



The

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Seafarers Log

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Car Carrier Independence II Joins SIU-Contracted Fleet

U.S. TRANSCOM Commander Cites Vessel's Military Usefulness



SIU members and officials took part in a naming ceremony May 8 in Baltimore, celebrating the addition of the *Independence II* to the Seafarers-contracted fleet. Altogether, hundreds of people were on hand to mark the occasion with the host and vessel operator, American Roll-On Roll-Off Carrier. Pictured clockwise from upper left are the ship; General Norton Schwartz (center), commander, U.S. Transportation Command, greeting Bosun Carl Pedersen as SIU Executive VP Augie Tellez (right) looks on; (from left) SIU Patrolman Joe Baselice, SIU President Michael Sacco, AB El-Sayed Mohamed, SIU VP Atlantic Coast Joseph Soresi and SIU Secretary-Treasurer David Heindel; and students from the SIU-affiliated Paul Hall Center along with Gen. Schwartz, SIU officials and AMO President Tom Bethel (back row, center). Page 3.



3 Seafarers-Crewed Vessels Offload Marine Corps Cargo For Annual Military Exercise

Three SIU-crewed ships recently helped with preparations for an annual military exercise overseas. The prepositioning vessels *USNS 1st Lt. Baldomero Lopez* and *USNS 1st Lt. Harry L. Martin* as well as the *Great Land* each played a role in supporting American forces readying for "Cobra Gold" – a yearly drill designed to promote regional stability and security throughout Southeast Asia. At right, the *Lopez* conducts an at-sea offload of Marine Corps cargo May 2 off the coast of Thailand. Page 6.



TWIC Updates/New Deadline
Pages 2, 10

SHBP Scholarship Winners
Pages 2, 7

President's Report

Continuing Efforts to Enact EFCA

Our union is fully on board with the "million-member mobilization," a recently launched grassroots effort led by the AFL-CIO in support of the Employee Free Choice Act (EFCA).



Michael Sacco

In the weeks and months ahead, Seafarers will have a chance to place their signatures on postcards calling on the new U.S. president and Congress to enact the EFCA. Those signatures along with many others from fellow trade unionists and supporters will be delivered by the labor federation after the November elections. The cards themselves will be available soon at the union halls.

There's a way to participate in the signature drive via the internet, too, at the following web address:

http://www.unionvoice.org/campaign/efca_card_support

As noted on the postcards, the EFCA will enable employees to form unions when a majority signs authorization cards. It will strengthen penalties for companies that coerce or intimidate workers trying to form unions and bargain. Also, it will establish mediation and binding arbitration when the employer and workers cannot agree on a first contract.

The message to the new president and Congress reads as follows: "I urge you to enact the Employee Free Choice Act immediately. This crucial legislation will protect workers' freedom to choose a union and bargain, without management intimidation. Allowing more workers to freely join unions and bargain with their employers will help rebuild the middle class by expanding health care, improving retirement security and raising the standard of living for America's working families. My bargaining rights are worth working for and voting for!"

That point about rebuilding the middle class is especially important and accurate. If you're familiar with the labor movement's history in this country, you may recall that the creation of the American middle class happened only after the passage of a law in 1935 (the National Labor Relations Act, also known as the Wagner Act) which protected the ability of workers to form unions and bargain collectively.

Unfortunately, over time, those protections have been terribly eroded. We've reached the point where the system for forming and joining unions in this country is flat-out broken. As I've said before, this is old news to many who have participated in organizing campaigns in recent years, but many if not most Americans may not realize just how badly some workers are treated by management when they try to join a union. The AFL-CIO has documented a staggering number of cases in which employees suffer through nasty, long campaigns of company intimidation, surveillance, threats and even firings. Some who fight through it and actually manage to join a union have trouble securing a first contract because management stalls and stalls, with no repercussions. All because the employees try to exercise what is supposed to be their legal right to join a union.

It's time to stop those unjust actions from happening. It's time to restore fairness to the process – time to once again give workers a genuine opportunity to decide for themselves when it comes to union representation.

There is reason for optimism among those of us supporting the EFCA. The bill passed in the House of Representatives in 2007 and has bipartisan majority support in the Senate. Clearly, there is strong support for labor law reform in both the U.S. House and Senate.

Yet it remains a battle. That's ironic in many ways, because unions are associated with higher productivity, lower employee turnover, improved workplace communications and a better-trained work force. A recent compilation of more than 70 independent studies on unions and productivity supports those claims. So do the real-life experiences of rank-and-file union members across the country.

The bottom line is that workers are supposed to have the right to bargain collectively for higher wages, better benefits and a better life for themselves and their families. With that in mind, the SIU joins with our fellow unions under the AFL-CIO umbrella and with the federation itself in pledging to fight to enact the Employee Free Choice Act until it becomes law.

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TWIC Deadline Changes to April '09; Mariners Still Urged to Apply ASAP

The U.S. Department of Homeland Security (DHS) on May 2 announced that the deadline for Transportation Worker Identification Credential (TWIC) compliance by mariners has been bumped back to April 15, 2009.

Even though the compliance date has changed, Seafarers are encouraged to enroll for their TWIC well before the new April 15, 2009 date.

The original deadline was Sept. 25, 2008.

In announcing the change, the DHS reported, "The seven-month extension is a direct result of collaboration with port officials and industry, and realigns the enrollment period with the original intent of the TWIC final rule. TWIC was established in the Maritime Transportation Security Act and the SAFE Port Act to serve as an identification program for all Coast Guard credentialed mariners and personnel requiring unescorted access to secure areas within a port."

Reacting to the announcement, U.S. Rep. Elijah Cummings (D-Md.), chairman of the House Subcommittee on Coast Guard and Maritime Transportation, stated, "The TWIC program is an essential component in protecting our nation from potential terror threats, and we must ensure

that its implementation is conducted in the most efficient and effective manner. In light of the reported problems in the TWIC rollout thus far, I applaud the decision of DHS to extend the deadline for enrollment. When workers must pay to enroll in a program necessary for them to do their jobs and provide for their families, they have the right to expect reliable, efficient service with little to no interruption to their schedules.

"It is my hope that this extended deadline will be supplemented by the provisions included in the Coast Guard Authorization Act to help improve the TWIC program. This legislation passed in the House by an overwhelming majority, and I encourage my colleagues in the Senate to quickly act on this legislation to enact these common-sense provisions into law."

Estimates vary on the number of workers who eventually will be required to carry a TWIC, but that figure generally is expected to top 1.2 million. At the time the DHS announced the extension, roughly 260,000 people had enrolled for the card, but fewer than 90,000 TWICs had actually been activated.

At press time for this issue of the *LOG*, more than 100 TWIC "fixed enrollment cen-

**See Page 10
for a list
of TWIC
enrollment
centers &
additional
information.**

ters" had opened, and dozens of mobile enrollment centers also had set up shop.

Based on informal feedback from Seafarers and SIU officials who have applied for a TWIC, the experience is inconsistent. Some individuals reported a practically seamless process with minimal waiting times, while some said they eventually received their TWIC, but not before very long delays. Others had it worse, noting their cards weren't available for pickup even after they received notification to go to a particular enrollment center and get the document.

Partly with those experiences in mind, Seafarers again are encouraged to enroll for the TWIC as soon as possible.

Committee Selects Seven Individuals To Receive 4-Year, \$20K Scholarships

The Seafarers Health and Benefits Plan (SHBP) for more than half a century has awarded scholarships to deserving Seafarers, their spouses and dependents.

That tradition continued May 2 in Portland, Ore., when the SHBP Scholarship Selection Committee selected seven individuals—one active Seafarer and six dependents—as scholarship recipients for the upcoming school year. The recipients each will receive an award of \$20,000 to pursue their educational goals at four-year institutions of higher learning of their respective

choices. In total, the 2008 scholarship recipients will receive \$140,000 from the SHBP.

This year's winners are: **AB Peter R. Hokenson**; Brittany Redding, daughter of Chief Steward **Dennis Redding**; Christopher Wozunk, son of FOWT **John Wozunk**; Benjamin Wilmoth, son of QE **Wendell Wilmoth**; Albert Balatico, son of AB **Albert Balatico**; Xiao Xiao Li, daughter of SA **Meili Seegers**; and Sidney Kirk, daughter of AB **Robert Kirk**.

The scholarship recipients were selected by a panel of dis-

tinguished professional educators: Dr. Keith Schlender, Medical University of Ohio; Dr. Gayle Olson, University of New Orleans (retired); Dr. Trevor Carpenter, Charles County Community College (retired); Dr. Michael Glaser, St. Mary's College; Dr. Henry Toutain, dean of students, Gastavus Adolphus College; and Dr. Charles Lyons, American Association of Colleges and Universities (retired).

See Page 7 for brief biographical backgrounds and educational goals on each of the above college-bound students.



The 2008 SHBP Scholarship Selection Committee on May 2 in Portland, Ore., selected seven individuals as recipients of \$20,000 scholarships. Following the selections, they joined SIU Plans Administrator Maggie Bowen (right in photo above) and SIU Deputy Plans Administrator Kitty Eno (left) for this photo. Committee members (from left) were Dr. Keith Schlender, Medical University of Ohio; Dr. Gayle Olson, University of New Orleans (retired); Dr. Trevor Carpenter, Charles County Community College (retired); Dr. Michael Glaser, St. Mary's College; Dr. Henry Toutain, dean of students, Gastavus Adolphus College; and Dr. Charles Lyons, American Association of Colleges and Universities (retired).



SIU President Michael Sacco



Gen. Norton Schwartz, Commander, U.S. Transportation Command



Susan Tellez, wife of SIU Executive VP Augie Tellez (left), served as the vessel's sponsor.



Pictured from left to right before the event are SIU VP Joseph Soresi, Patrolman Joe Baselice, AB El-Sayed Mohamed, Baltimore Port Agent Dennis Metz and AB Tom Bray.

Independence II Joins Seafarers Fleet

Ceremony Highlights Industry's Contribution to Defense

Seafarers and SIU officials participated in a naming ceremony May 8 in Baltimore as the car carrier *Independence II* formally joined the union's contracted fleet.

SIU President Michael Sacco



Raymond Ebeling, President & CEO, American Roll-On Roll-Off Carrier



OMU Rene Gil Jr.

and General Norton Schwartz, commander, U.S. Transportation Command (TRANSCOM), were the featured speakers. Susan Tellez, wife of SIU Executive Vice President Augie Tellez, served as the vessel's sponsor. Raymond Ebeling, president and CEO of the ship's operating company, American Roll-On Roll-Off Carrier (ARC), was the master of ceremonies.

