pages 9-16.



Seafarers Commend and Share Crowley's Commitment to Safety Company Takes Smart, Proactive Approach

Seafarers-contracted Crowley utilizes a far-reaching, highly effective combination of programs to help ensure shipboard safety—a practice heartily embraced by its SIU crews. Pictured below are two Seafarers employed by Crowley along with one of the company's vessels: the ATB *Sound Reliance* (with barge 550-2) off the coast of Honolulu, Mate Greg Jarvis aboard a tug in Los Angeles/Long Beach, and Engineer Deso Hrboka in a tugboat engine room in Los Angeles/Long Beach. Page 24.



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President's Report

Leadership and Foresight

A glance at the aerial photo at the bottom of this article should confirm that today's Paul Hall Center for Maritime Training and Education bears little resemblance to the spartan facility which opened 40 years ago this month in Piney Point, Md.



Michael Sacco

Fortunately, the changes have been for the better. The SIU-affiliated school has grown and adapted throughout its existence, meeting the needs of individual students and ship operators who, in turn, help fulfill the manpower requirements of the U.S. Merchant Marine. The school also has done much more than simply survive. The Paul Hall Center consistently has been at the forefront of state-of-the-art, maritime-specific training, whether we're talking about simulators, fire fighting, oil spill prevention, shipboard computers, training record books, refrigeration and the list goes on.

As with other institutions, there may be a tendency with the passage of time to overlook some of the history behind the Paul Hall Center—to mistakenly assume it was easy to put together.

Having been on site when the property first was acquired, I can assure you it took an incredible amount of work to get that school off the ground. You've heard the expression "blood, sweat and tears?" Just about everyone who was at the school in the late 1960s shed some of each, and they weren't tears of joy.

Paul Hall, the union's second president, rightfully is credited as the school's driving force. Many times, I have used this space to reflect on Paul's vision and how to this very day his foresight continues to help shape both the school and the union. Additional thoughts on Paul and the training center can be found elsewhere in this newspaper.

But I wanted to take a moment to recognize the thousands of other people who also, in their own ways, have contributed to the success in Piney Point. I was based at the school for many of its early years. Because of that, and what the school means to our union, it has always and will always hold a special place with me. So, I have a firsthand appreciation for the school officials, instructors, staff members and students who over the years have helped build the Paul Hall Center into a world-class facility. They've made sacrifices large and small, usually away from the spotlight, but always for the betterment of the next people who would pass through the front gate.

Obviously there is no realistic way to list every name or use every photograph as we celebrate "40 Years of Progress." But as someone who was there from the start, I thank everyone who did their part and went out of their way to help maintain and build upon Paul Hall's extraordinary vision.

Rescues at Sea

Many of the seamanship skills taught at the Paul Hall Center were utilized by SIU crews during two recent rescues at sea. Seafarers aboard the *Horizon Falcon* and the *USNS Kanawha* upheld the finest traditions of the "Brotherhood of the Sea" as they helped save fellow mariners in distress. On behalf of the entire union, I commend you for a job well done.



Piney Point in 1967

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Horizon Falcon Rescues 2

Debris, Severe Weather Complicate Operation in North Pacific

The SIU-crewed containership *Horizon Falcon* last month rescued two Chinese mariners whose Panamanian-flag vessel sank in the North Pacific after encountering rough seas due to a typhoon. The rescue effort took place over a 24-hour period on July 12 and 13, approximately 375 miles northwest of Guam.

The two mariners were among 13 survivors from the 22-person crew of the log carrier *Hai Tong No. 7*. Three other bodies were recovered; six more remained missing when the U.S. Coast Guard suspended search operations July 15.

SIU members sailing aboard the *Horizon Falcon* during the rescue included Recertified Bosun **Steven Bush**, ABs **Ahmed Almuflihi**, **John Dacuag**, **Jennifer Souci**, **Stanley Parker**, **Jack Kem**, **Earl Sparkes** and **Jerry Gonzaga**, Electrician **Ursel Barber**, QMEDs **Husain Ali** and **Gustavo Osorio**, Recertified Steward **Philip Lau** and SA **Milagros Clark**.

"In this electronic information age we live in, it's easy to forget how goods actually get to consumers—that merchant mariners still go to sea for months at a time to make the global economy work. And ever since man has been going to sea, there has been danger. But there also has been and will ever be brotherhood at sea that crosses any boundary. This rescue effort is a shining example of that," said Charles G. (Chuck) Raymond, chairman, president and CEO of Horizon Lines and himself a former mariner.

"I couldn't be prouder of our crew and their efforts," added John V. Keenan, senior vice president and chief transportation officer for Horizon Lines. "I know our crewmen were thankful they could help bring home two fellow mariners, and only wished they could have located more."

The *Hai Tong No. 7* crew already had been in the water for two days when the 722-foot *Horizon Falcon* was contacted by the U.S. Coast Guard Sector Guam to divert for a distress call. The SIU-crewed ship arrived at the site before noon on July 12, where it encountered 30-foot swells in fierce seas, with 40-mph winds. The rescue further would be complicated by logs and other debris that came from the 420-foot *Hai Tong No. 7*.

According to reports from the company, the *Horizon Falcon* crew used a lifeboat and the ship's portside pilot ladder to attempt a rescue of the distressed seafarers. A lifeboat with three seamen was dispatched with 18-to-20-foot swells and waves impacting from every direction.

One survivor was rescued, but as the lifeboat was being recovered, a large swell descended on the lifeboat, knocking the craft to a 45-degree angle and damaging the motor. The crew was ordered to abandon the lifeboat and climbed to safety with the survivor up the containership's 40-foot pilot ladder. A second survivor was rescued by AB Dacuag who, while harnessed to the pilot's ladder, descended toward



Some of the survivors from the Panamanian-flag ship are shown in this U.S. Coast Guard photo.

the water. While being submerged by swells, Dacuag attached a grappling hook to the survivor before both were winched clear of the sea to safety.

With flares from an Okinawa-based Navy P3 Orion 225 airplane providing some light from above, the *Horizon Falcon* continued searching for survivors and was eventually joined by the *M/V Coral Emerald*. The Horizon ship ran a search pattern in the area for four more hours until morning. A U.S. Coast Guard buoy tender from Guam arrived at the scene to assist and relieve the *Horizon Falcon*, which was running low on fuel.

Arriving in Yantian, China, the vessel's destination, the two rescued seamen reported to local media crews that they were very well cared for on board the *Horizon Falcon*. Representatives of the government of China were on hand to express their appreciation for the efforts of the *Horizon*

Falcon captain (Tom McDorr) and crew.

The United States Coast Guard Amver offices in New York City also recognized the efforts of the *Falcon* crew. "These actions are to be commended and do not go unnoticed. Your willingness to participate in the Amver system is testimony to ensuring that no call for help goes unanswered... This underscores your commitment to safety at sea," said Benjamin M. Strong, director of marketing, Amver Maritime Relations, U.S. Coast Guard.

Cmdr. Frank Genco, chief of the Coast Guard's search and rescue branch in Honolulu, added, "The immediate response by so many mariners is impressive. Mariners truly understand the importance of helping out their fellow sailors. The Coast Guard may be farther away and mariners have to rely on each other to help out in times like these."

USNS Wheat Hosts Dignitaries

A Seafarers-crewed Military Sealift Command (MSC) vessel recently hosted a U.S. diplomat and a prominent Estonian military official while tied up in Tallinn, Estonia.

The *USNS LCPL Roy W. Wheat* on June 19 rolled out the red carpet to welcome U.S. Ambassador to Estonia Stanley Davis Phillips and Estonian Chief of Defense Col. N. Vali for a briefing and guided tour.

A prepositioning and cargo vessel, the *Wheat* arrived in the Estonian capital city June 15, nearly one year after it initially called on the port in 2006. MSC reported that Capt. Peter Grealy, *Wheat* master, his officers and the 17-person crew of Seafarers did the American flag and U.S. maritime industry proud as they impressed their guests with their seamanship savvy and professionalism. SIU members who were aboard the vessel during the tour were: Bosun **Bill Lima**; ABs **Marc Everell**, **Dorkuho Tanihu**, **Bryan Chase**, **Edward Majesky** and **Glenn Davis**; QMEDs/Oilers **Francis Yapching**, **Gerard Dunn** and **Romeo Harriell**; Electrician **Frank J. Michalski** and Electrician

Trainee **John A. White**. Also aboard were Chief Steward **Emmanuel Zephr**, Chief Cook **Suree Farrell**, Storekeeper **Rodolfo Amoro** and GVAs **German Dolmo**, **Sylvan E. Harris** and **Israel L. Edmunds**.

According to MSC, the *USNS Wheat* frequently travels to commercial ports like Tallinn because, as a member of the U.S. Navy's Maritime Prepositioning Ship (MSP) Squadron One, it often is forward-deployed to Europe. The vessels in this command strategically stage U.S. military cargo at sea in the European theater. In the event of a military or humanitarian crisis, the mission of this squadron is to deliver its cargo to forces ashore, ensuring a fast U.S. response to contingency situations. The squadron also plays an important role supporting NATO military exercises in the region and bolstering U.S. ties with its allies in Europe.

The *USNS Wheat* was named after Medal of Honor recipient U.S. Marine Corps Lance Cpl. Roy M. Wheat. Wheat died in combat Aug. 11, 1967 during the Vietnam War, throwing himself on an exploding mine to save the lives of his fellow Marines.

Unions Testify at TWIC Hearing

Coast Guard Issues Guidance on ID Card Program

U.S. maritime unions including the SIU last month continued urging Congress to take them up on a safe, straightforward idea that would allow seafarers to comply with the Transportation Worker Identification Credential (TWIC) program by simply obtaining a merchant mariner document equipped with a biometric component.

Meanwhile, the TWIC program lurched forward as the Coast Guard in early July issued a 63-page Navigation and Vessel Inspection Circular (NVIC) covering its implementation in the maritime sector. The NVIC's purpose is to provide guidance and clarifications about the TWIC program. The NVIC did not include an enrollment schedule, but reportedly will be updated as dates become known.

Barring changes in the program, U.S. mariners will be required to obtain a TWIC by Sept. 25, 2008.

But shipboard and shoreside unions on July 12 reiterated their position that the new card is overkill for some employees in the maritime sector who already undergo background checks before they can go to work. In joint testimony submitted to the House Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transportation, the SIU, MM&P, MEBA, ILA, ILWU, AMO, SUP and MFOW in part said, "All the maritime unions have a vital interest in, and an unwavering commitment to, the enhancement of America's maritime security. We want an effective and realistic system for controlling access to facilities and vessels because our members are on the front lines. The members of our respective organizations will almost certainly be among the first American citizens directly affected, injured and killed in the event of such an incident or breach of maritime security. Therefore, we desire to be regarded by our government as an ally here at home, in the same way that we sail and work in support of our armed forces overseas in the war against terror.

"At the same time, we have another obligation to our nation: to safely and economically move America's foreign and domestic commerce. We strongly believe strengthening maritime security and facilitating the movement of cargo to strengthen our economic security are not mutually exclusive goals and objectives. Rather, we can achieve both goals provided the Transportation Security Administration (TSA) understands that a poorly designed and implemented program will unnecessarily burden our industry and seriously diminish our ability to do our jobs without providing any real maritime security bene-

fits to our nation."

The unions also repeated their call to combine the TWIC with the existing merchant mariner credential, also called an MMD or a z-card. "Currently, when an individual submits an application to the Coast Guard for evaluation for an MMD, he must include a copy of proof of citizenship and establish proof that he has a Social Security Number," the unions point out. "The individual must further undergo a drug test, and is also fingerprinted so that the Federal Bureau of Investigation can perform the necessary criminal background checks. Finally, the individual must agree to a check of the National Driver Register so the Coast Guard can determine if there are any offenses relating to the operation of a motor vehicle which may render the individual unsuited for the duties and responsibilities associated with shipboard employment.

"We believe that the merchant mariner document (MMD) that is currently issued to seafaring personnel should be updated in order to comply with the requirements of the MTSA in order to allow the MMD to serve as a TWIC for all merchant mariners, licensed and unlicensed. We believe that the MMD can and should be upgraded to include the biometric identifier standards of the TWIC and that a combined MMD/TWIC should be issued after the requirements of both statutes are met. Doing so, and giving the Coast Guard exclusive jurisdiction to provide the requisite background checks, will eliminate the need for two or more Federal agencies to perform separate background checks; will eliminate redundancies in the vetting process; will streamline the credentialing process for mariners; and will eliminate the need for mariners to carry more than one Federal identification credential for maritime employment."

U.S. Rep. Elijah E. Cummings (D-Md.), chairman of the subcommittee, stated, "We must ensure that we put all needed security measures in place at our ports and throughout our maritime installations—but we must also ensure that these measures do not place an undue burden on the maritime industry, interfere with the flow of commerce, or lead to the unfair treatment of workers. Further, we must ensure that the measures that are put in place make sense and that they counter the real threats we face rather than simply denying job opportunities to those who do not in any way threaten our nation's security."

Cummings said that he and others on the subcommittee are "deeply frustrated with the questions that remain unanswered about this credential. Of particu-

lar concern are questions regarding the installation and use of the readers that are needed to enable the TWIC to be used to control access to secure locations as well as questions about whether the Transportation Security Administration (TSA) and the Coast Guard will truly be able to issue a TWIC to all mariners who need one by September 2008."

The subcommittee is scheduled to reconvene in three months to receive a progress report from the Coast Guard and from the TSA regarding the program's implementation.

Meanwhile, the NVIC included the following points:

- TWIC holders will be required to choose a six-digit PIN which will be used during Coast Guard inspections and spot checks. The PIN can be used as the primary verification tool "if the biometric is inoperative." However, during those inspections and spot checks, the agency intends to use handheld biometric readers to verify that the card is valid and in possession of the proper individual.
- Enrollment and issuance of the TWIC will be carried out by the TSA. Enforcement of the TWIC as an access control measure in the maritime sector will be carried out by the Coast Guard.
- A notice will be published in the *Federal Register* to announce when enrollment begins in each captain of the port zone. The phased-in

schedule shouldn't affect mariners prior to September 25, 2008, since their MMD will serve as a TWIC until that date.

- Possession of a TWIC does not guarantee unescorted access to secure areas; permission must be granted by the vessel or facility owner/operator.
- Individuals can apply for a TWIC and ask for a waiver if they know they don't meet "the standards concerning criminal activity or mental capacity, or [are] in Temporary Protected Status at the time of enrollment." In those cases, "the applicant should annotate by initialing they are applying for a waiver on the 'TWIC Application Disclosure Form.' If the applicant becomes aware that he or she does not meet the standards concerning criminal activity or mental capacity when TSA issues an Initial Determination, the applicant may apply for a waiver at that time as well."
- The enrollment process consists of 5 components: pre-enrollment (optional), enrollment, fee collection, security threat assessment and notification of the results, and issuance of the TWIC to the applicant. The time from enrollment to credential availability is expected to take fewer than 30 days, not including potential appeal or waiver processing. If the security threat assessment does not reveal any questionable or negative information

about an individual, the process is expected to take fewer than 10 days.