While the speakers had kind words for the vessel itself, most of their respective remarks focused on the overall role of the U.S. Merchant Marine in supporting America's military. For instance, the *Independence II*, though privately operated, is part of a program called the Voluntary Intermodal Sealift Agreement (VISA). That program gives the Department of Defense access to commercial shipping and intermodal facilities during contingencies.

Schwartz called the newly reflagged ship an important addition to the nation's "arsenal of democracy." He also described the U.S. Maritime Security Program (related to VISA) as "indispensible."

The TRANSCOM commander drew a parallel between a celebrated milestone for the U.S. and Allied forces in World War II (which occurred May 8, the day of the naming ceremony) and America's current efforts in Operations Enduring Freedom and Iraqi Freedom – efforts consistently supported by American mariners and U.S.-flag ships. He said that the *Independence II* can aid in those missions, and noted that if citizens from the World War II era saw the ship and the ceremony, "They would appreciate the significance and, more probably, they'd understand there is still work to be done.... ARC and others move America in the right direction."

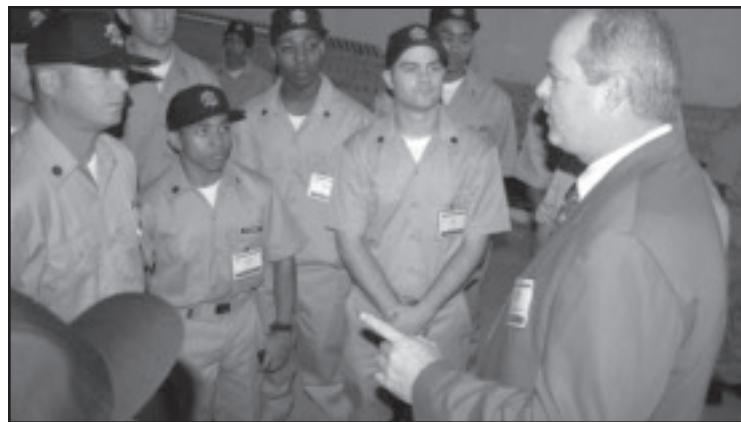
Ebeling said his company "is very pleased to be able to continue expanding the U.S.-flag fleet." He pointed out that American-flag ships support our armed forces, citing recent deliveries of the relatively new mine-resistant, ambush-protected vehicles (MRAPs) as one example.

Ebeling declared that privately owned U.S.-flag ships are "a solid investment" for the country and that depending on foreign-flag vessels "would be an unreliable option for the government." He credited Sacco with promoting cooperative efforts throughout the industry and said that Mrs. Tellez's sponsorship of the vessel would serve as "a continual reminder of the importance of the strong partnership with our friends in organized labor."

Sacco focused most of his comments on the strong performance and historic reliability of American mariners. "If you look at the makeup of American crews, I think five things really stand out," he said. "First, they are reliable – the most reliable crews in the world. By any measure, whether the statistics come from MSC or MarAd or somewhere else, our crews are second-to-none when it comes to safe, on-time deliveries.

"Second, they are well-trained. No disrespect to our foreign competition, but I'd stack the American seafarer against anyone in the world in terms of qualifications and training.

"Third, they are patriotic," he continued. "This has literally been



SIU VP Contracts George Tricker (right) chats with unlicensed apprentices from the Paul Hall Center prior to the naming ceremony.

proven for centuries, dating back to Revolutionary times, and it's certainly evident today in Iraqi Freedom and Enduring Freedom.

"Fourth, they are resilient. It takes a special person to make a living going to sea. It's hard enough just to secure your documents and papers nowadays, to say nothing of the actual work aboard the ship. It involves sacrifice and dedication, and our people do it every day.

"And fifth, they are politically active. I'm especially proud of the voluntary political donations and activities put forth by members of my union, the SIU. But that's characteristic of American maritime labor as a whole. Rank-and-file U.S. mariners understand that their political actions and political support help create and sustain programs like the MSP program. Their support helps make events like this one possible."

He added, "I would argue that now, more than any time since World War II, this country absolutely must maintain a viable supply of U.S. mariners. That's part of the significance of this ceremony – new tonnage under

the American flag helps maintain that manpower pool.... We need a strong U.S. Merchant Marine so that our armed forces have no doubt whatsoever that their ammunition and other supplies will be there, on time, every time, safely and securely delivered by fellow citizens who are more than willing to sail into harm's way for them.

"We need a strong U.S. Merchant Marine because it's good business, it is good common sense and it has served America well since the very first days of our nation's history."

Bosun Carl Pedersen noted that the SIU crew and licensed personnel from the American Maritime Officers climbed the gangway to the *Independence II* overseas – the reflagging took place in Germany. He said the vessel, built in 1994, "is all good. It's a nice ship, but we've been doing a lot of work with everyday duties."

Pedersen said the ship's regular run will include stops in Northern Europe and along the U.S. East Coast. The ship can sail at up to 18 knots and is 653 feet long.



Independence II Oilers (from the left) Rene Gil Jr., Anthony Dellorusso, Jonathan Duncan and 1st Assistant Kevin O'Donnell



Steward/Baker Robert Owens



Bosun Carl Pedersen

Hospital Ship Begins Mission

USNS Mercy Starts 4-Month Humanitarian Deployment

Members of the SIU Government Services Division joined with officers and military and medical personnel last month aboard the *USNS Mercy* as the hospital ship set sail on a four-month humanitarian mission.

The *Mercy* departed San Diego May 1, signaling the start of "Pacific Partnership 2008" – a humanitarian and civic-assistance mission to the Republic of the Philippines, Vietnam, the Federated States of Micronesia, Timor-Leste and Papua New Guinea. According to the U.S. Military Sealift Command (MSC), Pacific Partnership is a mission that will take medical, dental, veterinary, engineering and civic assistance to Southeast Asia and the Western Pacific to build on relationships that have been developed during previous similar missions, such as the 2004 tsunami relief efforts and the *Mercy's* 2006 deployment.

"*Mercy* is a fully operational, completely modern hospital that can go anywhere in the world, wherever and when-



In this 2006 Navy file photo, an Australian Army Black Hawk helicopter from B Squadron 5th Aviation Regiment lands aboard the *USNS Mercy*. The *Mercy* was anchored off the Australian coast providing humanitarian, medical and civic assistance to Dili residents.



Tugboats assigned to Naval Station Pearl Harbor assist the Seafarers-crewed MSC hospital ship *USNS Mercy* last month as the vessel maneuvers into Pearl Harbor. The ship was en route for a humanitarian mission to the Western Pacific and Southeast Asia supporting Pacific Partnership 2008.

ever there is a need," said the ship's civil service master, Capt. Robert Wiley. "Every time we take this ship out, we get smarter about how to use it. We'll be doing things this time that we didn't even think were possible a few years ago."

Throughout the 2008 Pacific Partnership mission, the 894-foot-long *Mercy* will serve as a platform from which U.S. and foreign militaries and nongovernmental organizations will coordinate and carry out humanitarian and civic activities in each country. The mission will include personnel from MSC and other parts of the U.S. Navy, U.S. Army, U.S. Air Force and U.S. Public Health Service.

As the agency noted, civil service mariners (CIVMARS) embarked for the deployment are responsible for the *Mercy's* navigation, propulsion and engineering services. Because of the *Mercy's* size, it will not be able to pull pierside in any of the countries, so CIVMARS will also operate two 33-foot utility boats that will be used to ferry patients and mission personnel between

ship and shore. The operation of these small boats, which can carry more than twice as many passengers as the *Mercy's* two embarked helicopters, will greatly increase the number of people who will benefit from the mission, according to MSC.

The *USNS Mercy* is one of two U.S. Navy hospital ships owned and operated by MSC. Last summer, the *Mercy's* sister ship, the *USNS Comfort* (also crewed by members of the SIU Government Services Division), deployed on a similar four-month humanitarian mission that treated more than 98,000 people in 12 Latin American and Caribbean countries.

"We are very fortunate as a military and civilian staff and crew to be assisted in our mission by gracious host nations and significantly contributing partner nations," said Command Master Chief Mike Smith. "It is with great pride that we set sail, knowing that we will not be going at this alone, through selfless acts of friendship and relationships forged during previous deployments."

Majestic May Sell Delta Queen

Crew Member Voices Displeasure with Company

Majestic America Line was back in the news last month, taking another swipe at the SIU even as one of its mariner employees told a reporter that he believes the company won't listen to feedback from the crew.

In separate news reports in early May, Ambassadors International, Majestic's parent company, indicated it may sell some or all of Majestic America Line's assets, possibly as soon as this year. Those assets include the riverboats *Delta Queen*, *Mississippi Queen* and *American Queen*, which had been crewed by SIU members prior to the vessels being sold in 2006.

According to a report based on the parent company's most recent earnings call, Joe Ueberroth, chairman, president and CEO of Ambassadors said new buyers would have a "fresh start" with the riverboats and "will not have the ire of the Seafarers International Union." The latter comment apparently is in reference to unsubstantiated claims that the union helped block a waiver which would allow the *Delta Queen* to continue sailing next year. (The union issued a statement concerning this matter in December 2007.)

Meanwhile, in an article in the Kentucky newspaper *Ledger Independent*, an engineer from the *Delta Queen* said it has been anything but smooth sailing from the crew's perspective.

"Everybody is unhappy with the company," Robbie Taylor told the publication. "They mess up travel costs and don't take care of things they say they will.... It's a wild goose chase to find out who you can talk to, and when you do they don't get it done.... Morale is low. Nobody cares and nobody wants to listen to what the crew has to say."

In the same article, Taylor contended that some crew members recently have been let go because of their earnings, to meet corporate cuts.

Paul Hall Center's Online Courses Receive High Marks

The union-affiliated Paul Hall Center for Maritime Training and Education's web-based "distance learning" program for mariners is receiving high marks despite being a newcomer to the institution's training curriculum.

A long-planned program to benefit employees working under SIU agreements and the union's contracted operating companies, the on-line training regiment in late March was launched by the center's vocational staff which among others includes Dale M. Rausch. Besides being a full-time instructor, Rausch doubles as the center's distance learning administrator.

Currently, the program offers on-line courses in:



Electrician James McEntire (left) goes online to at the union-affiliated Paul Hall Center for Maritime Education and Training to examine one of the center's distance learning courses. Providing guidance is Instructor Dale Rausch, who serves as the Piney Point, Md.-based center's distance learning administrator. McEntire is one of five Seafarers who have enrolled in the center's web-based upgrading courses.

Environmental Awareness; Hazardous Material Control and Management; Hearing Conservation; Heat Stress Management; Shipboard Pest Management; Respiratory Protection; and Shipboard Water Sanitation. These initial courses are designed by Paul Hall Center instructors and tailored to address the annual refresher training of vessel safety management systems and prepare students for resident coursework at the center. Representatives from the center's vocation staff are in ongoing consultations with operators to gain insights on and suggestions for other online courses.

So far, according to Rausch five SIU members have enrolled for the web-based courses and a hefty percentage of the center's instructors have actually taken and completed the courses. AB Edward Gavagan of Tampa, Fla., has completed two of the courses and is already registered for a third.

"This program is still in the opening stages, but I can see it going [a long way] toward keeping us informed and upgraded in our work fields," he said. A former member of the National Maritime Union, Gavagan has upgraded on several occasions while attending courses in-residence at the Paul Hall Center. He most recently sailed aboard the SIU-contracted *Delaware Trader*, a Keystone vessel.

Electrician James McEntire is another Seafarer who has taken advantage of the distance learning program. McEntire hails from Honolulu and is a former Army reserve officer. He joined the SIU in 2006 following a tour in Iraq and is a graduate of the center's unlicensed apprentice program.

"I think it's a great program with a lot to offer," shared McEntire, who currently is

upgrading at the center in FOWT. "I have taken a number of the on-line courses and found that the programs on which they are based are very user friendly. Although there are a few system issues to overcome, going on-line and taking the courses is still well worth a person's time and energy.

"I'm trying to get everyone that I know who sails to get involved in the distance learning program," McEntire concluded.

As previously reported in the *LOG*, the program came about following a recommendation of the center's Deep Sea and Inland Advisory Board. It provides mariners the opportunity to receive recommended or required professional training while serving at sea aboard a vessel, while ashore at home, or during any other time when they are away from the ship.

All that is required to take advantage of this offering is a personal computer, or laptop with internet capability. The training is designed to be self-paced. The courses are kept as brief as possible so that they can be completed within one or two sittings. A reasonable deadline has been established for overall course completion.

"Distance learning is the wave of the future because it is convenient for students," explained Rausch. He mentioned that those taking the courses can start coursework, walk away and resume use later.

The courses are free to mariners covered by SIU contracts. To register, complete the regular upgrading application found on page 20 of this issue of the *LOG* and mail it to: Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075. Applicants will receive user account information from the center via e-mail, so be sure to write your e-mail address on the form in the space provided. In addition, be sure to include the word "online" when listing the course(s) you desire on the application.



The *Swift* (left in photo above), during a sea-basing exercise off the coast of Monrovia, Liberia, sits beside a floating platform ready to receive vehicles from its stern ramp. The Seafarers-contracted *HSV Swift* (photo at right) will be operated by Sealift, Inc. (U.S. Navy Photos)



Seafarers to Sail on Aptly Named 'Swift'

The Military Sealift Command (MSC) early last month announced that SIU-contracted Sealift, Inc. has been awarded a contract to operate the *HSV Swift*, a prepositioning ship.

HSV stands for high-speed vessel – the *Swift* can sail at 42 knots.

Sealift, based in Oyster Bay, N.Y., won a one-year

contract that contains four options. If exercised, those options would total approximately four more years in addition to the original 12-month agreement.

The *Swift* is 331 feet long and has a beam of 87 feet. According to MSC, the vessel has an 11-foot draft and a displacement of more than 1,400 short tons.

The company noted that the ship will be operated worldwide in support of U.S. Fleet Forces Command and the war on terrorism. The vessel also will be used for "emerging operational concepts such as sea-basing and the Global Fleet Station," the latter of which is a military operation directed by U.S. Naval Forces Southern Command.

SIU-Crewed Westward Venture Fires Warning Shots in Gulf

For the second time in recent months, small boats approached an SIU-crewed, MSC-contracted vessel and received warning shots.

The *Westward Venture* on April 24 was shipping cargo to Kuwait via the Persian Gulf when the ship attempted to make bridge-to-bridge contact to warn the fast boats they were too close. The *Westward Venture* then blew its whistle and fired flares before a Navy security team fired warning shots. The boats came as close as 100 yards. After the warning shots, bridge-to-bridge communication was established with someone claiming to be

the Iranian coast guard. The boats then moved on.

In late March, a similar incident took place involving the *Global Patriot* near the Suez Canal. In that case, warning shots were fired by military security personnel at small fast boats and one passenger was inadvertently killed.

As noted in a news account of the *Global Patriot* episode, U.S. Navy ships "have been on high alert in the region since Iran captured 15 British sailors and marines in the Persian Gulf a year ago, holding them hostage for two weeks."

Recertified Bosun Saves Life of Trapped Shipmate

Editor's note: The following article about Recertified Bosun Scott Heginbotham was compiled from a letter of commendation by the captain of M/V Liberty Star. Heginbotham could not be reached at sea.

On the morning of March 13, 2008, Recertified Bosun **Scott Heginbotham** reacted quickly and efficiently in saving the life of a fellow mariner aboard the *Liberty Star*.

The vessel, operated by Liberty Maritime Corporation, was being serviced by a subcontractor at Kiran shipyard in Tuzla, Turkey.

Heginbotham was near the CO2 compartment on the ship as a subcontractor began to service the bank of CO2 bottles. The subcontractor inadvertently created a series of potentially deadly events that started with the discharge of stored CO2 gas into the engine room. When the incident started, Heginbotham quickly realized the first engineer and a cadet were in the engine room.

"This is when all of your training kicked in and your professionalism shined," said the *Liberty Star's* Captain Clancy Fauchaux Jr., about the Paul Hall Center-trained bosun. "You proceeded to your assigned emergency station, stopping to report the situation via radio to myself. Fully understanding the nature of the emergency, you donned your SCBA and returned to enter the engine room. Without hesitation, you entered the engine room, which was hazy due to the CO2 venting, found the 1A/E and it was your prompt action of placing an Emergency Escape Breathing Apparatus on him and giving him chest compressions that saved his life that morning."

The captain went on to say to Heginbotham, "Your actions are of the finest standards of the U.S. Merchant Marine and reaffirm the fact that you are of the highest caliber of professional seafarer. It is truly a pleasure to serve with you."

The *Liberty Star* sometimes is used by NASA to recover the solid rocket boosters on space shuttles.

Labor Briefs

AFSCME Wins Historic 1st Contracts

An Oklahoma state law championed by the American Federation of State, County and Municipal Employees (AFSCME) continues to pay dividends as 700 workers of the cities of Enid and Lawton recently won their first union contracts.

These victories follow on the heels of a similar signing involving the city of Moore and its employees. All three contracts involve improvements in wages and benefits.

According to a spokesperson for AFSCME, these developments would not have been possible had not the Oklahoma state legislature approved a law requiring cities of more than 35,000 to recognize non-uniformed workers' unions.

The statute, which was challenged by several cities in the state, was declared unconstitutional in 2005 by Oklahoma's highest court. AFSCME appealed. As a result, the high court reversed itself in March 2006.

Boilermakers Play Key Role In Developing New Welding Rod

Boilermakers employed at Hobart Brothers in Birmingham, Ala., played a key role in the development of a new alloy-welding rod that will lead to productivity gains in the power generation industry.

The main innovation comes in the size of the new rod. At 12 inches, it is two inches shorter than the standard 14-inch rod now in use. As noted by the Boilermakers' union on its web site, "The shorter length allows the welder to burn the rod without bending it to reach restrictive areas. Too often, when a rod is bent, part of the rod is

discarded, leading to waste."

Moreover, the welding rod that members of Boilermakers L-108 worked on "lets a welder work in tight spots with less rod waste."

According to the product manager for Hobart Brothers, the new rod offers low spatter and X-ray clear welds. It is also easy to burn, so even the newest apprentice can produce journeyman-level results.

Study: Union Members Earn More

Being a union member significantly augments wages for lower-paid workers, a study released last month by the Center for Economic and Policy Research shows. Union membership boosted the wages of workers on the bottom rung of the wage ladder (in the 10th percentile) by 20.6 percent, from 2003 to 2007. For a worker at the 20th percentile, whose earnings were exceeded by the top 80 percent, the boost from being a union member was 18.9 percent, and for the typical worker at the 30th percentile, it was 16.8 percent.

The report, "The Union Advantage for Low-Wage Workers," also analyzed the impact of unionization on low-wage workers in all 50 states and the District of Columbia, finding that it had a magnifying impact in each.

"For millions of workers who work hard and take home less to show for it, being part of a union that provides a say on the job is all the more important," said AFL-CIO President John Sweeney. "This study proves that for workers on the bottom rungs of the pay scale, bargaining power is the best, and often only, means to gain a leg up to the middle class."

Union Salutes Retiring AMSEA Executive



SIU officials joined other guests in honoring Captain Peter J. Lawrence at an April 25 event in Quincy, Mass. Lawrence is retiring as president of SIU-contracted American Overseas Marine (AMSEA). Pictured from left to right are SIU Executive VP Augie Tellez, Lawrence, AMSEA Accounting Associate Sue Mei and SIU VP Contracts George Tricker. Both SIU officials described Lawrence as a true ally of the U.S. Merchant Marine. Thomas W. Merrell has been promoted to succeed Lawrence. He previously served as AMSEA's vice president of marine operations.

SIU Ships Offload Cargo For 'Cobra Gold'

Three Seafarers-crewed vessels recently assisted in preparations for a yearly military exercise overseas.

The prepositioning ships *USNS 1st Lt. Baldomero Lopez* and *USNS 1st Lt. Harry L. Martin* as well as the *Great Land* each played a role in supporting American forces prepping for "Cobra Gold" – an annual drill designed to promote regional stability and security throughout Southeast Asia.

The *Lopez* (operated by AMSEA) and *Martin* (Keystone) in late April completed the at-sea offload of more than 350 pieces of equipment and supplies belonging to the 3rd Marine Expeditionary Force (MEF) in Thailand. The cargo included wheeled and tracked vehicles, ammunition and supplies.

Those two vessels arrived off the coast of Chuk Samet, Thailand, on April 27. Anchored about three miles from shore, the *Lopez* and *Martin* offloaded a total of 16 pieces of lighterage – a type of barge used to move cargo from ship to shore. Six pieces of this lighterage were pieced together to form a 180-foot by 63-foot floating platform called a roll-on/roll-off discharge facility, which was placed at the end of *Lopez's* stern ramp.

Offload operations began April 28 as rolling stock was driven down the *Lopez's* ramp onto the floating platform and then onto powered lighterage, which transported the cargo to shore. Containerized cargo was lifted onto the powered lighterage by one of the *Lopez's* three shipboard cranes.