- All applicants will receive a TWIC Application Disclosure Form which must be signed in the presence of the enrollment personnel under contract to TSA at the beginning of the enrollment process.
- They re-post the application fees: \$137.25 for individuals requiring a security threat assessment, \$105.25 for the rest. Payment may be made by cashier's check, money order or credit card. Also the card replacement fee, currently set at \$36, may be increased to \$60.
- The "TWIC Help Desk" has a toll-free number offering around-the-clock service: 866-DHS-TWIC (347-8942). "Assistance includes help for enrollment, lost, stolen, or damaged cards, PIN resets (note: an applicant will have 10 tries to get their PIN correct before needing to have the PIN reset), etc. Assistance is also available for scheduling enrollment appointments, locating the closest enrollment facility to an applicant, and guiding applicants through the web-based pre-enrollment process. Both TSA (571-227-4545) and the Coast Guard (877-687-2243) will have a help desk in order to address calls that do not come directly through 1-866-DHS-TWIC."

U.S. Shipping Partners Takes Delivery of ATB

SIU-contracted U.S. Shipping Partners L.P. early last month announced the delivery of its new articulated tug barge unit, the pusher tug *Freeport* and the double-hulled parcel barge *Chemical Transporter* (together, the *ATB Freeport*). It is the first of five ATBs ordered by U.S. Shipping as part of a fleet expansion.

In a news release, the company noted, "The *ATB Freeport* has successfully completed sea trials and has received necessary certification by the U.S. Coast Guard and the American Bureau of Shipping. As is customary in new-building situations for the first of a series of vessels, there are a few documentation-related items that we need to address following delivery of the vessel. These items do not affect our ability to begin operating the *ATB Freeport* in our chemical service, and we do not anticipate any problem in satisfactorily addressing these items within the required time frames."

The new vessel departed the shipyard on July 1, 2007 for its first load port in Louisiana. Following completion of two routine design verification test procedures and arrival at the load port, it lifted its first cargo in



The *ATB Freeport*, pictured in Baltimore, features the latest technology.

early July.

The *Freeport* is a 19,999 dead-weight ton ATB capable of carrying 140,000 barrels of the most sophisticated chemical cargoes transported by seagoing vessels, according to the company. Its service speed is listed at 13.5 knots.

Paul Gridley, chairman and CEO of U.S. Shipping Partners L.P., commented, "We believe the *ATB Freeport* is the most technologically advanced ATB in the U.S.-flag Jones Act deep sea trade. The features we built into this unit include 10 cargo tanks with flat internal surfaces, indi-

vidual stainless steel deck mounted cargo heaters, stainless steel cargo piping, radar tank gauging, and advanced automatic tank cleaning. The *ATB Freeport's* propulsion system runs on heavy fuel, which at current fuel prices yields significant operating cost savings in comparison to traditional diesel engines."

Manitowoc Marine Group of Marinette, Wis. and Eastern Shipbuilding Group, Inc. of Panama City, Fla. are under contract to construct additional ATBs of similar design for U.S. Shipping.

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Monday, Sept. 3 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.

Government Services Division Wins Hotel Arbitration

An arbitrator recently ruled in favor of the SIU Government Services Division in a case involving the union's efforts to help ensure that CIVMARS aren't required to stay in substandard hotels selected by the U.S. Military Sealift Command (MSC).

The hotel involved in the arbitration is the Days Inn Military Circle on Chambers Street in Norfolk, Va. A hearing had taken place Feb. 15-16 at the SIU hall in Norfolk, where representatives from the SIU and MSC stated their respective cases.

On June 28, Arbitrator Mark H. Grunewald issued a decision calling for monetary compensation for CIVMARS required to stay in the hotel between Oct. 6, 2006 and Jan. 17, 2007. Although

the union maintained that the general conditions at the hotel were substandard from the moment CIVMARS were assigned in October 2005, the arbitrator found that it was not within his power to determine whether the MSC could terminate the hotel contract award prior to October 6, 2007.

Grunewald agreed with the union that "\$40 per day is the proper back pay remedy to the CIVMARS who stayed in the contract hotel during the extension period" (Oct. 6, 2006-Jan. 17, 2006).

That amount of money is stipulated in the Civilian Marine Personnel Instructions (CMPI) as the reimbursement rate for "cash in lieu of quarters."

At the outset of the hotel assignment, the union charged that the Days Inn Military Circle posed substantial health and safety risks to the hundreds of civil service mariners who stayed there. Grunewald noted that MSC's inspectors found safety and health problems with the facility early on and the hotel was selected even though it was only "marginally" qualified. Despite MSC's understanding of these problems, however, the contract was awarded to the Days Inn because of its lower cost to the agency.

Grunewald took the agency to task for extending its initial agreement with the hotel despite relatively widespread concerns about health and safety. The con-

tract's first year ended Sept. 30, 2006 but included three "option" years.

The arbitrator noted that "there is ample evidence in the record to support the view that there were serious health and safety concerns about the hotel since the outset of the contract," including a detailed report from an MSC environmental health officer. Grunewald stated that in the face of the union's grievance, the agency set up an individual complaint process through which CIVMARS could voice concerns. He noted, however, that this individual complaint system was not effective because the hotel failed to meet the appropriate standards and that the complaint system could not have addressed the multiple systemic problems at the facility.

He ruled that "by extending services for a period clearly longer than it was obligated contractually, the agency changed its position on the problem." After the first contract year was concluded and MSC chose to extend

its obligation to the hotel, "it unreasonably sought to place the burden on the CIVMARS individually to identify problems and seek relief from a situation of MSC's own making."

The agency may appeal the ruling to the Federal Labor Relations Authority. If no appeal is made or of the appeal is unsuccessful, the union will seek to ensure that CIVMARS who stayed in this hotel during the award period will receive the money owed to them.

With this ruling, the union has met two of its major goals with regard to MSC assignments to shoreside hotels. MSC now uses a "three diamond" standard when selecting hotels on both the east and west coasts. The union is still pursuing its unfair labor practice against the agency to ensure that when hotels are selected the union is able to negotiate with MSC regarding the standards at individual facilities.

CIVMARS will be updated as the unfair labor practice process continues.

USNS Kanawha, French Vessel Team Up for Rescue in Arabian Sea

Sixteen mariners from aboard the Korean-flagged merchant ship *Jai Laxmai* almost certainly owe their lives to the crews of the SIU-contracted Military Sealift Command (MSC) fleet replenishment oiler *USNS Kanawha* and the French warship *Dupleix*.

Crews from the American and French vessels on June 25 jointly rescued the North Korean vessel's 16-person crew—composed of 13 Indians, two Burmese and one Sri Lankan—in the Arabian Sea. The *Kanawha*—crewed by members of the SIU Government Services Division—and *Dupleix* at 6:26 p.m. June 25 responded to a distress call from the *Jai Laxmai*, which was in danger of sinking.

The *Laxmai* had a disabled diesel engine and was anchored by a weak mooring line in unstable sea conditions. Waves were cresting at about 10 feet and the winds were blowing at speeds of up to 27 knots. Further complicating the situation, the crew of the *Jai Laxmai* reported that no food or water was available on board their vessel. They also were unable to deploy their vessel's lifeboats.

The U.S. 5th Fleet's multinational Combined Task Force (CTF) 150 and CTF 53 directed the *Kanawha* and *Dupleix* to set course for the distressed vessel and to rescue its crew (CTF 150 is in charge of security in the region where the vessel was in distress, while CTF is responsible for the 5th Fleet's logistics operations). The SIU ship had been steaming toward the Suez Canal, but promptly changed course and sailed 35 miles at top speed to reach the scene. *Kanawha* and *Dupleix* crew members launched their rigid-hull, inflatable boats (RHIBs) at 9:35 p.m., three-quarters of a mile from where the *Jai Laxmai* was helplessly floating in the turbulent sea.

The *Kanawha's* RHIB made two trips to the *Jai Laxmai*, evac-

uating six rescued mariners to the *Dupleix* each time. *Dupleix's* RHIB retrieved the other four.

Once on board the *Dupleix*, all 16 rescued crew members were examined and found to be in good health. They subsequently were transferred ashore in Salalah, Oman.

"The quick and brave actions of *Kanawha's* crew represent the finest traditions of mariners helping other mariners in need," said U.S. Navy Capt. Glen Sears, commander, Sealift Logistics Command Central and CTF 53.

The *Kanawha* has been supporting U.S. Navy and coalition ships operating in the Middle East since March 20. The ship, with 90 civil service mariners, deployed from the United States in February.



SIU CIVMARS from the *USNS Kanawha* helped rescue mariners whose ship was in danger of sinking.



The *USNS Alan Shepard* departs San Diego during its June 12-13 sea trials. General Dynamics NASSCO Photo

USNS Alan Shepard Delivered

The SIU Government Services Division fleet on June 26 gained more tonnage with the delivery of the U.S. Navy's latest T-AKE vessel, the *USNS Alan Shepard*.

Named in honor of the late Alan Shepard, the Mercury and Apollo astronaut who was the first American in space, the vessel was constructed and delivered by General Dynamics NASSCO shipyard in San Diego. The *USNS Alan Shepard* is part of the Lewis and Clark class of dry cargo/ammunition ships owned by the Navy's U.S. Military Sealift Command (MSC). It will be crewed by SIU CIVMARS.

The *USNS Alan Shepard* is expected to remain in San Diego for about three months to conduct crew familiarization and undergo final outfitting. The ship, which can sail at speeds up to 20 knots, will be part of the Navy's MSC flotilla and will operate in support of the Navy's Pacific Fleet. With a cargo capacity of more than 10,000 tons, the *USNS Alan Shepard's* primary mission will be to deliver food, ammunition, fuel

and other provisions from shore stations to combat ships at sea.

The *USNS Alan Shepard* is the third in an expected class of 11 dry cargo-ammunition ships for the Navy. Construction of the 689-foot-long vessel began in September 2005. NASSCO has incorporated international marine technologies and commercial ship-design features into the T-AKE class ships, including an integrated electric-drive propulsion system, to minimize operating costs during their projected 40-year service life. The San Diego shipyard has contracts to build the first nine ships. Two of the vessels, the *USNS Lewis and Clark* and *USNS Sacagawea*—both of which are crewed by SIU CIVMARS—already have been delivered to the Navy. The fourth through seventh ships of the class are currently under construction.

In addition to the T-AKE program, the San Diego shipyard is scheduled to begin construction on the first of nine product carriers for SIU-contracted U.S. Shipping Partners L.P., sometime this month.

Congratulations on Earning a GED



Hard work and studying paid off for Phase III unlicensed apprentice Robert Brown (center), who received his GED at the July membership meeting in Piney Point, Md. Congratulating him are (from left) VP Atlantic Coast Joseph Soresi, Executive VP Augie Tellez, VP Contracts George Tricker, President Michael Sacco and Secretary-Treasurer David Heindel.

New Report Sheds More Light On Need for Free Choice Act

The Employee Free Choice Act on June 26 was blocked in the U.S. Senate, but at least one distinguished researcher says the legislation's passage is "critical" to ensuring America's workers have a truly democratic process in choosing to join a union.

"Anti-union employers are making a mockery of the principle governing American elections," said Gordon Lafer, Ph.D., a University of Oregon political scientist who recently authored the report, "Neither Free Nor Fair: The Subversion of Democracy Under National Labor Relations Board Elections."

"Weak labor laws allow anti-union employers to manipulate the outcome of union elections in a manner that is inherently unfair and undemocratic," Lafer said. "Union-busting activity in the weeks leading up to union elections resembles practices that our government routinely denounces when performed by rogue regimes abroad."

The report, released July 10 by American Rights at Work, comes just weeks after the Employee Free Choice Act, despite majority support, in effect was killed in the Senate. In echoing the multimillion dollar corporate campaign that sought to undermine support for the bill, anti-worker lawmakers claimed the measure would take away workers' rights to secret ballot elections if employees are allowed to choose to join a union when a majority signed union

authorization cards.

That argument, no matter how often it is repeated, is wrong on two fronts, according to the AFL-CIO. First, the federation pointed out, the Employee Free Choice Act does not eliminate secret ballot elections. Second, under the current NLRB government-run election process, the report points out there are "myriad ways in which workers are denied the most basic tenets of democracy."

"Neither Free Nor Fair" addresses head-on the claim that the NLRB election process guarantees workers a truly secret ballot—the central claim of anti-union advocates who seek to keep the current NLRB system in place. Instead, the report said, "NLRB elections fail to safeguard workers' right to keep their opinions private; and that, on the contrary, the NLRB system results in workers being forced to reveal their political preferences long before they step into the voting booth—thus turning the secret ballot into a mockery of democratic process."

AFL-CIO President John Sweeney shortly after the report was released, issued the following remarks:

"The new study ... details the extraordinary barriers workers face under current labor law to exercise their freedom to form and join unions. In the first study of its type, Dr. Lafer makes a direct comparison between union elections and political elections, and finds that unlike America's politi-

cal elections, union elections are not fair and balanced, but are skewed towards the employer.

"Dr. Lafer describes what workers experience during National Labor Relations Board elections, including a culture of intimidation, fear, and aggression. The study details some of the extensive tactics, both legal and illegal, employers use to stifle workers' freedom to form unions to bargain for better wages and benefits.

"This key study comes at a time when working families are at the tipping point. Unions are the best anti-poverty, middle-class supporting program in our nation, and are a key to turning around the growing gap between the 'haves' and 'have-nots.' The anti-democratic and skewed system detailed in Lafer's study clearly does not give workers a free and fair chance to improve their lives by forming unions.

"The Employee Free Choice Act would level the playing field for workers and restore workers' freedom to form unions and bargain. It would strengthen penalties

for companies that coerce or intimidate employees, establish mediation and binding arbitration when the employer and workers cannot agree on a first contract and enable employees to form unions when a majority signs union authorization cards. Instead of forcing workers to go through an intimidating election process wrought with corruption, it would allow them to more freely exercise their freedom to form a union."

The report documents how employers:

- **Deny workers free speech**—Although management is permitted to plaster the workplace with anti-union posters, leaflets and banners, pro-union employees are prohibited from doing likewise. Union organizers are banned from entering the workplace—or entering publicly used but company-owned spaces such as parking lots—at any time, for any reason. Employees of the company are banned from talking about forming a union while they are on work time and are banned from distributing pro-union information except when they are on break time and in a break room.
- **Use economic coercion and intimidation**—When em-

ployers speak out, employees always listen carefully for even the subtlest hints as to what kind of behavior will be rewarded or punished. This is all the more true in an economy where so many Americans feel insecure about their economic future.

■ **Ostracize and defame union supporters**—The NLRB allows employers to make nearly any type of threatening or derogatory statement to employees, as long as it doesn't contain an explicit quid pro quo threat. Workers who have earned their way to good standing with the company are often ostracized and belittled by management after publicly asserting their support for the union. In one example, a worker was followed to restaurants on days off by security guards with walkie-talkies. A member of management was assigned to work with her eight hours a day, five days a week, and was told he was there solely to work on her to change her ideas about unions.

A full copy of the reports is available at www.americanrightsatwork.org/docUploads/NeitherFreeNorFair.pdf

Don't Let Shipping Documents Expire

Seafarers are reminded not to wait until the last minute before renewing their documents. With current security concerns and a reorganization of the Coast Guard's licensing program, what once took a few weeks may now take anywhere from 10-12 weeks—but just to be on the safe side, it is recommended that mariners start the renewal process six months in advance.

The Coast Guard has begun to centralize its Marine Licensing and Documentation program with the National Maritime Center (NMC) in a new location near Martinsburg, W.Va. The 17 Regional Exam Centers (RECs) will continue to perform the important customer service tasks that require face-to-face contact with mariners and the training industry, including answering basic questions, verifying applicant identity and nationality, fingerprinting applicants, reviewing applications for completeness and administering examinations. The RECs will then forward the completed applications to the NMC for evaluation.

It is very important that when turning in an application to the REC, it is complete and not missing any item (e.g., results of a physical, drug test or court papers). The REC cannot send the application to the West Virginia center for processing until all the documentation for the application is in its possession. Additionally, it is suggested that seafarers not surrender their current (soon-to-expire) MMD when applying for a new one. Current documents are not required to be turned in even though applicants may be asked to do so.

The Seafarers Appeals Board has added Action Number 423 to amend Rule 6 of the Shipping Rules to allow members under

certain circumstances to extend reliefs when their MMD renewal has not been processed in time (see sidebar below).

Earlier this year, the U.S. Coast Guard launched a web site "to provide merchant mariners with real-time information on the status of pending mariner credential applications." According to the agency, merchant mariners may check the status of application packages throughout the verification and approval process by logging onto <http://homeport.uscg.mil/>, clicking on the Merchant Mariners tab and then clicking on Merchant Mariner Application Status.

In announcing the new site, the Coast Guard noted, "When application information is entered, Homeport will display the information submitted with the application package and current application status information. Mariner credentials that have already been issued will be displayed in Homeport as 'issued' for a 120-day period. Mariners who need additional information after visiting the web site can request additional information by telephone or email."

Passports are another form of documentation that no seafarer should be without.

Since the new requirement for air travelers returning from Canada, Mexico, Bermuda and the Caribbean took effect Jan. 23, 2007, average wait times to get a passport have soared from three weeks to between 10 and 12 weeks on average. The State Department received more applications than it expected after the new regulations went into effect and has admitted to a backlog in the millions.

To help alleviate the problem, passport officials have expanded operation hours at all 17 production facilities and formed task forces of trained volunteers to answer questions and help with processing. Unlike MMDs, applicants will have to surrender their current passport when renewing.

Oftentimes, one of these important documents is due to expire while a seafarer is aboard ship. This should not happen. It is the responsibility of each person to manage his or her rotation well in advance so as not to get caught with an expired document. The bottom line is—whether it's an MMD, passport, driver's license, drug test, etc.—no one should wait until the last minute to renew these important documents. They are the tools that help all seafarers in their chosen careers.

Retired Port Agent Carter Dies at 76

Retired Port of Mobile SIU Port Agent David M. Carter passed away June 24 in Nixa, Missouri. He was 76.

"Dave was a rock-solid union guy," said SIU Vice President Gulf Coast Dean Corgey. "He was true blue SIU all the way up until the end.

"Dave ran a very efficient port in Mobile and had an untarnished reputation as a real fighter for our members," Corgey continued. "He was not only a wonderful person, but also a great individual to work with. We all will certainly miss him a great deal."

"The union has lost not only a great person but an avid labor advocate," said Ed Kelly, port agent in Mobile, Ala. "Dave and I worked together for about nine years and I replaced him when he retired. Transitioning into his position was very effortless ... a real testament to how efficient he was and the type of operation he ran.

"Dave was a true believer in the labor movement and worked hard to uplift and support everything the SIU stood for," Kelly concluded. "Dave will definitely be missed."

"In addition to being a staunch advocate and tireless worker for the union, Dave was a longtime personal friend of mine," said SIU Assistant Vice President Gulf Coast Jim McGee. "We worked together on several beefs and there was never any doubt as to how loyal toward the SIU and its members he was.... I was very sad to see him go and I'm certain that he will be missed by the union."

Born in St. Louis, Brother Carter



David M. Carter
June 4, 1931-June 24, 2007

was a veteran of the U.S. Marine Corps who served during the Korean conflict. He joined the SIU in July 1976 in Mobile and was employed primarily in the inland division where he sailed aboard Hannah Marine and Crescent Towing vessels. Carter worked in all three shipboard departments and upgraded his skills at the SIU-affiliated Paul Hall Center for Maritime Training and Education in 1978.

He came ashore in 1979 and thereafter served stints as patrolman in the ports of St. Louis and New Orleans. Carter also held the post of safety director in St. Louis and Mobile. He became port agent in Mobile in July 1990 and remained in that post until his retirement in June 1999.

Brother Carter was preceded in death by his wife, Delia. He is survived by two sons, George Carter III and David Carter Jr.; two daughters, Toni Ballard and Linda Allen; five grandchildren, one great grandchild and a host of other relatives and friends.

Memorial services were conducted June 28 at St. Catherine La Bourne Church in St. Louis.

Aboard the M/V Buffalo: A Real Working Ship

After sailing for two months this past spring as QMED on American Steamship Co.'s M/V Buffalo, Roger Hewlett submitted the following article and accompanying photos on these two pages "as a tribute to the guys out there doing their great seafaring jobs on the bulk carrier. The crew and officers are all SIU and AMO, and I have really enjoyed working with them," he stated. The AMO is an SIUNA affiliate.

to get the stuck lumps of bulk cargo to fall toward the conveyor chutes. The QMED also is called out at all hours to do the ballast pumping when cargo is being loaded or unloaded. The meals and bakery products are plentiful—and very pleasingly cooked.



The Buffalo loads coal in South Chicago.

The Buffalo is a real "working ship," sometimes hitting four docks in a single 24-hour period and other times sailing a more leisurely 2½-day trip all the way up the Lakes. It is like a tramp ship as we sometimes don't know which loading port we'll be heading for next, even after getting underway. This adds some mystery and interest to the job.



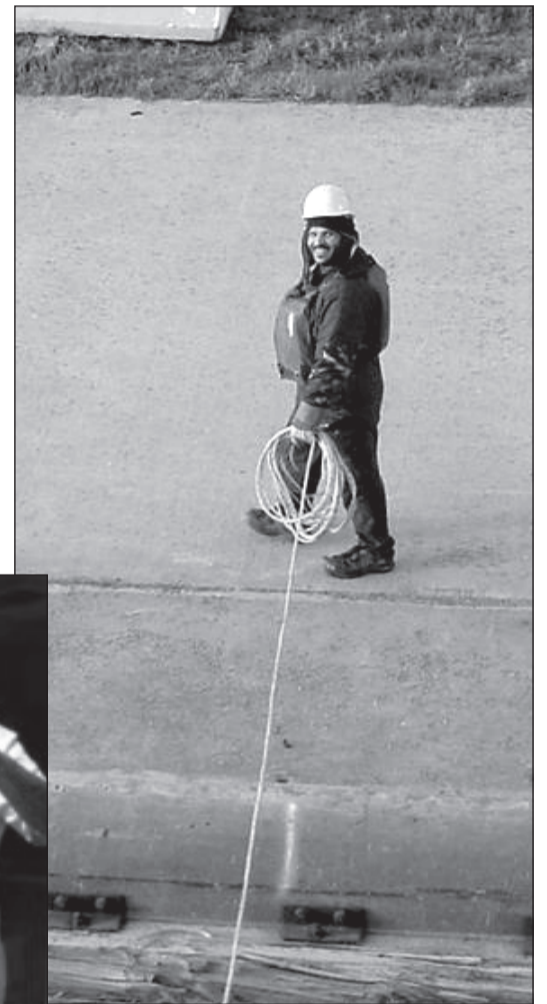
Mate John Olney (AMO) and AB/Deck Watch Saleh Ahmed attend to loading the vessel in South Chicago.

So far this season, we have gone into Silver Bay, Marquette, Cleveland, Ashtabula, Lorain, Trenton, South Chicago, Waukegan, Port Gypsum, Port Inland and a few others. This covers Lakes Superior, Huron, Michigan and Erie, and we have carried coal, iron ore pellets, gypsum and various grades of stone.

Due to the heavy demand for steel, there is more effort for the Buffalo to go far north to Lake Superior ports for iron ore than in the past. But since the lake levels are running low, the amount of cargo per load is diminished somewhat due to draft limitations. We probably will see a longer season and more cargo runs for ore and other commodities because of this.

The Buffalo is kept very clean, including the deck and all the way down to the bilges. The rooms are nice and spacious, and there is a recreation room with TV, books and games. All rooms are wired for satellite TV and, eventually, internet connections, thanks to cooperation between the SIU and the AMO and the spirit of brotherhood. We get mail and light supplies delivered by the J.W. Wescott mailboat as we pass Detroit. Our reliefs often arrive by the Wescott as well.

It's great to have a job and be working, and we all enjoy the benefits of SIU membership—including rotation and relief with paid vacations—but it's also great to see the relief man show up at the end of a voyage!



Deckhand Kaleg Ahmed handles the Buffalo's lines.



After another great meal, Steward Assistant Jonah Ahmed does the dishes.

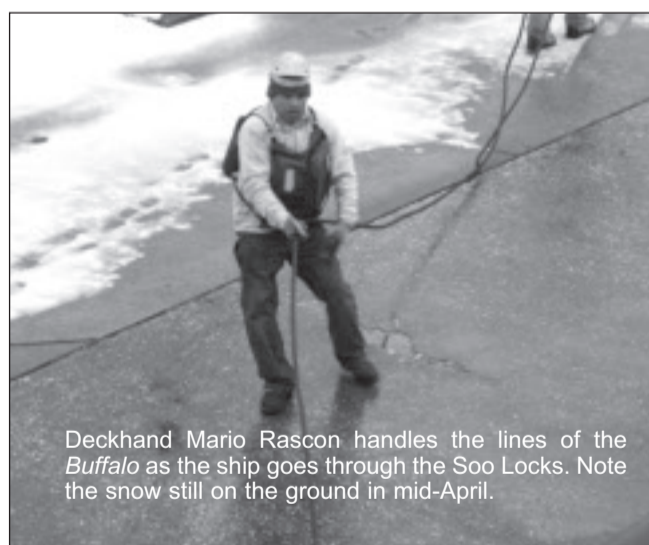
The crew works very hard, especially the deckhands, who can be called out at all hours to handle lines or rattle the cargo chains



Saturday is 'steak day' on the Buffalo—and Chief Steward Robert Stark gets the grill going.



AB/Wheelsman Al Maury takes the wheel.



Deckhand Mario Rascon handles the lines of the Buffalo as the ship goes through the Soo Locks. Note the snow still on the ground in mid-April.



QMED Roger Hewlett (who sent these photos to the LOG) performs engine and machinery rounds on the vessel.

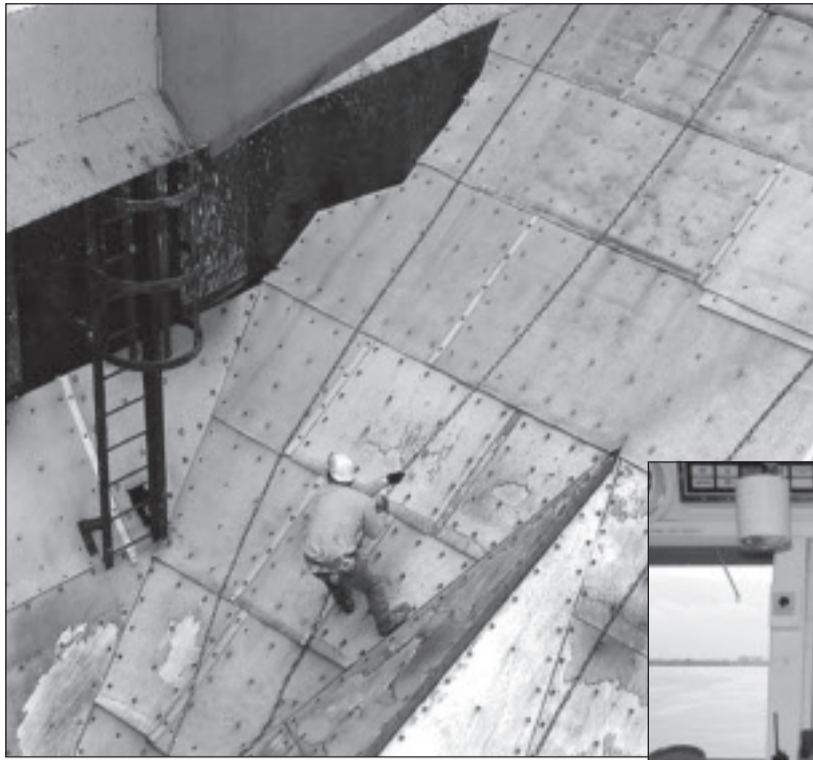


Left: 1st Mate (and relief captain) Guy Gramzow (AMO) guides the vessel through the narrow channels of the Detroit River near Belle Isle.

Right: Baker Harry Petersen makes cookies.



1st Assistant Watch Engineer Bryce Sharpe (AMO) checks the engine.



Left: Deckhand Mario Rascon works in the cargo hold aboard the bulk carrier.

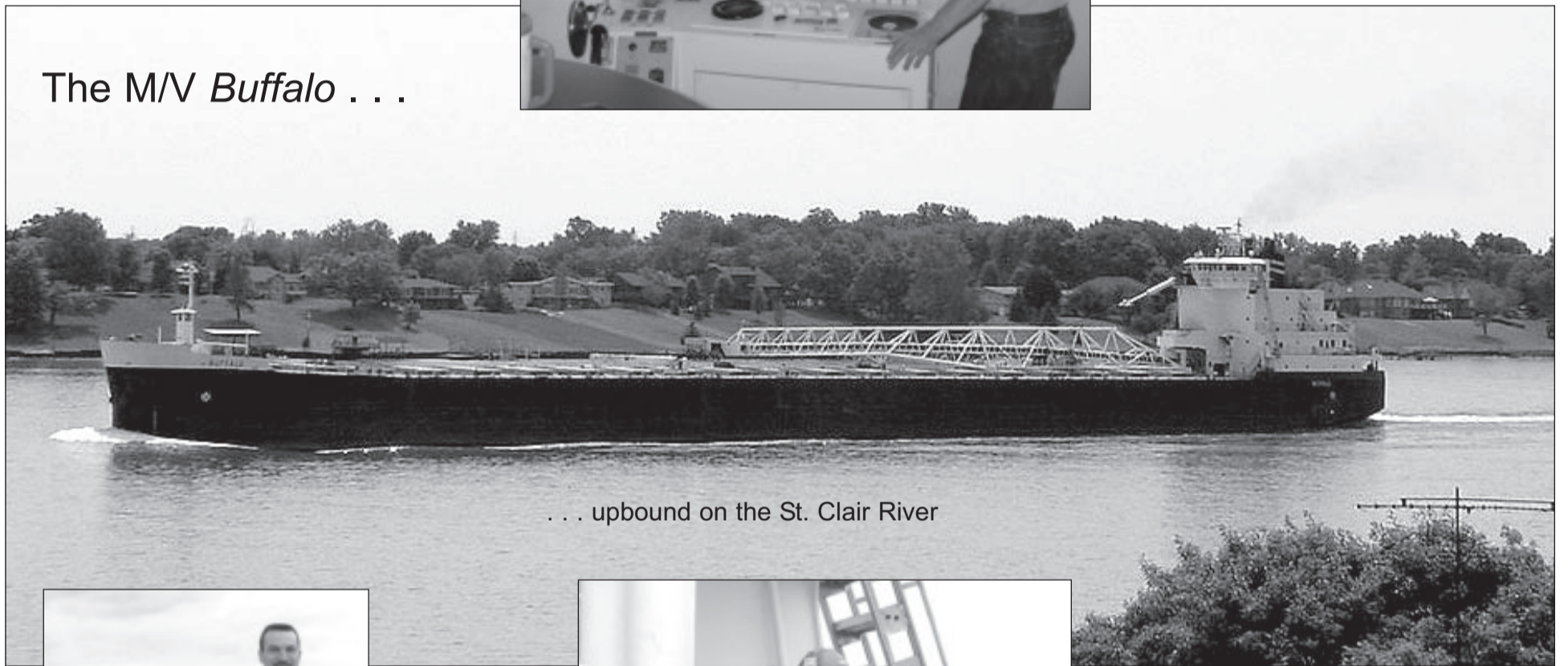


From the left, AB/Deck Watch Boyd Lesser and AMO 1st Mate (and relief captain) Guy Gramzow prepare Deckhands Kaleg Ahmed and Mario Rascon to be lowered to the dock for line handling at the Soo Locks.