Causeway sections are loaded from the SIU-crewed *Baldomero Lopez* on May 5 during exercise Freedom Banner 08. Freedom Banner 08 is a Maritime Prepositioning Force exercise conducted in Thailand to provide equipment used by the 3rd Marine Expeditionary Brigade in support of exercise Cobra Gold.

Described by the U.S. Military Sealift Command as "a complex operation," this offload involved multiple Navy and Marine Corps commands including MSC, the 3rd MEF, Naval Beach Group One, Navy Cargo Handling Battalion One and Amphibious Construction Battalion One.

The ability to offload cargo at sea is necessary when operating in areas where port facilities are either nonexistent or too damaged or primitive for ships to pull pierside.

The *Martin* and *Lopez* are scheduled to remain in Thailand through early June to backload their prepositioned cargo, according to the agency.

Prior to the arrival of the *Lopez* and *Martin* in Thailand, the SIU-crewed, MSC-chartered roll-on/roll-off ship *Great Land* (operated by InterOcean American Shipping) offloaded more than 460 pieces of 3rd MEF cargo at Thung Prong and Chuk Samet ports April 22-24.

More than 20 Navy reservists assigned to MSC are also in Thailand training in both real-world and computer-simulated sealift operations and exercises, managing port operations for as many as 15 ships in a contingency scenario. Some reserve personnel are manning a mobile sealift operations command center at Chuk Samet, a portable facility designed to operate and manage port operations in areas where port infrastructure is damaged or destroyed. Additional reserve teams were slated to arrive in mid-May to coordinate the backload of Marine Corps cargo.

"What's so valuable about this exercise is that you can walk around and shake hands at the port and really learn what others are doing," said Navy Lt. Cmdr. Richard Coleman of Navy Reserve Expeditionary Port Unit 117. "It's all about understanding command relationships."

Cobra Gold began May 8 and was to continue through May 21. Japan, Singapore and Indonesia were expected to join Thailand and the United States in the exercise, which included computer-simulated command post and field training exercises, as well as humanitarian relief efforts.

The *Lopez* is permanently assigned to Diego Garcia-based Maritime Prepositioning Ship Squadron Two, while the *Martin* is assigned in the Guam/Saipan area with Maritime Prepositioning Ship Squadron Three.

Columnist Credits SIU Steward Departments, Paul Hall Center

SIU steward departments and the union's affiliated Paul Hall Center for Maritime Training and Education received credit from a writer in the May edition of *Professional Mariner* magazine.

Capt. Kelly Sweeney, a licensed mariner who sailed with the SIU from 1983-85, is a regular columnist for *Professional Mariner*. His offering in the May issue was typically candid as he made the case captured by the story's headline: "Cooks need training just like any other on-board position."

Sweeney related various experiences concerning food sanitation – not only aboard ships and tugs, but dating back to his first job in high school, at a local restaurant. Suffice to say the results have been mixed.

"Thankfully, many U.S. companies, and the maritime unions, care about the quality of prepared food served on board their vessels," Sweeney wrote. "I've sailed on 12 ships manned by sailors from the Seafarers International Union and have never seen or heard of any food-related illnesses on them. Just to apprentice in the galley of an SIU-contracted ship, 40 hours of classes on sanitation and galley operations are required. To become a chief steward, 33 weeks of classes and two years of experience are needed."

Not all of Sweeney's other encounters have been pleasant. He described one voyage on an oceanographic ship when numerous crew members (himself included) and some of the scientists were stricken with food poisoning. In the immediate aftermath, Sweeney discovered what he described as very unsanitary conditions in the galley.

Another time, he signed on aboard

an oceangoing tug with no steward department personnel. Sweeney again found unsanitary settings – in this case, the deckhand who handled all the cooking was doing so in dirty clothes covered with grease, rust chips and paint specks.

"There's a disturbing trend among certain tug and supply boat operators that I think is even worse than having an untrained cook on board – and that's having no cook at all," Sweeney wrote. "This doubling up of shipboard positions is unprofessional in my opinion, not only because it cuts U.S. mariners out of cook's jobs, but also because it shows that these companies don't seem to care about the quality of the food their mariners are served."

He concluded that as in the other shipboard departments, steward department personnel should be required to demonstrate basic competency in their field before actually performing the work aboard ship.

The Paul Hall Center, located in Piney Point, Md., offers comprehensive training for mariners in all three departments – deck, engine and steward. The school's steward department classes are structured in modules designed to facilitate not only learning but relative ease of scheduling for the students. Those courses include galley operations (four weeks total); certified chief cook (12 weeks); advanced galley operations (four weeks); and certified chief steward (12 weeks).

Earlier this year, the St. Mary's County (Md.) Health Department presented an award to the Paul Hall Center because of the school's "superior compliance to food safety standards among food establishments" in the county.

Paul Hall Center Offers Career Advancement

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

Engine Department Course Spotlight

Basic Auxiliary Plant Operations

Applicants completing the school's 140-hour Basic Auxiliary Plant Operations course and who present the corresponding Paul Hall Center Certificate of Training to a U.S. Coast Guard Regional Exam Center within one year of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety examination module, PROVIDED they have also completed either the school's 63-hour Basic Motor Plant Operations course and/or the 70-hour Basic Steam Plant Operations course. Applicants who have successfully completed the course need not present individually completed "Control Sheets" for the assessments in application for STCW certification.

The objective of this course is to provide students with knowledge and practical operational skills required of rated engine department watchstanders as they sail in the capacity of FOWT. This objective is accomplished through classroom lectures and shore-side auxiliary plant simulator practical exercises.

Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program; successful completion of the unlicensed apprentice sea voyage and required sea projects; unlicensed apprentice sea voyage performance evaluations within the engine department as completed by the First Assistant Engineer of at least satisfactory or better; recommendation by the unlicensed apprentice sea voyage participating vessel's Chief Engineer OR six months' sea time as wiper AND STCW certification in all areas of basic safety training; successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG approved sea service or equivalent sea service in the engine room of vessels of at least six months; meet all USCG physical standards for qualified members of the engine department.

Military veterans meeting the prior military sea service requirement in the engine room of vessels must meet the following entrance requirements: Prior approval to the military veterans program for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department.



SHBP Awards \$140,000 in Scholarships

One SIU member and six dependents of Seafarers last month were selected by a panel of professional educators to be recipients of scholarships provided by the Seafarers Health and Benefits Plan (SHBP).

A total of \$140,000 was given in this year's scholarship program. One Seafarer was awarded a \$20,000 scholarship for study at a four-year college or university, as was each of the six dependents. Following are brief biographical sketches of each of the recipients as well as recaps of their respective educational goals. The scholarship program began in 1953.

Peter Hokenson

AB Peter Hokenson is the recipient of a scholarship for Seafarers. A native of Tacoma, Wash., Hokenson is a 1983 graduate of Gig Harbor High School in Gig Harbor, Wash. He holds a bachelor's degree in English from the University of Puget Sound in Tacoma and is well-versed in the martial arts. He joined the SIU in March 1992.

"After a stint at the University of Puget Sound, I decided I was not ready to wear a suit and tie and wanted to do something more adventurous," recalled Hokenson, who most recently sailed aboard the deep sea vessel *USNS Wright*. "I applied to the Harry Lundeberg School of Seamanship and the next thing I knew I was enrolled in the trainee program at Piney Point, Md.," he said. "Three months later, I was an ordinary seaman working aboard the *USNS Wilkes* out of Lisbon, Portugal, a far cry from my small hometown in Gig Harbor."

The experience he gained through the apprentice program, according to Hokenson, provided him with exactly what he was looking for — a chance to meet great people and visit interesting places while working aboard merchant ships. Hokenson has since upgraded his skills on several occasions by returning to the SIU-affiliated school.

One day while working as an AB aboard the *USNS Waters*, Hokenson reflected back on the training he had received in the martial arts as well as the black belt which he had earned in 1981. He attempted to do the same Chinese splits that his instructor had taught him a few years back and discovered that surprisingly, he could still do them.

"This (being able to do the challenging exercises) boosted my confidence enough to apply for the Seafarers Scholarship Program," Hokenson shared. "I thought that the skills I learned at Piney Point, combined with my college background could possibly help me work in the educational arena, both at home and abroad." He hopes to continue his studies at either the University of Puget Sound or St. Joseph's University.

Hokenson said he wanted to help people build an unshakable foundation that would enable them to withstand a troubled world; making it a better, safer place. For this reason, his future studies will focus on the arts, martial arts, education, music and the maritime industry.

After noting that his interests in each of the foregoing areas have been boosted as a result of being a mariner, he said, "I have learned the ropes from the best in the world.... It was not a cakewalk, but still an incredibly rich life experience. I would not trade it for anything."

Brittany L. Redding

Brittany L. Redding is a graduate of Attleboro High School in North Attleboro, Mass.

The daughter of deep sea Chief Steward Dennis Redding (and wife, Brenda), Brittany was born in Rhode Island. She completed her secondary education with a 96.73 overall GPA and held membership in both the National Honor and the National French Honor Societies.

A community activist, Brittany for the past five years captained the Relay For Life team in her neighborhood which to date has raised some \$10,000 for cancer research. She served as a hospital volunteer and in 2006 was chosen to attend the National Youth Leadership Forum on Medicine. In 2007, Brittany was one of five girls chosen to represent her high school during the American Legion sponsored Massachusetts Girl's State Forum on Medicine. Redding has several years of experience as a softball and volleyball player and was an avid member of her school's marching band.



Brittany L. Redding

Now that her high school days are over, Redding said, she plans to pursue a career in medicine. "Pending acceptance, I hope to start school next year at Johns Hopkins University in Baltimore studying medicine."

The fact that her father is frequently home-ported in Baltimore made Hopkins her first choice because "it's a prime location and [the school] has a not-too-shabby reputation." In addition to Hopkins, she also has applied for admission to the University of Pennsylvania, and New York University.

"Eventually, my dreams include a career in Radiology, a house in Wellesley and a massive amount of dogs. I have known from the beginning that I would choose a career in the medical profession for two simple reasons," she added. One is "the house in Wellesley" and the other is "because I am that person who is not satisfied with satisfying themselves. I joke about the house in Wellesley because the truth is I would take sleeping on the side of a building over that house if it meant that I was helping someone — that there was one person whose life I made better."

Christopher J. Wozunk

Christopher J. Wozunk hails from Blackwood, N.J., and is the son of FOWT John Wozunk (wife Carol). The senior Wozunk works in the inland division and most recently sailed aboard a Crowley Liner Services vessel.