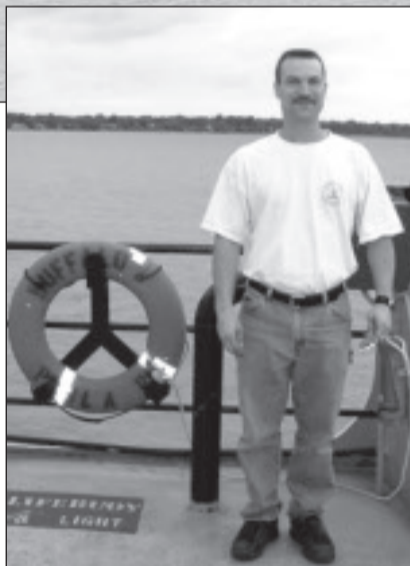


Left: 3rd Mate Andy Kenia (AMO) attends to navigation and pilot duties on the bridge as the vessel approaches Detroit.

The M/V *Buffalo* . . .



. . . upbound on the St. Clair River



Engine Utility Jeremy Pace proudly poses on the aft deck of the *Buffalo*.

Right: AB Lennie Thomas stands gangway security watch during loading operations.



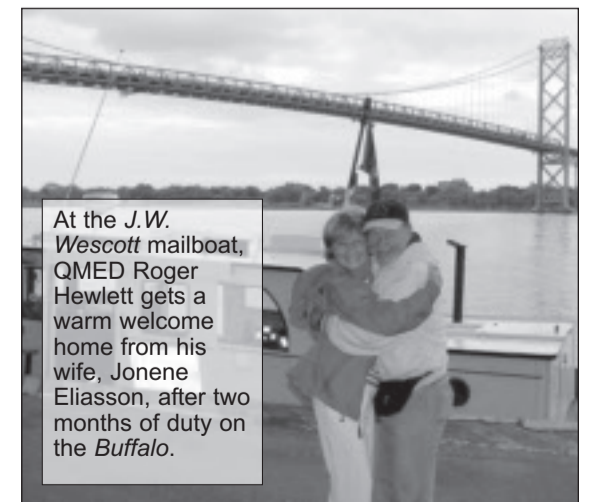
Relief Chief Steward Marco Kotajarvi prepares supper for the crew.



1st Mate Kevin Johnson (inset) demonstrates hand-held flare procedures during a fire and lifeboat drill aboard ship.



Chief Engineer 'Mac' Lamp (AMO) and 2nd Assistant Robert Fluharty pose in the control room of the *Buffalo*.



At the *J.W. Wescott* mailboat, QMED Roger Hewlett gets a warm welcome home from his wife, Jonene Eliasson, after two months of duty on the *Buffalo*.

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 2007

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	3	5	1	2	2	0	0	3	8	5
Anchorage	0	5	2	0	2	1	0	1	9	1
Baltimore	10	7	0	3	5	0	4	12	10	0
Fort Lauderdale	8	8	4	10	10	3	9	19	21	5
Guam	0	6	1	0	2	0	0	3	10	2
Honolulu	10	7	2	8	6	1	1	18	15	2
Houston	47	18	4	31	22	6	22	65	39	9
Jacksonville	32	17	3	26	16	6	13	62	31	8
Joliet	2	3	1	0	1	0	0	4	5	1
Mobile	12	9	1	5	9	0	2	17	13	2
New Orleans	12	8	2	13	7	3	10	21	13	4
New York	43	25	2	26	13	2	23	82	50	6
Norfolk	11	12	7	17	15	7	10	15	11	12
Oakland	26	8	3	13	4	0	5	41	20	6
Philadelphia	7	7	0	6	3	2	2	9	11	1
Piney Point	1	29	0	2	7	0	1	1	29	1
Puerto Rico	6	6	1	5	5	0	4	15	16	1
St. Louis	2	6	1	1	2	0	1	3	8	3
Tacoma	31	27	3	24	26	5	20	51	49	10
Wilmington	30	22	5	31	15	5	19	53	29	11
Totals	293	235	43	223	172	41	146	495	397	90
ENGINE DEPARTMENT										
Algonac	0	0	0	1	1	0	0	0	2	0
Anchorage	0	3	0	0	3	1	1	0	4	0
Baltimore	1	4	1	4	5	1	1	5	5	0
Fort Lauderdale	3	5	2	5	4	1	2	4	12	4
Guam	0	1	2	0	0	0	0	1	6	2
Honolulu	4	5	1	5	2	1	1	8	11	3
Houston	13	13	3	12	4	1	7	23	20	5
Jacksonville	19	14	0	9	15	0	7	28	19	1
Joliet	0	1	0	0	0	0	0	0	3	0
Mobile	7	3	2	3	4	1	0	14	3	1
New Orleans	7	5	2	8	3	2	7	14	9	1
New York	16	12	3	14	10	2	8	31	23	4
Norfolk	7	12	2	8	11	1	2	9	19	4
Oakland	11	8	1	6	5	1	1	23	10	2
Philadelphia	1	2	1	5	0	0	2	1	3	2
Piney Point	1	1	0	1	1	0	2	3	5	0
Puerto Rico	3	1	0	2	1	1	1	5	6	1
St. Louis	1	3	2	0	2	2	0	3	5	3
Tacoma	20	15	3	11	14	2	11	21	23	4
Wilmington	10	15	9	6	9	5	5	21	16	12
Totals	124	123	34	100	94	22	58	214	204	49
STEWARD DEPARTMENT										
Algonac	0	2	0	0	1	0	0	3	2	3
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	0	0	2	0	0	2	6	0	0
Fort Lauderdale	5	8	0	5	9	0	6	6	14	1
Guam	3	1	0	1	0	0	0	3	2	0
Honolulu	9	5	0	11	7	0	2	12	11	0
Houston	19	10	2	16	7	0	5	42	14	2
Jacksonville	18	13	1	10	8	0	20	24	14	2
Joliet	1	0	0	0	0	0	0	1	1	0
Mobile	3	1	0	1	0	1	2	9	5	1
New Orleans	5	5	1	4	6	0	2	11	3	3
New York	17	8	4	13	2	0	8	32	11	6
Norfolk	16	6	0	11	10	0	5	19	14	1
Oakland	19	5	0	10	3	0	8	43	6	0
Philadelphia	2	0	0	1	3	1	1	6	0	0
Piney Point	2	3	0	1	0	0	0	3	7	0
Puerto Rico	1	2	0	0	2	0	2	3	3	0
St. Louis	0	0	5	0	1	0	0	0	0	5
Tacoma	19	5	1	9	5	2	7	34	7	2
Wilmington	18	3	2	12	4	0	6	40	11	4
Totals	160	77	16	107	68	4	76	297	125	30
ENTRY DEPARTMENT										
Algonac	0	1	6	0	1	2	0	0	2	9
Anchorage	0	0	1	0	4	0	0	0	2	1
Baltimore	0	2	0	0	3	1	0	0	3	1
Fort Lauderdale	0	7	5	0	6	1	0	0	10	14
Guam	0	1	1	0	3	1	0	0	2	3
Honolulu	0	1	3	2	1	2	0	0	15	10
Houston	4	20	10	4	15	7	0	5	34	14
Jacksonville	1	15	7	3	17	4	0	0	28	19
Joliet	0	0	0	0	0	0	0	0	3	3
Mobile	1	4	0	0	2	0	0	1	10	0
New Orleans	1	4	2	1	2	2	0	6	9	7
New York	2	31	11	5	11	1	0	10	82	28
Norfolk	1	8	11	0	8	5	0	1	17	21
Oakland	6	17	4	4	4	4	0	10	31	14
Philadelphia	0	1	3	0	1	1	0	0	1	4
Piney Point	0	22	10	0	4	17	0	0	22	4
Puerto Rico	0	1	1	0	2	0	0	0	1	2
St. Louis	0	0	2	0	3	0	0	0	0	5
Tacoma	3	12	7	1	10	2	0	7	24	21
Wilmington	1	15	6	2	8	3	0	2	20	8
Totals	20	162	90	22	105	53	0	42	316	188
Totals All Departments	597	597	183	452	439	120	280	1,048	1,042	357

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

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

September & October 2007 Membership Meetings

Piney PointTuesday: September 4*, October 9*
 (*changes created by Labor Day and Columbus Day holidays)

AlgonacFriday: September 7, October 12

BaltimoreThursday: September 6, October 11

BostonFriday: September 7, October 12

GuamThursday: September 20, October 25

HonoluluFriday: September 14, October 19

HoustonMonday: September 10, October 15

JacksonvilleThursday: September 6, October 11

JolietThursday: September 13, October 18

MobileWednesday: September 12, Oct. 17

New OrleansTuesday: September 11, October 16

New YorkTuesday: September 4, October 9

NorfolkThursday: September 6, October 11

OaklandThursday: September 13, October 18

PhiladelphiaWednesday: September 5, Oct. 10

Port EvergladesThursday: September 13, October 18

San JuanThursday: September 6, October 11

St. LouisFriday: September 14, October 19

TacomaFriday: September 21, October 26

WilmingtonMonday: September 17, October 22

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

Personals

KENNETH LOCKHART

Please write to Lorenzo Lockhart at P.O. Box 1074, Blountstown, FL 32424; or call him at (850) 867-2439.

Correction

The LOG article about the 2007 scholarship winners (June 2007) stated that Nicole LaPointe's father, Robert LaPointe, was an AB aboard the *Padre Island*. He is now, in fact, captain of the *Padre Island* for Great Lakes Dredge and Dock and currently is in Bahrain working as relief captain on the the *Victoria Island*.

Remembering Paul Hall

August 20, 1914 - June 22, 1980



1967- 2007



Paul Hall Center

**Four Decades
Of Preparing
Seafarers
To Meet
The Challenges
Of Changing
Times**

What It Meant Then

The late Seafarers International Union President Paul Hall often is described as a visionary when it comes to the training facility that now bears his name.

Consider this, however, about such a label: It's a compliment, but it also by definition means the seer views things very differently from those around him. Put another way, it usually means others are skeptical about the vision.

So it was for Paul Hall, who inarguably fits the formal characterization—"a person of unusually keen foresight"—but who in the late 1960s may have been described by some people in different terms.

"To be honest, everyone at first had doubts about the school," said current SIU President Michael Sacco, who was there from the beginning. "The membership didn't buy into it right away, and the guys in the ports didn't understand what we were trying to do. The isolated physical setting didn't help with the general outlook, either.

"But Paul was committed to the school and he was a strong leader. He insisted that we had to upgrade the quality of our people so we could meet the challenges of the future—automation and other new technology. He kept saying we were going to do it until we got it right."

What is now the Paul Hall Center for Maritime Training and Education opened in August 1967 in Piney Point, Md. as the Seafarers Harry Lundeberg School of Seamanship, named after the SIU's first president. (Lundeberg's name still is part of the school's full, formal title, and the largest building on the main campus is named after him. The overall campus was named for Paul Hall in 1991, 11 years after his death.) Jointly administered by boards of trustees representing, respectively, the union and its contracted operators, the school had humble beginnings.

Make those exceptionally humble beginnings, according to others who were there when it opened.

The school featured a trainee program from its earliest days, but most people on campus spent those first few years building or rebuilding facilities at what had been a torpedo-testing facility run by the Navy.

It was grueling work, performed seven days a week, and merely mentioning it nowadays still elicits grimaces from the participants.

"We worked very hard and very long," noted Chief Bosun **Tom Soresi**, one of the first people assigned to the school. "I really don't know how all of us hung in there. Paul was a tough



Paul Hall, the union's second president, didn't let skeptics impede his dream of a comprehensive maritime school.

taskmaster, and back in those days when you looked around, there wasn't much to look at. I came to Piney Point from Brooklyn and it was like a no-man's land."

Don Nolan, now vice president of the school, arrived there in 1968 straight out of the Navy. "I guess we didn't know any better, but we worked seven days a

Continued on page 10





New Construction

Refurbishing older buildings and constructing new ones has been the norm throughout the school's history, which helps enable the Paul Hall Center to stay ahead of the curve. The photo at left was taken in 1981.



Directly above and at right, by 1969 the campus had undergone significant enhancements.



Below: The Addictions Rehabilitation Center has saved careers—and lives.



Continued from page 9

week, 12- and 14-hour days,” he recalled. “This place was in shambles. We figured Paul Hall was either a genius or a nut.”

Paul Hall Center Safety Director Jimmy Hanson, who had an unforgettable introduction to the center in 1968, pointed out another characteristic of its dawning.

“It was a growing time for the school, and I soon found out that as an employee you would be called upon to do anything and everything from filling fire extinguishers to driving, painting, herding cattle, digging potatoes, carpentry work and the list goes on,” he said. “I have seen them put down asphalt in the snow and bulldoze part of a building while they were painting the other side.” (Hanson, having completed service in the Army, was working in the local volunteer fire department and seeking employment in 1968. He was instrumental in extinguishing a fire at the school, and was hired the same day.)

Not all of the challenges of that era were physical. Although the SIU dating back to the early 1950s had operated modest training centers in its halls in New York, Baltimore, Mobile, New Orleans and Houston, vocational schooling for mariners largely was an afterthought in those days—and academic pursuits were virtually unheard of.

Not surprisingly, in the late 1960s and early 1970s, Seafarers were skeptical about the new school in Piney Point. Some were intimidated at the prospect of trying to pass a course, while others simply didn't see the need for such a facility.

That's where the “visionary” ele-

ment resurfaces.

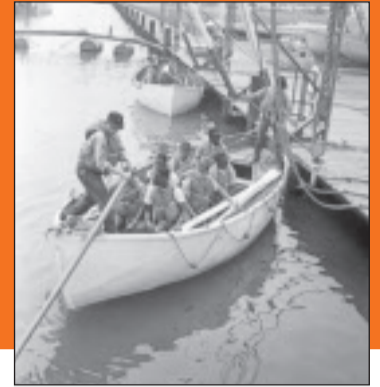
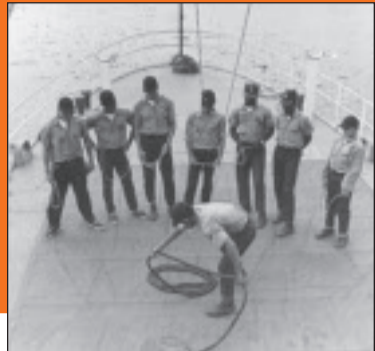
Students gradually warmed up to the school, for many reasons. The vocational training not only helped them do their jobs aboard ship, it proved indispensable in keeping up with rapidly changing technology. Many took advantage of academic support which bolstered their performance in the maritime-specific courses. Some even came to think of the campus as a home away from home.