Born in Seoul, Korea, Christopher is a graduate of Highland Regional High School in New Jersey. While at Highland Regional, Wozunk registered an overall 3.94 GPA and held membership in the National Honor, Nation Math and National Art Societies. Included in the vast list of activities in which he participated are chess, history, math, science, world languages and renaissance clubs; cross country and winter track and the Boy Scouts.

An aspiring artist who says that art is everywhere and that it's one's responsibility to find and embrace it for what it is—whether it is abstract or realistic—Christopher plans to continue his education at Drexel University. He said he will study architecture and art because art has had a tremendous influence in his life from childhood.

Wozunk recalled that his high school art instructor always told him that he could not teach him how to draw well but he could teach him how to see. "If there is one thing that he taught me, it was how to see," Wozunk said. "Not only in what I was drawing at the time, but the world around me."

Reflecting on some of his experiences as a member of the National Art Honor Society, Christopher said that the organization was far more than just a hobby for him. "It's a way I can express myself in a different medium. Furthermore, it provides a chance to beautify my school through my own vision."

Wozunk said he remembers seeing only blank white walls when as a freshman he walked through the halls of his high school. These once plain walls however have since been dramatically altered.

"These past years, a couple of friends and I have changed that by painting murals of inspirational quotes and palaces which have given meaning and depth to the walls," he said. "Using our imaginations and creativity, we have brought light to our school."

Benjamin A. Wilmoth

Benjamin A. Wilmoth hails from Plantation, Fla. He is the son of QMED Wendell Wilmoth (wife Cynthia) who sailed most recently aboard the deep sea ship Seabulk Energy.

Wilmoth graduated in the top 10 percent of his class at Plantation High School last month with a 3.7 GPA. In addition to playing on his high school soccer team, Wilmoth is an accomplished musician having played in both the marching and concert bands at his alma mater. He is an active member of his church, participates in a number of community activities and served as vice president of the computer club at Plantation High. Wilmoth is a member of the National Honor Society.

"After graduating from high school, I plan to attend the University of Florida," he said. "There, I plan to major in business-marketing, possibly with a minor in economics. After I receive my bachelor's degree, I will begin work towards my master's degree."

"I want to get a job as a market analyst and eventually as a market research supervisor. From there, I hope to become a market research director for a major company. I plan on moving to New York City or Chicago where the marketing job field is flourishing."

"I have been very fortunate as a teacher," wrote one of Benjamin's high school teachers in a letter of recommendation for the SHBP Scholarship Program. "Over the past decade, I have taught the best and brightest at my school. And I have seen over and over again what a challenging academic schedule, broad involvement in school, and a busy personal life can do to a student. Many crumble under the pressure, some orchestrate their lives with the seriousness of a conductor, and a few make the life of a college-bound student seem easy. Benjamin Wilmoth is one of the latter; he has the poise, grace, maturity and the sense of humor to handle any challenge thrown his way."

Albert B. Balatico

Albert B. Balatico is a graduate of Fontainebleau High School in Mandeville, La.



Albert B. Balatico

The son of deep sea Seafarer AB Albert V. Balatico (wife Patricia), Albert finished his secondary education with an overall GPA of 4.12. He held the office of vice president in his school's photography, art and quiz bowl clubs and was active in the Asian-Pacific American Society. Additionally, he performed more than 100 hours of community volunteer service as a tutor and spearheaded many drives to benefit the United Nations World Hunger Organization.

Balatico plans to pursue a career in journalism and film and hopes to



Christopher J. Wozunk

attend either the University of Southern California or Tulane University in Louisiana. "I believe that the freedom of speech is quintessential to not only democracy, but to the arts, traditional and contemporary," he said of his career plans. "I would like to double major in journalism and film studies because both fields are most relevant to our society. Both have blended in so beautifully with the advent of the digital age (through, for example) social networking sites, blogs and podcasts."

Albert believes that seeking a higher education will allow him to express himself while also making a living. "I will be perfectly content living modestly and having my passion, but that is a basic expectation derived by any artist," he said

Xiao X. Li

Xiao X. Li was born in the People's Republic of China. The daughter of deep sea Chief Cook Melih Seegers (husband Steven), she is a 2006 graduate Fernandina Beach High School in Fernandina Beach, Fla.

A member of the National Honor Society, she completed her secondary education with an overall GPA of 3.72 and was the treasurer of her high school's Technology Students Association. Xiao was also an active member of her school's Chinese American Student Association and its chapter of the American Institute of Architecture (for students). In addition to being involved in student activities, she was an active volunteer in her community, donating time to the Humane Society, Special Olympics and various beach cleanup projects. She also participated in fund raising marathons and did behind-the-scenes volunteer work in support of Super Bowl XXXIX, which was played at ALLTEL Stadium in Jacksonville, Fla.

After finishing high school, Li in the summer of 2006 entered Santa Fe Community College in Gainesville, Fla., where she took classes for two summers of study. Also in 2006, she enrolled in the University of Florida (also in Gainesville) where she has earned 45 credits toward her degree in architecture.

Architecture is Li's passion largely because of her past in China, where "the harborage of 1.3 billion people" left a lasting impression on her. "The presence of numerous multigenerational family refuges had its dominant role," she said. "It had consisted of relatives from the great grandma on my mother's side to younger cousins and nieces who all shared the same dwelling."

"A notorious one bedroom, one bathroom apartment [which] measured a square footage of less than 500 was what my family called home. With no access to air-conditioning or heat, we were fortunate to possess a stationary portable fan. The schools were infamous for sitting fifty rowdy students into a small classroom with the only circulation being two small gaping windows."

She added, "The population of the world is increasing by the minute, yet the surface area of the Earth is not going to change. To help solve this issue, we must efficiently use the limited space we possess, allowing sustainability to become part of the project from the beginning. This scholarship will help fund my continued aspirations and commitment into my graduate studies and toward creating a better society for all."

Sidney A. Kirk

Sidney A. Kirk is a recent graduate of Currituck County High School in Barco, N.C., and is the daughter of AB Robert Kirk (wife Sylvia), who sails in the deep sea division.

While at Currituck County, Sidney amassed an overall 4.30 GPA and was an active participant in varsity girls' soccer as well as the BETA, science and poetry clubs. Additionally, Sidney was a founding member of the school's Freshman Mentor Program, Invisible Children's Club and Honor Court. She also served as chief justice of the honor court and was a member of the school's Quiz Bowl trivia team which advanced to the state finals in competition against other high schools.

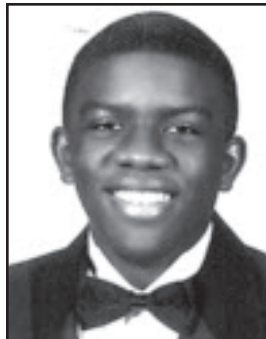
Sidney during her high school career was the recipient of numerous awards and honors including the National BETA Club Certificate (2005-2008), Certificate of Achievement-District Champions Quiz Bowl Team (2005-2006), Outstanding Achievement in Honors English II (2005-2006), Outstanding Achievement in Creative Writing (2004-2005) and the Presidential Physical Fitness Award (2004-2005). Kirk also received recognition as an all conference soccer player and was cited for academic achievement as a student athlete.

Besides school activities, Sidney was heavily involved in community service. She volunteers as a tutor for her church's elementary student tutoring program; participated in Operation Christmas Child, which provides gifts and subsistence boxes to less fortunate children; and gave her time in support of Corolla Wild Horse Days, an event focused on raising money to ensure the wellbeing of the Corolla wild mustang and to inform tourists about the importance of respecting wildlife.

When asked about her plans for the future, Sidney had a clear-cut agenda. "I plan to attend college at UNC Chapel Hill for eight years in order to obtain my doctorate in physical therapy," she said. "After college, I would like to work in a hospital for a few years to gain some experience. Eventually, I'll open up my own physical therapy business practice here in Currituck or the Outer Banks."



Xiao X. Li



Benjamin A. Wilmoth



Sidney A. Kirk



From left, Recertified Steward Peter Schmitt displays his handiwork, while SA Eusebio Avila cleans up after breakfast. Chief Cook Clarence Mack, in the words of the man behind the lens, "hams it up for the camera." *Sealand Meteor* Capt. Howell (right in photo above) on behalf of the other officers and crew, accepts a piece of art from Yasuo Watanabe of the Shimizu Port Authority.

Sealand Meteor Makes Historic Port Call in Japan



Some of *Meteor's* crew listen to an SIU patrolman upon returning to the U.S. Pictured left to right are Recertified Bosun Stephen Kastel, AB Norman Taylor and AB Richard Volkart.

Editor's note: Recertified Steward Peter Schmitt submitted this article and the accompanying photos.

At approximately 2:30 p.m. on Wednesday, April 16, the Maersk Line, Limited containership *Sealand Meteor* called at the Port of Shimizu, Shizuoka Prefecture, Japan. It is believed that the *Meteor* is the first U.S.-flag merchant vessel to call on that port.

The officers and crew hosted a small reception in the officers' mess to receive the dignitaries from the City of Shimizu, the Shimizu Port Authority, and the Shimizu Port Promotion Association.

A short speech was given by Yasuo Watanabe of the port authority, in which he said, in part, "Today, we three parties representing local

government and the port are now visiting your fine ship to say thank you for calling and we hope it will continue in the future. Shimizu Port exports freight such as motorcycles and automobile parts to North America and Europe; therefore, the enhancement of services for North America is an earnest wish for the industrial world and the inhabitants of Shizuoka Prefecture. We hope that the establishment of this sea route contributes to further development of Shimizu Port."

After the greetings, the master of the *Sealand Meteor*, Captain Raymond Howell, accepted on behalf of the officers and crew a beautiful piece of Japanese art titled "Shippouyaki," depicting the port area in ancient times. He

also received a plaque for the ship commemorating a visit and return to heaven of a Japanese legend.

Finally, the guests presented to the ship a beautiful bouquet of local flowers. The visitors were then treated to an assortment of canapés and hors d'oeuvres prepared by Recertified Steward Peter Schmitt, Chief Cook Clarence Mack and Steward Assistant Eusebio Avila.

The rest of the SIU crew aboard the *Meteor* included Recertified Bosun Stephen Kastel, ABs Norman Taylor, Mathew Bevak, Richard Volkart, Frederick Reich and Josefino Casugay, Chief Electrician Chris Earhart, QMED Kenyatta McNeil and DEU Editho Barraca.

Annual Statements Sent To SMPPP Participants

The mailing of annual statements from the Seafarers Money Purchase Pension Plan (SMPPP) to Plan participants was completed in April, according to SMPPP Administrator Margaret Bowen.