Sentimentality aside, there was no disputing one key tangible benefit of training at the Paul Hall Center: It helped students increase their earning power as they amassed more skills and knowledge and improved their ratings.

“Everything that Paul envisioned for the school has happened—maybe even more than he expected,” said Sacco, who served as Lundeberg School vice president from 1968 to 1979. “Back then, the school property only contained old wooden military barracks, a two-story hotel and some piers. But Paul saw far beyond the limited accommodations. He believed that education was vital to members advancing themselves, and he understood the potential that existed at the school. He also had an all-consuming passion for helping Seafarers better themselves and improve their standard of living—and he knew that the school would be critical to making it happen.”

The SIU president added a strong word of credit for Hazel Brown, another school official from the center's formative years. Brown wrote most of the initial curriculums, started the GED program and formally established the Lundeberg School's working relationship with the American Council on Education, which justifiably boosted





the center's reputation.

"Hazel was an underrated figure in the school's history," Sacco said. "She brought a professional atmosphere to the school and helped refine it in many ways."

Soresi said he still marvels at what the school has become.

"The truth is, what we have today, Paul envisioned 40 years ago," Soresi asserted. "When you think about merchant seamen back then, everybody referred to us as drunks and bums and stuff like that. The thought of educating merchant mariners ... I don't know how Paul thought of it, but he had that vision. And even though it was hard work, we had a lot of faith in his leadership and in the leadership of our other union officials."

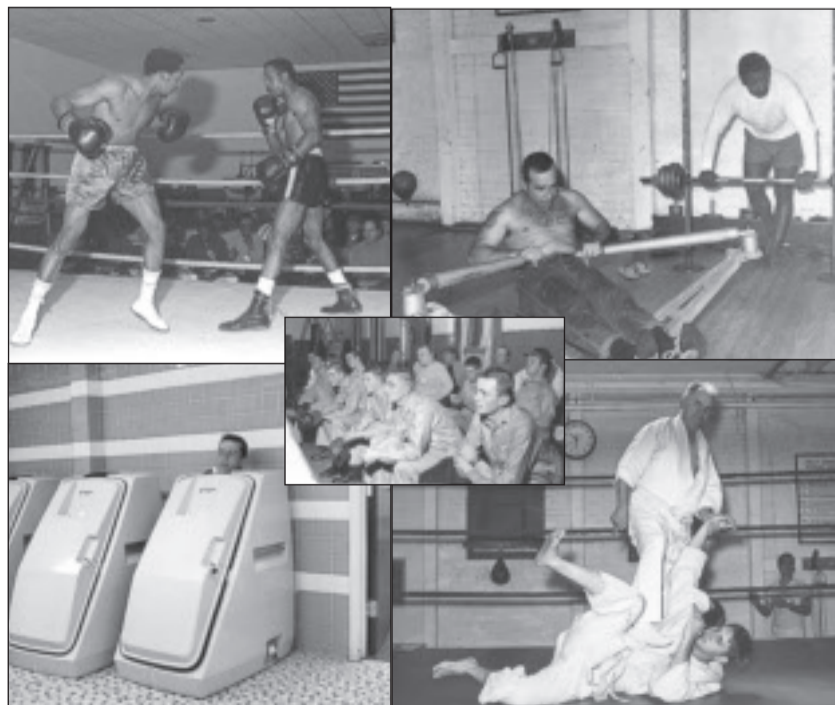
"It wasn't a very gratifying job at that time, but later on, when you saw what you helped develop, it all worked out."

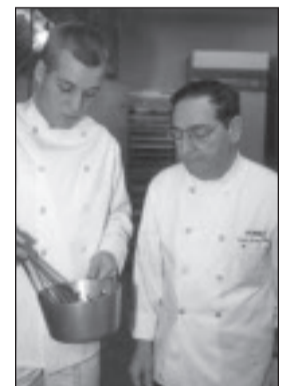
Nolan, who founded the school's steward department training, remembered that when Hall was on campus, "he made things happen. He had a vision and he saw things we didn't see, there's no doubt about it. Piney Point was Paul's dream."

"There are many others who deserve credit, too, and Mike Sacco is one of them," Nolan continued. "He was the one who explained to members what the school was all about, and as you know, he's a pretty convincing guy. And even back then, just like today, he would roll up his sleeves, jump in there and do whatever needed to be done." ■



Most of the photos on this page first were published in the LOG in the late 1960s and early '70s.





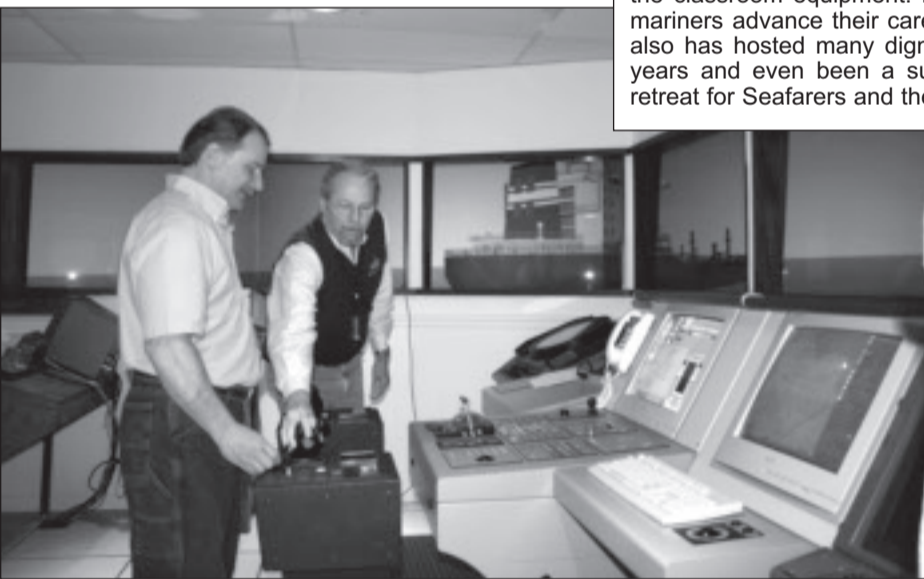
SIU President Michael Sacco (directly above left, and in photo above right seated in front of podium) served as the school's vice president from 1968 to 1979.

Leadership

Each of the SIU's four presidents strongly has supported vocational training. Even before the school opened in Piney Point, Seafarers trained at union halls dating back to the early 1950s. Paul Hall is pictured at left, Frank Drozak directly below, and Michael Sacco below, left. A statue of Harry Lundeberg is prominently displayed in Piney Point.



The Paul Hall Center's primary mission hasn't changed, but the training techniques constantly are revised and improved, as is the classroom equipment. Besides helping mariners advance their careers, the school also has hosted many dignitaries over the years and even been a summer vacation retreat for Seafarers and their families.





Building and Growing

Knocking down the old hotel and making way for a new one in 1983



Why It Matters Now

Cutting-Edge School Characterized by Steady Improvements

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md. started some 40 years ago as a central location for providing qualified manpower to crew America's merchant vessels.

Today it is the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States.

Recently, three individuals, each of whom personally has been involved with the school over the years, shared their views on how the institution has changed, what those modifications have meant and what the center is today. Lending their perspectives were recently retired PHC Director of Training Bill Eglinton, PHC Vocational Director J.C. Wiegman and SIU Assistant Vice President Contracts Archie Ware.

"The school essentially was established as the primary location to train a manpower pool to work aboard U.S. ships," said Eglinton, who in 1973 signed on at the school as an instructor. "Its secondary purpose in those days was to serve as a hub where mariners could go—on a recurring basis—to improve on their skills and keep them updated."

Over the years, the school's basic mission has remained the same, but virtually everything else has undergone far-reaching transformation. Today, Eglinton said, the institution provides top-notch professional training to students who are just entering their maritime career, to mariners who wish to improve or upgrade their seafaring skills and to mariners who wish to retrain in their job classifications. Overall, the school continues to meet the ever-changing needs of the maritime industry—never an easy task, but particularly so in this era of unprecedented federal regulation.

"When I started there, we did not have formal classrooms," Eglinton recalled. "We had barges—three of them. There was a hobby barge, a music barge and an upgrading barge."

"The vocational offices of the instructors were located on the upper deck of a small vessel called the *Sonny Simmons*," he continued. "The classrooms were located down below. As far as the classes were concerned, there was lifeboat, lifeboatman and basic deck. Basic engine classes were conducted in the gutted-out engine room. So the trainees had

classes aboard the *Simmons* and the upgraders had classes on the upgrading barge."

Construction on the Logan and Drozak buildings, now full-time classrooms, began in the late 1970s. In 1983, the first shiphandling simulator was installed while basic and advanced computer training were offered for the first time. But the change that caught the eyes of most in Piney Point was the opening of the six-story, 300-room Seafarers Training and Recreation Center.

While the physical changes around campus are hard to miss, they haven't been the only substantial transformations at the school, according to Eglinton. In particular, he pointed to the trainee program as an example of how the school constantly has grown to meet the needs of the individual mariner and the ship operator alike.

"The school went from being a 12-week mariners training regimen to an eight-month unlicensed apprentice training program," he said. "The original trainee program was 12 weeks in duration. At the end of the 12 weeks, the trainees graduated and shipped out."

Eglinton explained that early on, there was general consensus that while the program had its strong points, there was plenty of room for improvement, too. "There was no sea service, no going out aboard ships and no field trips," he noted. "Those undergoing the training never really got a taste of what going to sea entailed. So when they graduated after 12 weeks they'd often go out on ships only to discover that they did not like what they were doing."

Another concern with the 12-week program was that trainees—at the outset of their instruction and without any real knowledge of what their job would entail—had to choose which shipboard department they wanted to work in.

All of that would change in the mid-1990s with the amending of the Convention on Standards of Training, Certification and Watchkeeping (STCW). "The convention actually was implemented in 1995 and came on-line in 1997," according to Eglinton. "The timing was right. It provided a perfect opportunity for us to change our approach from a training program to an unlicensed apprentice program because the amended convention called for exactly what its name suggests: the establishment of standards of training, certification and watchkeeping."

"To meet those requirements

and to continue fulfilling the school's mission of turning out the world's best-trained mariners, we went from a 12-week training program in 1967 to the unlicensed apprentice program in 1997," Eglinton concluded. "We all are very proud of it, and I think the record speaks for itself."

Wiegman said that besides the conversion of the unlicensed apprentice program, the biggest change during his tenure at the school to date has been the introduction of simulation. "When I came here there was no engine simulator. And the bridge simulator—while very good—still was a dinosaur," Wiegman said. "It took a whole room of computers to make it work."

"We now have a 360-degree fully automated bridge with three auxiliary bridges," Wiegman continued. "We have multi-function classrooms with GMDSS, a radar, ARPA and an ECDIS Lab. Additionally, thanks to the simulation, we can train multiple platforms including cruise ships, tankers and containerships with scenarios in various ports around the United States. We also have the ability to convert the simulation to our inland members with Z-drive and conventional tug capability. We can train the entry level people to be look-outs. We can train the ABs to steer; we can train mates to perform all of their duties."

"In the engine room we can train QMEDs," he continued. "On the engineering side, we have steam and diesel simulators to train our watchstanders and day-working QMEDs. We just recently added new containers and a refrigeration trainer along with cargo handling simulation including an LNG simulator for loadings and discharges of LG cargoes."

"When I started teaching here, we would draw out systems on the chalkboard," Wiegman said. "Today, our classrooms have been upgraded with projection systems, computerized lectures and visual Power Points of the actual equipment aboard our vessels. Overall, the changes have been dramatic."

Wiegman said that 40 years ago when the school was founded, he was at sea and crewing levels on ships were large,

Continued on page 16





Paul Hall Center At a Glance

- Opened in August 1967
- Located on 60-plus waterfront acres in Piney Point, Md.
- Purpose is providing vocational training for mariners, including entry-level curriculums. Also offers some academic courses.
- 22,000 apprentices have completed the entry program
- 110,000 upgraders have improved their skills
- 2,000 GEDs have been earned
- 1,200 honorably discharged military veterans have secured maritime jobs through Paul Hall Center programs
- Offers 75 Coast Guard-approved courses
- College degrees may be earned in nautical science and engineering
- Includes 11 maritime simulators
- Employs 40 instructors and teachers
- Includes Joseph Sacco Fire Fighting and Safety School, which opened in 1999
- Overall campus named in memory of the president of SIU-AGLIWD from 1947-80, who was the driving force behind the school's construction. School itself is the Seafarers Harry Lundeberg School of Seamanship, dedicated in memory of the union's founder. Various buildings are named in memory of Seafarers, SIU officials and officials of SIU-contracted companies.





Continued from page 14

affording the mariner the opportunity to receive on-the-job training. "Crews had enough people to take the new OS under the AB's wing and to teach basic skills. As the OS acquired sea time, he or she would see the school for the first time to get training as a lifeboatman and AB. They would take a U.S. Coast Guard exam to acquire their rating and the school provided great training so the members could achieve their goals. What has changed over the years is a reduction in crew size and the introduction of automated systems requiring a better trained member."

Wiegman said technological advances also have had the overall effect of reducing crew sizes aboard vessels, noting, "Today when someone goes on board a ship they have demonstrated competency and have been assessed in the tasks they may be required to perform. So when we look back at the school's history, it has evolved to meet the needs of the members and our companies by constantly upgrading the facility from a trainee program, then adding inland programs and expanding with an undergraduate degree program in nautical science or maritime engineering."

"In addition, the implementation of the Convention on Standards of Training, Certification and Watchkeeping (STCW) made a difference," he continued. "This probably has had the biggest impact on mariners and the method in which they are trained."

The unlicensed apprentice program is a good example, he said. "A person comes here, learns some skills, does some assessments, goes out as a student observer for a while and then he comes back here to school for more skills and assessments. He then goes back out to sea again and returns here for a rating. And the process does not stop there. He continues acquiring more and more skills so that he becomes more qualified."

Wiegman said that without the Paul Hall Center, the cost to the mariner for his training would become quite significant. "In a nutshell, a mariner's ability to advance becomes extremely limited with-

out the school," he concluded. "Without this school and this organization, mariners would have to pay astronomical costs for courses or acquire scholarships from some entity to be able to afford to go to sea."

Ware recalls that living conditions at the school in years past were a far cry from what they are today. "During those days there was no hotel," said the union official and former recertified bosun who attended the Piney Point-based institution in the '70s. "We all had to stay in bungalows. Now the school has accommodations to the extent that people have their own rooms. I think that arrangement can only help students get the most out of their classes."

Commenting further on living conditions, Ware noted that the school used to rely on its nearby farm. "We used to get a lot of our food from the farm—fresh meat and produce," he said. "Now they have vendors bringing in everything. It's a similar situation with laundry. In the past you had to drop your laundry off by a certain time and pick it up by a certain time; today you can do it yourself whenever you want."