Based on year-end reports received from Morgan Stanley Dean Witter, SMPPP investment manager, the Plan continues to perform well despite ongoing market volatility. Interest earned on the accounts during 2007 was 5.49 percent with an annualized return since inception of 9.87 percent; the total amount in all accounts was more than \$70.1 million with the addition of \$14.1 million that merged from the NMU Annuity Plan.

The SMPPP originated in 1996, as the SIU successfully negotiated the new benefit into the standard freightship and tanker agreements. The SMPPP subsequently has been included in other SIU contracts.

Approved by the Internal Revenue Service, the SMPPP is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. SIU members may make voluntary contributions to their respective accounts through a Vacation Plan deduction or via checks sent directly to the Plan.

The SMPPP is completely separate from a member's defined benefit pension, as well as the SIU 401(k) Plan. Participants are immediately vested in their respective SMPPP accounts as soon as the first such contribution is made.

Unlike the Seafarers Pension Plan, there is no minimum amount of sea time needed to receive the money from an SMPPP account. Seafarers can collect the funds from their SMPPP account when they reach retirement age, become totally and permanently disabled, or leave the industry. Widows/widowers may collect the funds in the event of their spouse's death.

Bosun 'Snake' Williams Dies at 80

The SIU recently lost a dedicated, greatly respected member of its union family when Rowland "Snake" Williams died April 18 at his home in Baltimore. He was 80 years old.

While there's nothing poetic about yard work, there is perhaps some symbolism in the fact that Williams passed away while working around the house. (He suffered heart failure.) As was the case during his nearly 50 years sailing with the SIU (mostly as a bosun) and another 14 years helping out at the Baltimore hall, whenever Williams saw a task that needed to be done, he didn't hesitate.

Colleagues remembered Williams, who began sailing as a 15-year-old in World War II after training at Sheepshead Bay, N.Y., with genuine appreciation. They described him as businesslike but with a proverbial heart of gold when it came to helping fellow Seafarers.

"He was a stand-up guy, a great union guy," said SIU President Michael Sacco. "We worked on a lot of organizing campaigns together — he never missed one. Whenever you needed a volunteer, you could

always depend on Snake. He was a top-flight sailor, too — a really good bosun who knew his stuff."

Williams' career as a rank-and-file Seafarer included voyages in multiple wars and a long stint as bosun with the shore gang in Petty's Island near Philadelphia. He retired from sailing shortly after the Persian Gulf War in 1991. His last vessel was the *USNS Wright* — from which his ashes are to be scattered in July.

For the last 14 years, he was a familiar face at the hall in his native Baltimore and on SIU-contracted ships calling on the port.

Anyone who shook his hand undoubtedly would appreciate the root of his nickname: "Snake" never meant to menace, but he had a python-like grip.

"Snake always looked out for the SIU and ran the gang up in Philadelphia better than the supervisors did," recalled SIU Secretary-Treasurer David Heindel. "He always had a concern to help fellow members in whatever way he could, no matter the problem. He didn't discriminate when it came to helping others. If you were an SIU member, he'd give you the shirt off his back."

Williams persevered through what must have been an extraordinarily difficult final year in which three family members died: his daughter, an adult grandson and, most recently, his wife, Doris, who passed away in February. Baltimore Port Agent Dennis Metz said



Rowland "Snake" Williams (left) greets a Seafarer in early 2003 aboard the *Cape Wrath* in Baltimore.

Williams' strength through it all proved remarkable — Snake still pitched in at the hall six days a week — but he and others noticed a general decline after Doris died.

"Calling him a friend just doesn't do it justice," Metz stated. "He had uncompromised integrity and was honest to a fault. It was an absolute privilege and honor to spend time with him. I learned a lot from him. As the saying goes, they don't make them like Snake anymore."

Lisa Clark, secretary at the Baltimore hall, noted Williams had "a wonderful personality. He loved to help people. He was one-of-a-kind and will be greatly missed."



This photo from his union book shows Williams in his younger days.

Maersk's 'Drive to Zero' Produces Safe Results

One of the reasons U.S.-flag ships and U.S. mariners stand out from some others in a worldwide crowd is concern for the safety and wellbeing of those who work on board. SIU-contracted Maersk Line, Limited (MLL) is a prime example of proactive efforts when it comes to safety, health and environmental stewardship.

For instance, MLL's "Drive to Zero" program is a hands-on initiative to assist employees (mariners and shore-side personnel alike) in focusing on safety and teamwork to make the workplace as safe as possible. As suggested by the title, its goal is to drive down unsafe and environmental incidents as close to zero as possible or eliminate them altogether.

The results are quite positive. In 2007, the program helped net MLL a "Lost Time Accidents" (LTAs) rate of less than .5 per 1,000 man hours, an extremely low result by industry standards. Plus, MLL had no spills in 2007. In 2008 so far, the LTA rate is very low and there have been no spills.

One of the key steps MLL took toward enhancing safety was to partner with the SIU-affiliated Paul Hall Center for Maritime Training and Education to provide unlicensed mariners a two-day safety course called "Safety Boot

Camps." According to MLL, the boot camps are integral in the company's approach to Drive to Zero. The agenda focuses on leadership and effective communications as well as more technical topics such as job safety analysis and prevention of electric shocks.

MLL says attendees have commented that they were impressed with the content. Recognizing the number of excellent performing unlicensed Seafarers that frequently sail with MLL, the company is opening attendance to SIU mariners sailing aboard Maersk's government and commercial vessels with an MLL work history of at least three years. Any mariner interested in attending one of these Safety Boot Camps may email kpretto@mllnet.com. Safety Boot Camps are scheduled at Piney Point for early June and August 12-13.

In addition to the Safety Boot Camps conducted for both officers and ratings, MLL runs monthly safety council meetings. These meetings are attended by senior management, fleet managers, labor relations personnel and Quality, Environment, Safety and Security (QESS) staff members. The primary purpose of the council is to provide frequent proactive oversight of MLL's safety and environmental programs and



Seafarer Benjamin Sivells (center) receives a cash award as part of Maersk's safety efforts. Sivells, sailing aboard the *Achiever*, observed a mooring line in imminent danger of parting and reported it to the captain. He then assisted in making the situation safe.

initiatives. This is intended to help ensure they remain effective, relevant and in alignment with the overall MLL culture.

A "case study" of the previous month's LTAs (if any) is presented by the fleet manager with specific focus and discussion on the cause. LTAs, "near miss reports" and "best practices" are shared weekly through MLL's Quality-Gram, or Q-GRAM, communication.

In 2006, MLL rolled out a new Safety Recognition Program. A cash award is given to every vessel's entertainment account after completing a calendar quarter LTA-free. An additional \$1,000 will be added to this account each time a vessel reaches 1,000 days LTA-free.

Early this year MLL introduced a new program in which the masters and chief engineers may issue a \$100 cash award each month to any crew member who goes out of their way to contribute to and promote the safety culture on

board. As of early May, 11 mariners had received this award.

To aggressively pursue the Drive to Zero initiative, MLL says it has implemented the Ship Safety Training Team program. The program consists of two trainers riding a vessel to conduct safety training while the ship is at sea.

According to MLL's General Manager of QESS Carol Berger, "MLL will continue to take actions to ensure that each and every member of our fleet feels that they have a direct influence on the safety performance of the company. Earning the trust of our mariners and making every mariner feel empowered is the only way that we are going to eliminate injuries on board our vessels."

SIU Vice President Contracts George Tricker said, "Maersk's commitment to the health and safety of seafarers exemplifies a culture of caring and respect toward employees. The company also deserves credit for doing its part to help care for the environment."



Maersk Line, Limited's SIU-contracted fleet includes the *Alliance Norfolk*, pictured earlier this year in Baltimore.

Welcome Ashore, Bosun



SIU VP Great Lakes Tom Orzechowski (right) congratulates Bosun Charles Neigebauer at the Algonac hall in late April as the newly retired Seafarer receives his first pension check. Brother Neigebauer joined the union in 1969. He sailed for many years with American Steamship Company, including numerous voyages aboard the *St. Clair*. In 2004, the company honored him with its "Mariner of the Year" award.

Bruch Family Celebrates Maritime Heritage



When Seafarer Chad Bruch (right) graduated in April from the Paul Hall Center's unlicensed apprentice program, it signaled the continuation of the family's maritime heritage. Chad's grandfather (center), Capt. Dean K. Bruch, sailed aboard Waterman ships during World War II. In the years that followed, Capt. Bruch at various times sailed as a pilot, master and chief mate, including a year as master aboard an SIU-contracted riverboat. Chad's father, Dean A. Bruch (left), also traveled to Piney Point, Md., to celebrate Chad's successful completion of the apprentice program.

New TWIC Deadline: April 15, 2009

As reported on page 2, the new deadline for U.S. mariners to obtain the government-mandated Transportation Worker Identification Credential (TWIC) is April 15, 2009. The U.S. Department of Homeland Security last month announced the revised deadline; the original cutoff date was Sept. 25, 2008.

The SIU encourages members to enroll for the TWIC as soon as possible. Step-by-step instructions have been published in the last few editions of the *LOG* and are available on the web both

at www.seafarers.org and at the Transportation Security Administration's TWIC web site, www.tsa.gov/twic.

Seafarers also are asked to occasionally visit the SIU web site and/or check with their port agents for the latest TWIC news. For instance, when the DHS announced the changed deadline, the SIU site immediately posted the news release on its home page and also distributed the information to all SIU halls.

The Transportation Security Administration TWIC web site

now includes a link where individuals may check the status of their card and/or schedule a time to pick it up.