As a whole, Ware said the changes he has seen at the school all have been extremely positive. "They have played a significant role in making the school the highly recognized and respected institution that it is," he said.

Still, Ware believes that there has been one aspect of the school that has remained constant throughout its history. "There have been various changes at the school, but the best trained sailors still come from Piney Point," he said. "The Paul Hall Center for Maritime Training and Education is an excellent school and a great vehicle for anyone wanting to become a merchant mariner."

"The SIU has been successful since its establishment but the school has made it even more so," Ware concluded. "Through it, the union is able to consistently turn out the most safety-conscious, efficient and best-trained mariners in the world. All of the shipping companies are aware of this, and that's why SIU mariners continue to be a hot commodity and in such high demand." ■



Hands-on training always has been a staple of Paul Hall Center curriculums. The addition of the Joseph Sacco Fire Fighting and Safety School (bottom three photos) in 1999 further enhanced the center's practical training.





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



CLAYTON EVERETT, 56, hails from Norfolk, Va. Brother Everett joined the union in 1970 in the port of New York. He first sailed in the engine department aboard the *Steel Chemist*. Prior to his retirement, Brother Everett worked aboard the *Portsmouth*. He continues to make his home in Norfolk.

EDWARD FULLER

EDWARD FULLER, 63, became an SIU member in 1978 in the port of Jacksonville, Fla. Brother Fuller's first voyage was on the *Neches*. The Georgia-born mariner shipped in the steward department, most recently aboard the *Horizon Crusader*. He is a resident of Macon, Ga.



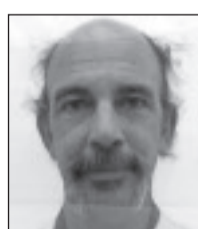
JUAN GONZALEZ, 70, began his seafaring career in 1967. Brother Gonzalez, who was born in Puerto Rico, first sailed aboard the *Alcoa Master*. His most recent ship was the *Overseas Philadelphia*. Brother Gonzalez worked in the steward department. He calls Kissimmee, Fla. home.



RAUL GUERRA, 53, joined the SIU in 1973 in the port of Houston. Brother Guerra began sailing in the inland division on a G&H Towing vessel. He was born in Galveston, Texas and shipped in the deck department. Brother Guerra's most recent voyage was on the *Overseas Harriette*. He lives in Texas City, Texas.

ABDULHAFID HUSSAIN

ABDULHAFID HUSSAIN, 61, was born in Yemen. Brother Hussain began sailing with the Seafarers in 1976 in the port of New York. His first voyage was aboard an Asbury Steamship Co. vessel. Brother Hussain, who worked in the engine department, most recently sailed on the *Quality*. He resides in Bronx, N.Y.



STEVEN LEDERMANN, 55, began his seafaring career in 1969, first working aboard a Hudson Waterways vessel. The deck department member was born in Reading, Pa. His most recent voyage was on the *St. Louis Express*. He settled in San Marcos, Texas.

ANGEL MERCADO

ANGEL MERCADO, 55, became a Seafarer in 1975. Brother Mercado initially sailed aboard the *Los Angeles* as a member of the engine department. He was born in Brooklyn, N.Y. Brother Mercado's most recent voyage was aboard the *Midnight Sun*. He makes his home in Lacey, Wash.



OTTO PARIAMA, 69, joined the SIU in 1973 in the port of New York. Brother Pariama first shipped aboard a Rye Marine Corp. vessel. He was a member of the engine department. Before retiring, Brother Pariama worked on the *Courage*. He is a resident of Kissimmee, Fla.

LARRY PHILPOT

LARRY PHILPOT, 62, began shipping with the SIU in 1961. Brother Philpot first worked aboard the *Beaugard*. He was born in Kentucky and sailed in the engine department. Brother Philpot's most recent voyage was on the *Houston*. He resides in LaPorte, Texas.



INLAND



ALDON BARLETTO, 57, embarked on his seafaring career in 1974. Boatman Barletto sailed primarily aboard vessels operated by Crescent Towing & Salvage of New Orleans. The Louisiana native worked in the engine department. Boatman Barletto calls Franklin, La. home.

JAMES KRUGER

JAMES KRUGER, 55, joined the SIU in 1974 in the port of Norfolk, Va. He first sailed aboard an Allied Transportation Co. vessel. Boatman Kruger was born in Fergus Falls, Minn. and shipped in the deck department. His most recent voyage was on a Penn Maritime vessel. Boatman Kruger lives in Norfolk.



RICHARD ROSSER, 53, joined the union in 1974. Boatman Rosser worked primarily aboard Crescent Towing & Salvage of New Orleans vessels as a member of the deck department. He resides in Gretna, La.

RONALD RUSSELL, 57, joined the SIU in 1974. Boatman Russell first sailed on an Inter Cites Navigation Corp. vessel. He sailed in the deck department. His

most recent voyage was aboard a Maritrans Operating Co. vessel. Boatman Russell was born in Pennsylvania and settled in Maryville, Tenn.

GREAT LAKES

WILLIAM AGNELLO

WILLIAM AGNELLO, 60, started working with the Seafarers in 1970, sailing in the steward department of the *Otto Reiss*. His last voyage was on the *Buffalo*. Brother Agnello makes his home in his native New York.



JOHN BISHOP, 65, launched his SIU career in 1968. Brother Bishop first sailed aboard a vessel operated by Hudson Waterways Corp. He was a member of the engine department. Prior to retiring, Brother Bishop sailed on the *H. Lee White*. He is a resident of Constantine, Mich.

JOHN NORTON, 63, was born in North Dakota. He began his seafaring career in 1967 in Chicago. Brother Norton worked in all three shipboard departments

and first sailed on the *J. F. Schoellkopf Jr.* His most recent voyage was on the *Walter J. McCarthy*. He lives in Austin, Texas.



CHARLES GIVENS, 65, joined the NMU in 1992 in the port of Seattle. Brother Givens first sailed aboard the *Keystone Canyon*. He was born in Tennessee. Brother Givens most recently worked aboard the *Denali*. He sailed in the deck department.



FLORENTIN JOHNSON, 70, launched his NMU career in 1989, shipping from the port of New York. Brother

Johnson's first voyage was aboard the *Mormac Sun*. Born in Honduras, he most recently sailed on the *USNS Henson*.

EUGENE THOMAS JR.

EUGENE THOMAS JR., 65, hails from Amelia, Fla. Brother Thomas began his NMU career in 1963 in the port of Jacksonville, Fla. He first sailed on the *Pioneer Valley*. Prior to retiring, Brother Thomas worked aboard the *Maersk Nebraska*. He sailed in the deck department.



Reprinted from past issues of the Seafarers LOG.

1947

NEW YORK, Aug. 21 – The fight of the Isthmian Steamship Company, last of the large open shop companies, against the union hiring hall and rotary shipping came to an abrupt end today when the company surrendered to the demands set forth by the negotiating committee of the Seafarers International Union. As soon as this provision was agreed upon, both the SIU and the SUP held special membership meetings in all ports where it was overwhelmingly voted to accept this victory and to release the 31 Isthmian ships which have been tied up.

1962

The waters around Cuba seem to be as crowded with refugees as New York's Times Square is with tourists. Since the escape route cuts right across busy shipping waters, SIU ships have landed a fair share of the Cubans abandoning the Castro regime. The Seafarers-manned *New Yorker* (South Atlantic & Caribbean Line) was the latest to perform this humanitarian service when it rescued three more Cubans in August. Meanwhile, the U.S. Navy Oceanographic Office (formerly the Hydrographic Office) has warned that charts for Cuban waters are no longer dependable because they cannot be kept up-to-date due to political conditions in Cuba.

The three men picked up from a small motor boat by the *New Yorker* expressed warm thanks to the crew for the food, attention and help given them.

1979

SIU boatmen sailing aboard the *National Flag* (National Marine Service) saved a ship's pilot and extinguished a fire aboard a burning tugboat on August 30. The Seafarers' good training and professionalism came to an emergency

test when a Peruvian ship in the Mississippi River hit a butane barge that was loading in Good Hope, La. Amidst the chaos that followed, the crew rescued from the water the injured pilot off the ship. The

crew then went on to put out the fire on a burning tugboat, the *Capt. Norman*.... Some eyewitnesses said the fire reached a height of at least 1,500 feet.

1991

The complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md. has been named the Paul Hall Center for Maritime Training and Education as a result of action taken by the institution's board of trustees. The dedication of the Paul Hall Center was marked with a simple ceremony on August 20, the anniversary date of the birth of the late president of the SIU.

In describing the naming of the Piney Point center, Herbert Brand, chairman of the Transportation Institute and master of ceremonies for the event, called it "more than a dedication—it is an act of remembrance" for the man who headed the SIU from 1947 until his death in 1980.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

ANTONIO CRUZ



Pensioner Antonio Cruz, 79, passed away Dec. 12. Brother Cruz joined the union in 1944 in the port of New York. He first sailed on a Bloomfield Steamship vessel. Brother Cruz, who was born in Puerto Rico, shipped as a member of the engine department. His last voyage was aboard the *Elizabeth*. Brother Cruz retired in 1989 and lived in Flushing, NY.

HARPER DARROW



Pensioner Harper Darrow, 82, died Dec. 10. Brother Darrow joined the SIU in 1951. His first ship was the *Salem Maritime*; his last was the *Overseas Chicago*. Brother Darrow worked in the deck department. He was born in Ashland City, Tenn. and made his home in Nashville. Brother Darrow went on pension in 1986.

MICHAEL FIELDS



Brother Michael Fields, 52, passed away Dec. 3. He started his seafaring career in 1989 in Piney Point, Md. Brother Fields first shipped on the *Independence*. The steward department member, who was born in Portland, Ore., most recently worked aboard the *Paul Buck*. He was a resident of Panama.

LUIS GUADAMUD



Pensioner Luis Guadamud, 71, died Dec. 10. Brother Guadamud joined the union in 1961 in the port of New Orleans. His first voyage was on the *Del Mar*. Brother Guadamud was born in Ecuador and shipped in the deck department. His most recent voyage was aboard the *Overseas Vivian*. Brother Guadamud made his home in Metairie, La. He became a pensioner in 2000.

WALTER MAKIN



Pensioner Walter Makin, 86, passed away Nov. 5. Brother Makin, who was born in Alabama, began sailing with the Seafarers in 1944 from the port of New York. Brother Makin's first trip to sea was on the *Del Santos* where he shipped as member of the steward department. Prior to his retirement in 1976, he worked aboard the *Thomas Nelson*. Brother Makin resided in Robertsdale, Ala.

GEORGE MIKE

Pensioner George Mike, 86, died Nov. 7. Brother Mike embarked on his SIU career in 1951. He first



worked aboard a New York Dock Railway Co. vessel in the engine department. Brother Mike was a native of Norwood, Mass. He last sailed on the *USNS Bellatrix*. Brother Mike started receiving his pension in 1984. He continued to live in Massachusetts.

JOHN PENNELL



Pensioner John Pennell, 80, passed away Nov. 6. Brother Pennell joined the SIU in 1951 in the port of New York. The steward department member, who was born in Fort Scott, Kan., first sailed aboard the *Sea Monitor*. His last trip to sea was on the *Lawrence Gianella*. Brother Pennell retired in 1988. He called Huffman, Texas home.

RODOLFO RAMOS

Brother Rodolfo Ramos, 86, died Nov. 16. He launched his seafaring career in 1993. Brother Ramos first worked aboard the *Independence*. He most recently sailed on the *Patriot*. Brother Ramos made his home in Honolulu.

STEPHEN ROTH

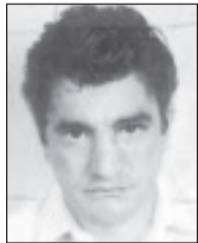
Brother Stephen Roth, 55, passed away Nov. 18. He became a Seafarer in 1990, first sailing aboard the *Liberty Belle*. Brother Roth was a member of the steward department. He was born in Louisiana. Brother Roth last sailed on the *Sgt. Matej Kocak*. He was a resident of Metairie, La.

BERNARD SACHS



Pensioner Bernard Sachs, 75, died Dec. 8. Brother Sachs started shipping with the union in 1951 from the port of Baltimore. His first ship was the *Bradford Island*. Brother Sachs was born in Maryland and worked in the engine department. He went on pension in 1996 and resided in Baltimore.

SALVATORE SBRIGLIO



Pensioner Salvatore Sbriglio, 77, passed away Nov. 17. Brother Sbriglio joined the Seafarers in 1952. He first sailed aboard an Isbrandtson Co. vessel as a member of the deck department. Brother Sbriglio was born in Massachusetts. He last worked aboard the *Pacer*. In 1992, Brother Sbriglio retired and settled in Nevada.

HARRY SCHOCKNEY



Pensioner Harry Schockney, 84, died Dec. 11. Brother Schockney was born in Maryland and joined the SIU in 1943 in the

port of New York. He first shipped aboard the *Yorkmar* in the engine department. Brother Schockney's most recent voyage was aboard the *Houston*. He lived in Bedford, Va. Brother Schockney started collecting his pension in 1986.

LESLIE TOLLETT



Pensioner Leslie Tollett, 79, passed away Dec. 10. Brother Tollett embarked on his seafaring career in 1967, first sailing on an Isthmian Lines Inc. vessel. The engine department member, who was born in California, last worked aboard the *Innovator*. Brother Tollett became a pensioner in 1993. He called San Francisco home.

RAFAEL TORRES



Pensioner Rafael Torres, 88, died Nov. 18. Brother Torres began sailing with the SIU in 1944 in the port of New York. His first voyage was aboard an AH Bull Steamship Co. vessel. Brother Torres was born in Puerto Rico. He worked in the deck department, last sailing on the *Boringuen*. He went on pension in 1978 and continued to live in Puerto Rico.

INLAND

DOMINGO HEREDIA

Boatman Domingo Heredia, 58, passed away Nov. 13. He began his seafaring career in 1991, sailing in both the inland and deep sea divisions. Boatman Heredia first worked aboard a vessel operated by Crowley Towing & Transportation of San Juan. His last ship was the *Guayama*. He made his home in Puerto Rico.

GENE NEUBAUER

Pensioner Gene Neubauer, 87, died Dec. 11. Boatman Neubauer joined the SIU in 1974. He first sailed aboard vessels operated by McAllister Towing of Philadelphia. Boatman Neubauer, who was born in North Dakota, most recently worked on a Taylor Marine Towing vessel. He retired in 1984 and resided in Ridley.

GREAT LAKES

AHMED MUSSAD

Brother Ahmed Mussad, 55, passed away Dec. 2. He joined the union in 1970. Brother Mussad first shipped aboard an American Steamship Co. vessel. He worked in both the deck and engine departments. Brother Mussad most recently sailed aboard the *Paul Thayer*. Born in Yemen, he made his home in Dearborn, Mich.

EDWARD PERRY



Pensioner Edward Perry, 92, died Dec. 5. Brother Perry began his SIU career in 1961. He sailed primarily aboard Great Lakes Towing Co. vessels. Brother Perry, who was born in Stonington, Conn., became a pensioner in 1977. He was a resident of Debary, Fla.

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

OSSIE FERGUSON



Pensioner Ossie Ferguson, 88, passed away Oct. 16. Brother Ferguson joined the NMU in 1945. He first sailed aboard the *Chapel Hall Victory*. Brother Ferguson was born in Hallieford, Va. His last voyage was on the *African Comet*. Brother Ferguson retired in 1979.

GIRINALDO FIGUEROA



Pensioner Girinaldo Figueroa, 85, died Sept. 20. Brother Figueroa became an NMU member in 1941 in the port of San Juan, P.R. He worked in the deck department. Brother Figueroa's last voyage was on the *Santa Cruz*. He began receiving his pension in 1968.

RICHARD FLORES



Pensioner Richard Flores, 68, passed away Oct. 1. Brother Flores embarked on his seafaring career in 1965 in the port of Houston. His first voyage was aboard the *William Lykes*. Brother Flores was a Texas native. Prior to his retirement in 1996, he shipped on the *Howell Lykes*.

HAROLD GUY



Pensioner Harold Guy, 81, died Oct. 10. Brother Guy was born in Hyslop, Va. He joined the NMU in 1943 in the port of Norfolk, Va. Brother Guy first sailed aboard the *David Caldwell*. He last worked in the engine department of the *Pasadena*. Brother Guy became a pensioner in 1969.

PAUL KOLWYCK



Pensioner Paul Kolwyck, 79, passed away Oct. 14. Brother Kolwyck joined the NMU in 1945 in the port of New York. His first trip to sea was on the *Anniston City*. Brother Kolwyck, who was born in Batesville, Miss., last sailed aboard the *USNS Yukon*. He went on pension in 1985.

ANGUS McCORMICK

Pensioner Angus McCormick, 65, died Oct. 9. Brother McCormick began his seafaring career in 1967 in Charleston, S.C. He first shipped in the engine department on the



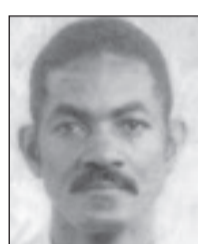
American Falcon. Brother McCormick was born in Saint Paul, N.C. He most recently sailed on the *Mallory Lykes*. Brother McCormick started collecting his retirement pay in 1988.

JOSE MOREIRA



Pensioner Jose Moreira, 87, passed away Oct. 21. Brother Moreira began sailing with the NMU in 1946 in the port of Boston, Mass. The engine department member, who was born in Portugal, first worked aboard the *Pocahontas*. Brother Moreira's last voyage was on the *United States*. He retired in 1970.

LEROY OZEN



Pensioner Leroy Ozen, 78, died Sept. 16. Brother Ozen commenced his seafaring career in 1968 in Port Arthur, Texas. His first ship was the *Whitehorse*; his last was the *Texaco California*. Brother Ozen was born in Texas and worked in the steward department. He became a pensioner in 1986.

CHARLES SNEYD



Pensioner Charles Sneyd, 83, passed away Sept. 14. Brother Sneyd joined the union in 1944 in the port of Norfolk, Va. He was born in Chicago, Ill. Before retiring in 1968, Brother Sneyd shipped aboard the *Green Bay*.

LEMUEL STEWART



Pensioner Lemuel Stewart, 82, died Oct. 7. Brother Stewart was born in Panama. He joined the NMU in 1946 in the port of New York. Brother Stewart was a member of the steward department. His last voyage was on the *United States*. Brother Stewart began receiving his retirement compensation in 1970.

PABLO VELAZQUEZ



Pensioner Pablo Velazquez, 88, passed away Oct. 15. Brother Velazquez joined the NMU in 1963 in the port of New York. He was a native of Puerto Rico. Brother Velazquez shipped in the steward department. His last voyage was on the *Mormac Draco*. Brother Velazquez went on pension in 1983.

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.

ACHIEVER (Maersk Line Limited), June 17—Chairman **Michael Borders**, Secretary **John G. Reid**, Educational Director **Irwin J. Rousseau**, Engine Delegate **Chromer W. Jefferson**. Chairman announced June 17 payoff in Charleston, S.C. He also noted that pay raise will take effect July 1. Secretary reported good trip with stores to be loaded in Houston. He thanked fellow crew members for their help throughout voyage. Educational director encouraged mariners to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. and reminded them to check expiration dates on all documents needed for shipping (z-card, clinic card, passport, STCW, etc.). No beefs or disputed OT reported. Bosun read and discussed president's report from latest *Seafarers LOG*. Crew members discussed upcoming changes to medical plan. New CD players have been purchased for crew rooms. Request made to have fans in each room as well. Suggestions made to increase pension payments and reduce eligibility requirements. Vote of thanks given to steward department for job well done. Next ports: Charleston; Houston.

CHARGER (Maersk Line Limited), June 3—Chairman **Frank P. Sena**, Secretary **Raymond S. Garcia**, Educational Director **Juanito P. Dansalan**, Engine Delegate **Charles J. Kirksey III**, Steward Delegate **Wiley C. Owens**. Chairman reported smooth sailing and good crew. Secretary encouraged Seafarers to make sure their documents are up to date and they have the necessary certificates. Educational director urged mariners to take advantage of educational opportunities available at Piney Point school. No beefs or disputed OT reported. Clarification

requested on wording in contract. Thanks given to steward department for good food and clean ship. Next ports: Los Angeles and Oakland, Calif.

COMMITMENT (Maersk Line Limited), June 9—Chairman **Edward J. O'Conner Jr.**, Secretary **Charles A. Banky**, Educational Director **Brian J. Sengelaub**, Deck Delegate **Edwin Ortega**, Engine Delegate **Ahmed M. Sultan**, Steward Delegate **Robert Arana**. Chairman announced June 13 payoff in Newark, N.J. He asked crew to leave rooms clean and supplied with fresh linen and soap for reliefs. He also advised everyone to stay on top of TWIC situation and remember medical benefits start July 1 with Cigna. Secretary urged members to be careful when using concentrated laundry soap. Use only 1 oz. per load so clothes do not have soap left in them. Educational director talked about the importance of being fit for duty and completing tour. He informed crew members they can check the status of their documents on the Coast Guard web site. No beefs or disputed OT reported. Suggestions were made pertaining to pension and prescription benefits. New ice machine will be picked up in Houston. Next ports: Newark; Charleston, S.C.; Houston; Cagliari (Sardinia), Italy.

EL FARO (Interocean American Shipping), June 17—Chairman **Eric A. Berry**, Secretary **Kenneth Whitfield**, Deck Delegate **Zinnonnon Jackson**. Chairman thanked crew for adapting to changes and working well together while getting the ship ready for its new trial run of different cargo. Vessel is now headed back to the States. Secretary reminded each mariner to clean room for next crew member and also to check expiration dates on documents.

Additionally, he suggested everyone read the *Seafarers LOG* to stay informed on issues affecting the maritime industry. Educational director talked about the benefits of upgrading at the Piney Point school. Treasurer stated \$45 in ship's fund. Crew voted to divide the amount and give it to the two apprentices on board ship. No beefs or disputed OT reported. A vote of thanks was given to President Sacco for the hard work he does for the membership. Seafarers were advised to attend home port union meetings while ashore and were reminded that when taking cash for transportation, it is taxable. Crew expressed gratitude to steward department for a job well done. Next ports: Charleston, S.C.; Jacksonville, Fla.

HONOR (International American Shipping), June 10—Chairman **Norman E. Tourtelot**, Secretary **Lionell P. Packnett**, Educational Director **Derek C. King**, Deck Delegate **Trawn D. Gooch**, Engine Delegate **Kyle W. Byron**, Steward Delegate **Roberto Rivera**. Chairman announced June 11 payoff in Jacksonville, Fla. Request was made for copies of the contract. Educational director urged mariners to upgrade skills at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew would like washer and dryer to be fixed or replaced as well as purchase of new DVD player. Clarification requested on rest periods and penalty rates. Steward department was thanked for great food and housekeeping.

HORIZON HAWAII (Horizon Lines), June 10—Chairman **Brian P. Corbett**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Isaac V. Mercado**, Engine Delegate **Ronald Williams**, Steward Delegate **Angel D. Corchado**. Chairman announced June 15 payoff in Jacksonville, Fla. Union books and dues should be ready for boarding patrolman. Chairman advised crew members to make sure all necessary shipping documents are current or chance losing a job. He thanked everyone for working together as a team and also explained TWIC procedures and time of projected issuance. Secretary thanked everyone for great voyage; with a special thanks given to Chef Carlito and UMS Corchado. Educational director encouraged Seafarers to check available courses at Paul Hall Center and renew expiring documents early. No beefs or disputed OT reported. Suggestion made regarding eligibility requirements for health care benefits. Next ports: Jacksonville; San Juan, P.R.; Elizabeth, N.J.

LIBERTY EAGLE (Liberty Maritime), June 11—Chairman **Juan M. Rivas**, Secretary **Tyler N. Laffitte**, Educational Director **Jerome E. Dooms**, Deck Delegate **Stig Sasse Jr.** Chairman announced June 18 payoff in Galveston, Texas. He also led a discussion on the TWIC program. Educational director urged all eligible mariners to upgrade at Paul Hall Center and keep MMDs and other documents current. No beefs reported; some disputed OT noted in deck department. Suggestions made regarding retirement benefits. Vote of thanks given to steward department for job well done.

MAERSK NEVADA (E-Ships), June 7—Chairman **Roy Tyler**, Secretary **Rudolph Daniels**, Educational Director **Herbert B.**

Hyde, Engine Delegate **Malachi L. Tannis**. Chairman thanked crew members for a safe trip and announced June 9 payoff in Port Elizabeth, N.J. Educational director requested more copies of standard agreement (along with any changes made to agreement) in order to better educate crew on rules and regulations. He also talked about benefits of upgrading skills at Piney Point school. No beefs or disputed OT reported. Vote of thanks given to steward department for great job and for obtaining new pillows for crew.

OVERSEAS JOYCE (OSG Ship Management), June 3—Chairman

Deck Delegate **Ruben V. Datu**, Engine Delegate **Melgar Daguio**, Steward Delegate **Orlando A. Hill**. Chairman announced ship to arrive in Port Angeles, Wash. June 5 to discharge cargo and then proceed to Point Wells, Wash. Secretary thanked crew for helping keep mess hall clean. Educational director reminded everyone to check document expiration dates and urged them not to wait until last minute to renew. He also talked about taking courses at the Paul Hall Center to upgrade skills. No beefs or disputed OT reported. Members requested an extra washer and dryer to accommodate everyone, especially when riders

Aboard the USNS Mary Sears



Posing on the deck of the USNS Mary Sears are (from left) OS Joel Marciano, Bosun Kelly Doyle, 2nd Mate Glenn Loutsenhizer, DEU Mohsin Mohamed and OS Mark Randall.

Roger C. Tupas, Secretary **Ronald P. Drew**, Educational Director **Louis Valencia**, Deck Delegate **Virgilio T. Alday**, Steward Delegate **Breon A. Lucas**. Chairman announced ship to arrive in Portland, Ore. on or about June 5, discharge cargo that night and then leave for Long Beach, Calif. Educational director encouraged mariners to take advantage of educational opportunities available at Piney Point school. No beefs or disputed OT reported. Deck delegate gave steward department "3 hurrahs" for excellent food, and steward delegate thanked all departments for teamwork. Next ports: Portland; Long Beach.

P&O NEDLLOYD BUENOS AIRES (Waterman Steamship Corp.), June 15—Chairman **Francis C. Adams**, Secretary **Brandon D. Maeda**, Educational Director **Basil R. D'Souza**, Deck Delegate **William Rios**, Engine Delegate **Saleh S. Saleh**, Steward Delegate **Taha A. Ismail**. Bosun reported temperature has reached over 100 degrees in Persian Gulf and reminded everyone to drink plenty of water. Educational director advised everyone to take advantage of courses offered at Paul Hall Center to upgrade skills and better themselves intellectually and financially. Treasurer stated \$190 in ship's fund. No beefs or disputed OT reported. Chairman read letter from VP Contracts George Tricker concerning TWIC. Crew members thanked Tricker for great job he is doing. Suggestions made regarding bosun recertification process. Vote of thanks given to Chief Cook **Asril Syarbaini** for great food and SA **Taha Ismail** for keeping the house spotless.

SEABULK ARCTIC (Seabulk International Inc.), June 3—Chairman **Juan Castillo**, Secretary **Alan W. Bartley**, Educational Director **Reginald R. Hunter**,

are on board. Steward department was thanked for job well done. Next port: Port Angeles; Point Wells; San Francisco.

SEABULK TRADER (Seabulk International Inc.), June 6—Chairman **Robert J. Coleman**, Secretary **James E. Harris**, Educational Director **Eron G. Hall Jr.**, Deck Delegate **David L. Hollenback**, Steward Delegate **Matthew D. Carroll**. Chairman announced ship will anchor on arrival in Lake Charles. He praised crew members for jobs well done in China shipyard and reminded everyone that they will be required to carry a TWIC by September 25, 2008. Educational director encouraged all Seafarers to upgrade skills at Piney Point facility and watch expiration dates on documents needed to ship out. No beefs or disputed OT reported. Satellite TV is now being received aboard ship. Requests made for new dryer in crew laundry and door hooks for reefer box doors. Steward department given vote of thanks for good food and service.

SP5 ERIC G. GIBSON (Osprey Ship Management), June 6—Chairman **Michael S. Sinclair**, Secretary **Hamdi H. Hussein**, Educational Director **Bobby L. Jones**, Deck Delegate **Larry Martin**, Engine Delegate **Vincent L. Kirksey**, Steward Delegate **James E. Kelly Jr.** Bosun read memorandum regarding vacation/holiday pay increases effective June 1. Educational director advised all hands to upgrade at union-affiliated school in Piney Point. No beefs or disputed OT reported. Discussion was held concerning new TWIC program: what it is and when it will go into effect. More information was requested on this subject. Next ports: Fijirah, UAE; Jebel Ali, Dubai.

Working on the USNS Victorious



There's never an end to painting, chipping and other maintenance duties aboard ship. OS Wilbert Torres (above) and Bosun Angel Perez keep up with some of the work on the USNS Victorious.



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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

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.

PICS-FROM-THE-PAST

These photos recently were sent to the *Seafarers LOG* anonymously—but were identified on the back! The picture below was taken aboard the VLCC *Stuyvesant*. From the left are Bosun Luther Pate (chairman), AB Gary Hoover (deck delegate) and Steward/Cook William Higgs (ship's secretary). Pate is pointing to Valdez, Alaska on the map, the port at which the vessel was to pick up its cargo.

The other photo was taken at the SIU hall in San Francisco on Mission Street. Mike Rossi (left) and Joe SanFilippo were two "tender-foot bosuns," according to the writing on the back of the photo.



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

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

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

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

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

Deck Upgrading Courses

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

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Aug. 6, 2007.