FOR MORE INFORMATION

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

This is a list of addresses for Transportation Worker Identification Credential (TWIC) enrollment centers as of mid-May, as published by the Transportation Security Administration at the following web address: <http://www.tsa.gov/twic>

Alabama
250 North Water Street
Mobile, AL 36602-4000

Alaska
Suite 202
3200 Hospital Drive
Juneau, AK 99801

619 E Ship Creek Ave.
Anchorage, AK 99501

KPD Shelikof Facility
405 Marine Way
Kodiak, AK 99615

Harrigan Centennial Hall
330 Harbor Drive
Sitka, AK 99835

California
Oakland Maritime Support
Services (OMSS)
11 Burma Road
Oakland, CA 94607-1010

1830 Embarcadero Avenue
Suite 104
Oakland, CA 94606-5230

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

1931 N. Gaffey Street
Suite B
San Pedro, CA 90731-1265

Suite 300
13201 San Pablo Ave.
Richmond, CA 94806

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

2000 Marina Vista Dr.
Martinez, CA 94553

1251 N. Rice Ave.
Oxnard, CA 93030

Suite 202
500 Sansome Street
San Francisco, CA 94158

Connecticut
75 Crystal Ave.
New London, CT 06320

Delaware
1 Hausel Road
Wilmington, DE 19801-5852

Florida
955 Tallyrand Avenue
Jacksonville, FL 32206-6049

707 Mullet Road
Suites 117/118
Port Canaveral, FL 32920-4519

975 North America Way
Miami, FL 33132-2004

2604 E. 7th Ave.
Tampa, FL 33605

Port Everglades Badging Office
1030 Taylor Road
Dania Beach, FL 33004-2810

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

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

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

Manatee County Port Authority
13604 Reeder Road
Palmetto, FL 34221

Georgia
5214 Augusta Rd
Garden City, GA 31408-1606

Country Inn and Suites
211 Gateway Center Blvd.
Brunswick, GA 31525

Hawaii
1347 Kapiolani Blvd.
Suite 204
Honolulu, HI 96814-4512

Hilo Hawaiian Hotel
71 Banyan Drive
Hilo, Hawaii 96720-4601

Kahului Shopping Center
65 West Kaahumanu Avenue
Unit 14
Kahului, HI 96732

2970 Kele Street
Suite 102
Lihue, HI 96766

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

Three Rivers Safety Council
1615 W. Jefferson Street
Suite TWIC
Joliet, IL 60435-6724

Hampton Inn
11 Winners Way
East Peoria, IL 61611

Suite 153
1635 1st Street
Granite City, IL 62040

Indiana
200 Russell Street
Suite 110
Hammond, IN 46320-1825

3602 Northgate Court
Suite 37C
New Albany, IN 47150-6417

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

Louisiana
Safety Council for Louisiana
Capital Area
8180 Siegen Lane
Baton Rouge, LA 70810-1914

700 W. McNeese Street
Lake Charles, LA 70605-5532

Port Fourchon Harbor Police
108 A.O. Rappelet Road
Port Fourchon, LA 70357-0000

170 East James Drive
Suite 104
St. Rose, LA 70087-4005

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

512 Roderick Street
Morgan City, LA 70380

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

Maine
236 Oxford Street, Suite 12
Portland, ME 04101-3070

163 Hildreth Street North
Bangor, ME 04401

Maryland
2200 Broening Hwy, Suite 220
Baltimore, MD 21224-6623

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

Suite 2106
3225 Old Washington Rd.
Waldorf, MD 20602

Massachusetts
300 Tremont Street
Unit #5
Carver, MA 02330-1758

Boston Autoport
100 Terminal Street
Charlestown, MA 02129

TWIC Enrollment Centers

Michigan
Delray Mechanical
667 S. Post Street
Detroit, MI 48209-3053

800 East Ellis Road
Suite 122
Norton Shores, MI 49441-5622

511 Ashmun Street
Sault Ste. Marie, MI 49783-1960

863 North Pine Road
Essexville, MI 48732

430 S. Water Street
Marine City, MI 48039

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

396 N. State Street
St. Ignace, MI 49781

Suite 105
1020 Hastings Street
Traverse City, MI 49686

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

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

1310 Port Terminal Road
Duluth-Superior, MN 55802

Holiday Inn
1500 Hwy 71
International Falls, MN 56649

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

Mississippi
Ergon Refining
227 Industrial Drive
Vicksburg, MS 39183-0000

Suite D
1223 30th Ave.
Gulfport, MS 39501

Unit B19
800 Dr. Martin Luther King Jr.
Blvd.
Greenville, MS 38703

New Hampshire
30 Mirona Road Extension
Suite 2
Portsmouth, NH 03801

New Jersey
Northern New Jersey
89 Leuning Street, Suite G
South Hackensack, NJ 07606-1345

New York
102 Smith Boulevard
Albany, NY 12202-1067

Howland Hook Marine Terminal
241 Western Avenue
Staten Island, NY 10303-1103

Whitehall Ferry Terminal
4 South Street
Room 210
New York, NY 10004-1940

Suite 9
2680 Grand Island Blvd.
Grand Island, NY 14072

One East 2nd Street
Oswego, NY 13126-1177

Suite 310
803 West Avenue
Rochester, NY 14611

North Carolina
Suite 107
5704 Oleander Drive
Wilmington, NC 28403

311 Atlantic Beach Causeway
Atlantic Beach, NC 28512-7359

Ohio
3100 E45th Street
Suite 226
Cleveland, OH 44127-1091

Star Center
One Maritime Plaza
720 Water Street
Toledo, OH 43604-1883

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

401 Broadway Avenue
Suite D, Office B
Lorain, OH 44052-0000

4830 State Road
Ashtabula, OH 44004-6214

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

Oklahoma
5350 Cimarron Road
Catoosa, OK 74015-3027

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

Pennsylvania
Philadelphia Regional Port
3460 North Delaware Ave.
Philadelphia, PA 19134-6311

701 North Point Drive
Suite 104
Pittsburgh, PA 15233-2133

Suite 120-D
601 Upland Ave.
Brookhaven, PA 19015

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

Navy Frontier Pier (Mueller
Frontier)
Suite 1
408 Avenue Fernandez Juncos
San Juan, PR 00908

Rhode Island
17 Virginia Ave
Suite 105
Providence, RI 02905-5443

South Carolina
4600 Goer Drive, Ste 112
North Charleston, SC 29406-6500

Tennessee
3865 Viscount Avenue
Suite 2
Memphis, TN 38118-6000

3200 West End Avenue
Suite 510
Nashville, TN 37203-1330

Suite 427
5959 Shallowford Road
Chattanooga, TN 37421

Texas
7433 Leopard Street
Corpus Christi, TX 78409

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

West Gulf Maritime Association
1717 Turning Basin, Suite 100
Houston, TX 77029-3003

3800 Highway 365
Suite 123
Port Arthur, TX 77642-7566

1000 Foust Road
Brownsville, TX 78521

1750 FM 1432
Victoria, TX 77905-0000

Mall of the Mainland
Space #1074
10000 Emmett F. Lowery Expy
Texas City, TX 77590

411 West Main Street
Port LaVaca, TX 77979

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

Suite 103
6000 Broadway
Galveston, TX 77551

621 W Main Street
LaPorte, TX 77571

Virginia
Suite F
814 Greenbrier Circle
Chesapeake, VA 23320

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

Washington
5009 Pac Hwy E
Suite 17
Fife Business Park
Tacoma, WA 98424-3432

Fraternal Order of Eagles (FOE)
AERIE # 1
6205 Corson Avenue South
Seattle, WA 98108

8327 Summit Park Rd
Ste. D
Anacortes, WA 98221

Port of Everett Marina
Marina Conference Center
404 14th Street
Everett, WA 98201-1674

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

Wisconsin
Chase Commerce Center
3073 South Chase Avenue
Suite 620 Building 28 Floor 1
Milwaukee, WI 53207-2668

Hotel Green Bay
780 Armed Forces Drive
Green Bay, WI 54304

Snapshots from The Port of Jacksonville

The photos which appear on this page capture some of the activities in which Seafarers are involved during their daily duties aboard vessels in and around the port of Jacksonville, Fla.

While these photos only depict crew members from aboard three SIU-contracted vessels, more than a few others as well as hundreds of Seafarers regularly call on the port. Watch future editions of the LOG for more Jacksonville snapshots.

El Yunque



Members of the *El Yunque* deck department take a break from their duties for this photo. Pictured are AB Manuel Rodriguez, AB Jose Canales, Bosun Luis Ramirez, GUDE Jackie Jones and AB Donley Johnson.



AB Raul Colon prepares the gangway of the *El Yunque* for use by fellow crew members.



OMU Emanuel Paul places a relief call from the *El Yunque* engine room (left) while Chief Steward Francis Ostendarp (above) prepares breakfast. Chief Cook Vallejo Hernandez (photo at right) slices meat for the crew's lunch meal.



SL Motivator



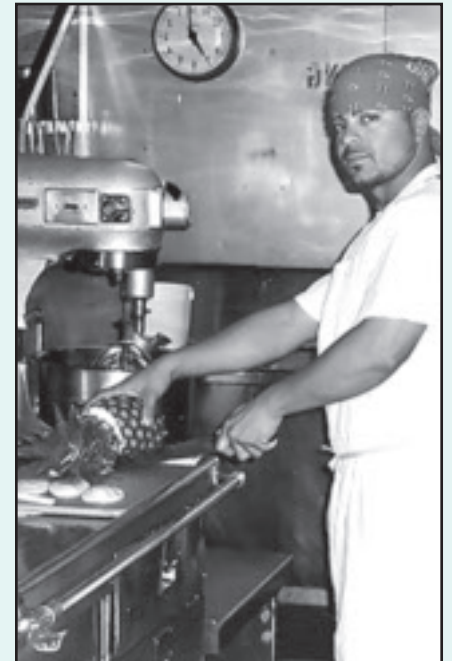
SA Curtis Spencer (above) prepares a breakfast plate for member of the crew, while Chief Cook Frank Washington (right) puts the finishing touches on an entree at the stove top. UA Joseph Bankhead (below) cleans dishes following the breakfast meal. They are crew members aboard the *SL Motivator*.



Horizon Producer



Members of the *Horizon Producer* steward department meet prior to beginning preparation of another meal. Pictured (left to right above) are UA Ronnie Rodriguez, Recertified Steward Exxl Ronquillo, SA Marin Martin and Chief Cook Carlos Sanchez. Rodriguez prepares fruit for the salad bar (photo at right), while Martin (below right) cuts butter for the condiment rack. Sanchez (below left) prepares meat which will be used for the meal's main entree.





AB Ray Harvell



AB Ruben Gamboa



AB Audania Bomar



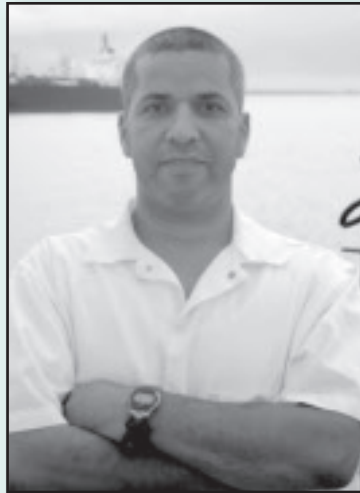
AB Ed Osario



CC Marlon Battad



SA Rosemary Glover



SA Gamal Meawad



AC Norma West



CC Raymond Alexander



SA Deborah Artis



CB Lamont Faulks



Recertified Steward Tony Spain



The Maersk-operated and SIU-crewed MV Pvt. Franklin J. Phillips is underway during SEACAT 2008.