Recertification

Bosun	October 8	November 5
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Engine Upgrading Courses

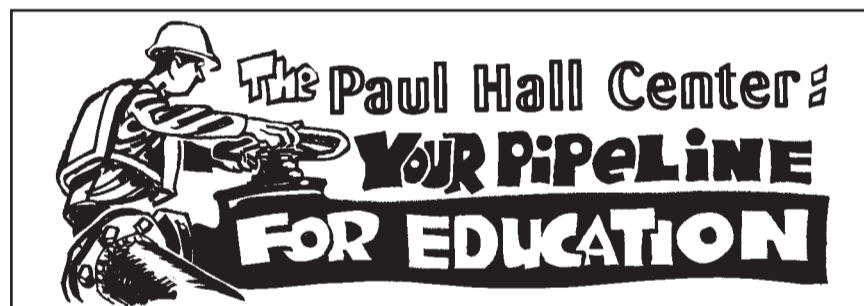
Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	September 10	October 5
FOWT	August 13	September 7
	October 8	November 2
Marine Electrician	September 24	November 16
Welding	August 6	August 24
	October 1	October 19
	October 29	November 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	September 24	October 5
Basic Safety Training	Classes are conducted weekly	
Fast Rescue Boat	August 27	August 31
Government Vessels	August 6	August 10
	September 17	September 21
	November 5	November 9
Medical Care Provider	October 8	October 12
Tankerman Familiarization/ Assistant Cargo (DL)*	September 24	October 5
	November 26	December 7
(*must have basic fire fighting)		
Tankerman (PIC) Barge*	August 13	August 17
(*must have basic fire fighting)		

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.



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

8/07

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 687 — Graduating from the water survival course are unlicensed apprentices from class 687. They include (in alphabetical order) Dennis Barbosa, Farren Blackwell, Erik Brown, Robert Brown, Philip Carlton, Christopher Carrier, Emmanuel Garcia, Darren Hall, Michael Hernandez, Nikolay Ivanov, Zachary Kurtz, Joseph Maltese, Jesse Pernell, Robert Puckett, Pedro Rivera Riestra, Joey Roberts, Tommy Rodgers, Andrew Sitterly Jr., Aubrey Wiggins and Danielle Wright.



Unlicensed Apprentice Water Survival Class 688 — Unlicensed apprentices from class 688 who completed the water survival course are (in alphabetical order) Scott Accardi, Brayone Albert, Ryan Atwood, Marcos Bolanos, Prymus Buckholtz, Angel Cintron-Colon, Moriah Collier, Derrick Elijah, Brandon Fields, Jose Garcia, Charles Glover Jr., Nicholas Gustafson, Joshua Hosseinzadeh, John McCormick, James McEntire, Juanito Mauricio, Victor Moody, Andres Nunez, David Pacheco, Joseph Redwood Jr., Terry Thomas, Josean Villanueva and Jason Young. Their instructor, Bernabe Pelington, is at far right.



Tankerman (PIC) Barge — Students who completed this course June 8 are (in no specific order) Michael Wittenberg, Nebojsh Milosevic, Scott Saw, Juan Bernal-Helices, Moises Ramos, Clayton Lupton, Thom Montgomery, James Rolin, Jon Dillon Jose Vazquez, William Schuppman and Brandon Granger.



Advanced Fire Fighting — Completing the advanced fire fighting course June 15 under the instruction of Mark Cates (second from right) are Crowley boatmen (in no specific order) Jimmy Ocot, Roger Phillips, Joseph Pittman, Thomas Caballero, Kirk Pegan, Michael Alghafeili, Mrimri Farah, McKinley Jones Jr., Gregory White and Denis Burke.



Basic Auxiliary Plant Operations — Phase III students and upgrading Seafarers who completed this course are (in alphabetical order) Cortez Capers, Christopher Caporale, Michael Chapman, Mario Cruz, Dwayne Gould Jr., Alvin Hansley, Paul Hart, Dwight Hunt, Stanley Jackson Jr., Catherine Jones, Douglas Kellup, Vivian Norfleet, Pierre Norwood, Hipolita Roches, Juan Rochez, Cornelius Smith, Bobby Turner, Enrique Velez and Jonathan White. Their instructor, Tim Achorn, is at far left.



AB — With instructor Bernabe Pelington (far left) are students who earned their AB endorsement June 22. They are (in alphabetical order) Joseph Bianchi, Reid Bland, William Bolden, Roy Carey, John Cash Jr., Grant Fedukovich, Matthew Green, Bryan Hayden, Joseph Huff, Jorge Lanas, Shawn Orr, Michael Sedita, Whitney Sheridan, Wilma Joy Smith, Kyle Spruill, Thomas Tramutola, Jeremy Williams and John Worae.

Computer Lab Classes



With instructor Rick Prucha in both photos are students who recently completed computer classes at the Paul Hall Center. Showing their certificates of achievement are (from left) David Ruggirello, Aaron Larson and Arkady Bichevsky.



Advanced Fire Fighting — Graduating from this course June 29 under the instruction of Tom Cessna (center) are Crowley boatmen (in alphabetical order) Rayfield Crawford, William Dowzicky, Josh Gunter and George Murphy Jr.

Paul Hall Center Classes



Radar — June 15 was graduation day for members of the radar class (in no specific order) Richard Summers, Carlos Castillo, Denis Dubro, Robert Hall, Steven Corachan, Jeffrey Jensen and Gregory Martineau. Their instructor, Mike Smith, is at far right.



ARPA — Upgrading Seafarers who completed the ARPA course June 22 are (in no alphabetical order) Carlos Castillo, Steven Corachan, Patrick David, Denis Dubro, Robert Hall, Jeffrey Jenkinson and Gregory Martineau. Their instructor, Mike Smith, is at far right.

Welding — Under the instruction of Buzzy Andrews (second from right) are students who completed the welding course June 29. They are (in alphabetical order) Arkady Bichevski, Mohsen Hubair and Jeffrey Parrish.



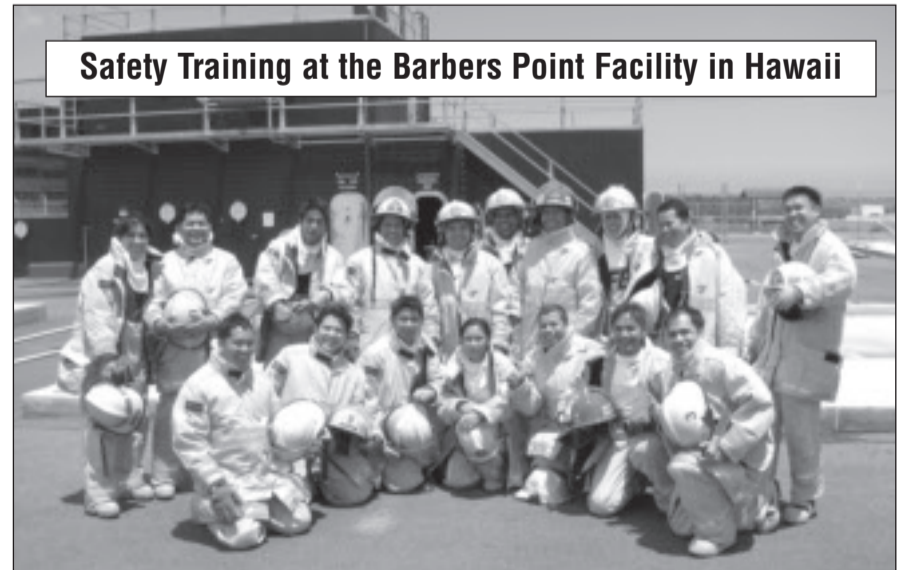
Advanced Refrigerated Containers — Jay Henderson (far right) taught the refrigeration engineer course that ended June 15. Included in this class were (in no specific order) Rahul Bagchi, Hector Solis, Douglas Lowry, Mike Murphy, David James, Richard Huffman, Robert Norris, Andrew Linares and Rigoberto Beata.



Specially Trained OS — Two groups of Phase III apprentices and upgrading Seafarers graduated June 15 from STOS courses. They are (in no particular order) apprentices Joseph Maltese, Arthur Jones, Demetrius Green, Ryanne Wheeler, Benjamin Wright, Cleveland Foy, Ravon Moore, Preston Grant, Daniel Irizarry, Faalando Williams, Arvid Rutledge, Mark Brownell, Diego Barbosa, Trevor Rowe, Melody White, Charles Brown Jr., Darren Hall, Jonathan Luna, David McRoy Jr., John Anson, Jesse Mixon, Iker Urrachi and upgraders Marino Macadaan, Dennis Shields, J.K. Borden, Thomas Clement, Durlas Ruiz, Ronnie Rankin and Jeremie Coates. One of their instructors, Stan Beck, is at far right. The other instructor, Tom Truitt, is not pictured.



Tanker Familiarization/Assistant Cargo (DL) — Completing this course June 15 are (in no specific order) Sergey Kurchenko, Forrest McGee, Albert Beneman, Lilia Bocaya, Teodulfo Alanano, Manolo Delos Santos, Michael Joel, Juma Juma, Fernando Mesa, Robert Brown, Kenneth Steiner, James Walker, Nicasio Arzu, Mohamed Mohamed, Michael Bell, Abdulkarim Mohamed and Milton Flynn.



Safety Training at the Barbers Point Facility in Hawaii

STCW — NCL, June 11: Richard Maxian, Marjorie Marva, Raul Almoradie, Leonardo Porras Jr., Florante Alcosiba, Renato Santos Jr., Alejo Narcise, Ursulito Comia, Eiroll Banag, Ronald Dimalanta, Randy Gabunada, Viegas Marcelline, Manuel Valderrama, Jose Canonaso, Rudy Velasquez, Arnel De Lara and Menzi Espanol.



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Crowley's Commitment to Safety Is 'No Accident'

Seafarers-Contracted Company Takes Strong Initiatives Throughout Fleet

With a constant emphasis on safety, Crowley Maritime Corporation and its subsidiaries employ SIU members aboard their owned and operated vessels. SIU-crewed Crowley vessels are home-ported in the ports of Baltimore, Charleston, Jacksonville, Lake Charles, Houston, San Diego and Long Beach. SIU members work aboard all Crowley vessel types: line haul tugs, ship assist and escort tugs, ATBs, tankers, RO/ROs and containerhips, hauling cargo for commercial and military customers.

The company is committed to a culture of safety. Safety is a Crowley "core value" reflected in their slogan "Safety, It's No Accident."

That motto was selected because of its two very important and powerful meanings. According to the company, the first meaning of "Safety, It's No Accident" is that safety on vessels (and at home) is the result of a culture where accidents are prevented. Safety just does not automatically happen. Crowley believes it is "a thoughtful and concentrated approach to all of our actions. It is thinking about and discussing the possible hazards associated with a task and

deciding what controls are necessary to eliminate or reduce the risks," the company noted in a statement for this article. "That is the second meaning. It is these control actions that result in safety. To take care, be fully aware, and understand the task. It's no accident."

During the last few years, working in partnership with the SIU, Crowley has been embarked on a voyage of

- Safe behavior is doing the job right
- Safety is a Crowley core value
- Safety is leadership focus, responsibility and example
- Safety is a good business practice

Three Seafarers who regularly sail aboard Crowley vessels recently said that they have firsthand appreciation for the company's commitment to individual and environmental wellbeing.

"Crowley is a very safety-conscious company," stated Bosun **William Dowzicky**. "This is a company that actually listens to its crew. If there ever is a safety concern, Crowley acts on it promptly. You can never be too safe on a ship, and Crowley stresses education and training."

Bosun **Rick James** said that in his 17 years of sailing with the SIU, "Crowley has been and continues to be at the forefront of shipboard safety and continues to train all their shipboard personnel. A ship's safety is paramount to continued success for everyone—economically, environmentally and personally. That's something that cannot be achieved without a proactive safety culture, and Crowley definitely has one."

Bosun **Tom Moore** simply declared, "Safety is our policy—always!"

Crowley has an "Operational Excellence Management System" that puts a structured process in place to manage safe operations. It includes documented procedures to identify and effectively manage safety, health, environmental and operational risks. The objective is to provide safe practices in vessel operations and a safe working environment.

The company has created industry-leading safety tools and education that include effective safety meetings, job safety analysis, near-miss reporting, "why tree" incident and near-miss investigations and on-board video training. These are supplemented with the cutting-edge training curriculums at the SIU-affiliated Paul Hall Center for Maritime Training and Education and special programs such as ATB crew training that significantly improve safety for the crew member.

According to Crowley, the real key to success is the SIU mariner. When it comes to safety, employees being aware of



The harbor tug *Master* maneuvers in "indirect mode" (traveling sideways) to slow an outgoing car carrier in Los Angeles/Long Beach.



culture change. Starting in 2003, Crowley implemented "safety leadership" training. Safety leadership empowers all Crowley employees, from the captain to the GVA, to speak up and address any and all safety concerns they see in the workplace and aboard their vessels.

The company notes that its safety culture is based on ideals including:

- Accidents can be prevented
- Safety is fully integrated in every business activity
- Employee involvement, feedback and recognition



Capt. Al Costner aboard the ATB *Sound Reliance*



Bosuns including Tom Moore (at front of hose) and Rick James (next in line), pictured last month during fire fighting training at the SIU-affiliated Paul Hall Center, say Crowley constantly demonstrates its unwavering commitment to safety.

potential hazards and using good judgment to make sure safety controls are in place, both on and off the job, represent the culture of safety Crowley expects.

Charlie Nalen, Crowley's vice president for environmental, safety and quality assurance said, "Crowley knows that its seafarers have the ability to prevent accidents. Each of us must take personal initiative and responsibility to be safe. We know from prior experience that the root cause of most incidents is unsafe acts or behaviors. That is why it is critical to always think about the safety aspects of a job and know that we are responsible and empowered to ensure that no work is performed if it can't be done safely."

SIU Vice President Contracts George Tricker praised the company's commitment to safety. "Crowley deserves full recognition not only for their dedication but also for getting so much input from the crew members," he stated. "There's no doubt that when it comes to safety, Crowley is as thorough and successful as they come."

Besides the aforementioned initiatives, Crowley also has implemented the "Personal Safety Check" which has three elements: define the job; identify the hazards; apply controls.

In describing the components, the company noted, "The first thing is to assess the work to be done. Good questions to always ask are—what can go wrong? And, what is the worst thing that could happen if something does go wrong? Taking a few seconds to think about these questions will help identify possible job risks.

"Next, analyze how to reduce the risk. Have I done a job safety analysis? Do I understand the task? Have I been properly

trained? Are there communication procedures in place? Do I have the proper personal protective equipment?"

"Finally, you need to act to ensure safe operations. This is the critical step of taking action to ensure that the job is safely done—controlling the job hazards and following the job safety analysis or written procedures—and asking for assistance if needed. Most importantly, stop the job if you think it's unsafe or you see someone acting in an unsafe manner."

Along with safety leadership, Crowley emphasizes crew member responsibility. While the company and supervisors play their part, crew members are expected to arrive for their watch or activities on time, prepared to work safely throughout their day and address any safety concerns with their supervisor.

Crowley crew members are encouraged to listen and learn from any training. They are active participants in learning a job skill or safety issue. They further are urged to ask for assistance if the training or instruction is not clear or they don't feel comfortable in performing the task.

Additionally, they are asked to report unsafe acts and near misses immediately; address problems with the supervisor ASAP, but always try to give solutions; re-address issues with the supervisor on unresolved topics; and be an active member in the safety of the workplace by (among other activities) participating in safety meetings, job safety analyses, and drills.

Nalen added, "We are very proud to have the SIU as a safety partner. Together, we can continue to improve our culture of safety which will result in more voyages that bring seafarers safely home to their families."