While Sailing in the South China Sea, Strait of Malacca

Seafarers Assist in Anti-Terror

Two SIU-crewed ships sailing in the U.S. Navy's Military Sealift Command (MSC) fleet recently joined a multinational anti-terrorism exercise in the South China Sea and Strait of Malacca.

The prepositioning ships *USNS 1st Lt. Baldomero Lopez* (operated by Seafarers-contracted AMSEA) and *MV Pvt. Franklin J. Phillips* (Maersk) were the focal points of several training scenarios during the exercise called Southeast Asia Cooperation Against Terrorism (SEACAT).

Naval forces from the United States, Thailand, Malaysia, Singapore, Brunei and the Philippines participated in the annual exercise in the Malaccan Straits. The straits are notorious for piracy and terrorism activities.

The *Phillips* and *Lopez* played the role of suspicious merchant vessels during the exercise, which was designed to highlight the value of sharing information in a multinational environment as well as conduct training in maritime interception operations.

Combined, the *Lopez* and *Phillips* were boarded on five occasions by representatives from four Southeast Asian countries. During the training scenarios, the *Lopez* transited southwest from Phuket, Thailand, while the *Phillips* left Brunei's capital, Bandar Seri Begawan, heading east through the South China Sea. Both ships were destined for Singapore.

During the exercise the Asian navies tracked the ships and responded to simulated challenges, such as searching the ships for suspicious cargo or crew members. The exercise is designed to highlight the value of communication and cooperation between navies of different countries.

The *Lopez* and *Phillips* will also be platforms for U.S. Coast Guard teams to train foreign military personnel, offering techniques for successfully boarding and searching suspicious vessels, according to MSC.

Accompanying this article are photos from the *Phillips* submitted by AMO member Edward McDonnell.



Members of the Royal Brunei Special Forces.



Brunei Special Forces (photo at right)



AB James Stetter



AB Joseph Leeks



AB Kenneth McDaniel



Bosun Bernard Baker



SEACAT 2008 in the South China Sea.



AB Steve Castle



Recertified Bosun Fred Gongora



British Royal Marines practice tactics aboard the MV Pvt. Franklin J. Phillips.



DEU Kendra Gardner



Royal Brunei Special Forces prepare to board a suspect vessel.



QMED Rudy Cunanan



British Royal Marines (photo above) hone their vessel boarding skills.





Crewed by members of the SIU Government Services Division, the *USNS Kanawha* (left, shown in a file photo from 2007, alongside the aircraft carrier *USS Nimitz*) recently assisted in a rescue in the Gulf of Aden. (U.S. Navy Photos)

CIVMARS Assist in Gulf of Aden Rescue

Members of the SIU Government Services Division on May 4 assisted the crew of a vessel in distress in the Gulf of Aden, according to the U.S. Military Sealift Command (MSC).

The SIU CIVMARS who took part in the rescue were sailing aboard the MSC fleet replenishment oiler *USNS Kanawha*.

The agency reported that the *Dunia*, a 49-foot dhow with a crew of 10, experienced a serious engine problem, leaving it unable to operate at sea. The *Kanawha*, which was nearby, responded.

Kanawha engineers went aboard the dhow to troubleshoot the prob-

lem. Once they determined repairs would need to be completed ashore, Combined Task Force 150 sent their nearest ship, the *USS Shoup*, to tow the dhow toward Yemeni territorial waters, close to Al Mukalla, where a tugboat was waiting to bring the small boat pier-side.

The dhow arrived in Yemeni territorial waters May 6.

The *Kanawha* and the *Shoup* also provided the dhow's crew with food, water and medical support during the two days.

"The crew of the *Kanawha* responded in the finest tradition of the merchant marine to come to the aid of mariners in need," said Capt. James Dolan, the ship's civil service master. "Many of the crew volunteered to man the rescue boats that delivered food and water to the crew of the *Dunia*."

Coalition forces have a longstanding tradition of helping mariners in distress by providing medical assistance, engineering assistance as well as search and rescue, noted MSC.



The guided-missile destroyer *USS Shoup* tows the 49-foot dhow *Dunia* after the boat experienced engine problems

Are You Receiving All Your Important Mail?

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

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

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

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other _____

*This will be my permanent address for all official union mailings.
 This address should remain in the union file unless otherwise changed by me personally.* 6/08

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

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

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

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

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

Important Notice

Accessing CIGNA Network Information

Seafarers Plans officials report that some rank-and-file Seafarers and their dependents have experienced difficulties locating and accessing providers for their CIGNA health care benefits, but it's not because of the network itself.

At last month's membership meetings, the Seafarers Health and Benefits Plan (SHBP) administrator's report included a reminder that Seafarers who want to locate providers in the CIGNA network should log on to the web site that is listed on the back of their CIGNA identification cards. That web site is:

www.cigna.com/SA-PPO2

Seafarers should note that the second-to-last letter in the CIGNA web address is the capital letter "O" rather than a zero, and the web address is case-sensitive.

"It is important that you use this exact web site because we participate in the 'Shared Administration' section of CIGNA's network," said Maggie Bowen, SHBP administrator. "If you log on to the myCIGNA.com web site, you are not viewing the correct providers for the Shared Administration network."

Bowen said Seafarers also may call 1-800-768-4695 to locate providers in their areas.

She noted that the Seafarers Health and Benefits Plan also participates in the Shared Administration section of CIGNA's dental network. To obtain information on dental providers, members should either log on to:

www.cignadentalnetworksolutions.com

or call a special toll-free phone number. To obtain this designated number, members are asked to contact the Seafarers Claims Department at 1-800-252-4674. Local port agents also can provide the number.

Personals

Dolores Marcell would like Rex O'Conner to contact her as soon as possible at (718) 874-8476.

Viola Yeager, please contact Amanda Lesh at (573) 673-1507.

Retired Chief Cook Ms. Suzanne Van Schoor is asked to contact Derrick Crummy. He can be reached at (206) 774-3905 or (206) 679-6209 (cell). Crummy can also be contacted via his e-mail: Lepuffer@yahoo.com.

July & August 2008 Membership Meetings

Piney Point.....Monday: July 7, August 4

AlgonacFriday: July 11, August 8

Baltimore.....Thursday: July 10, August 7

BostonFriday: July 11, August 8

GuamThursday: July 24, August 21

Honolulu.....Friday: July 18, August 15

HoustonMonday: July 14, August 11

Jacksonville.....Thursday: July 10, August 7

JolietThursday: July 17, August 14

Mobile.....Wednesday: July 16, August 13

New Orleans.....Tuesday: July 15, August 12

New YorkTuesday: July 8, August 5

NorfolkThursday: July 10, August 7

OaklandThursday: July 17, August 14

Philadelphia.....Wednesday: July 9, August 6

Port EvergladesThursday: July 17, August 14

San JuanThursday: July 10, August 7

St. LouisFriday: July 18, August 15

TacomaFriday: July 25, August 22

Wilmington.....Monday: July 21, August 18

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

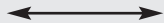
Dispatchers' Report for Deep Sea

April 16, 2008—May 15, 2008

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	6	1	1	0	0	0	2	8	5
Anchorage	0	3	1	0	3	0	1	2	5	2
Baltimore	6	5	1	1	7	2	1	10	7	0
Fort Lauderdale	7	18	5	17	10	0	7	16	30	9
Guam	2	5	0	3	0	2	0	2	8	2
Honolulu	12	15	1	5	6	1	1	19	19	3
Houston	42	33	4	29	22	4	21	72	63	8
Jacksonville	26	29	5	28	22	2	21	49	44	9
Joliet	1	2	1	0	1	0	0	2	5	3
Mobile	12	8	0	7	3	0	2	19	13	2
New Orleans	10	10	3	13	10	1	9	23	9	4
New York	30	31	2	9	17	1	10	82	60	7
Norfolk	13	18	2	15	14	2	5	22	32	6
Oakland	17	9	1	16	4	0	6	36	19	3
Philadelphia	2	3	0	1	3	1	1	4	5	4
Piney Point	3	6	0	0	7	0	2	3	7	0
Puerto Rico	9	9	0	9	11	0	7	11	13	2
St. Louis	1	3	0	2	4	0	1	2	8	2
Tacoma	31	31	6	23	23	1	16	58	50	13
Wilmington	29	20	5	26	18	0	14	46	32	11
Totals	253	264	38	205	185	16	125	481	437	95
ENGINE DEPARTMENT										
Algonac	0	1	0	0	1	0	0	1	2	1
Anchorage	0	2	0	0	1	0	0	0	3	0
Baltimore	4	6	2	3	2	0	0	1	10	2
Fort Lauderdale	3	5	3	8	4	1	3	9	11	4
Guam	0	1	2	0	1	0	0	0	5	3
Honolulu	12	5	0	8	2	0	2	16	8	1
Houston	15	18	2	19	12	1	7	21	26	2
Jacksonville	23	20	1	17	15	1	5	23	31	3
Joliet	0	0	1	0	0	0	1	0	2	1
Mobile	5	3	1	2	3	0	1	12	6	1
New Orleans	8	3	0	7	3	0	1	11	6	0
New York	17	8	3	8	2	0	3	31	24	7
Norfolk	9	17	4	5	9	2	3	11	22	7
Oakland	6	3	2	5	6	0	2	11	12	4
Philadelphia	1	2	0	0	1	0	0	3	6	1
Piney Point	1	2	0	0	0	0	0	2	4	0
Puerto Rico	1	3	1	4	3	0	4	4	8	1
St. Louis	1	2	1	0	1	1	0	2	3	2
Tacoma	11	10	1	9	6	0	6	27	26	5
Wilmington	9	14	3	11	8	1	6	19	15	8
Totals	126	125	27	106	80	7	43	204	230	53
STEWARD DEPARTMENT										
Algonac	0	2	0	0	0	0	0	2	3	0
Anchorage	0	1	0	0	1	0	0	0	2	0
Baltimore	4	3	0	0	2	0	1	5	2	0
Fort Lauderdale	8	9	0	8	4	1	3	9	10	1
Guam	0	0	1	0	0	1	0	4	1	0
Honolulu	15	3	0	15	2	0	1	16	4	0
Houston	15	10	0	17	7	0	7	33	14	1
Jacksonville	10	8	0	14	6	0	7	26	15	1
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	3	2	1	1	0	0	0	6	8	1
New Orleans	4	4	1	3	2	1	1	6	7	2
New York	11	6	1	12	6	0	6	37	11	2
Norfolk	6	10	1	11	9	0	2	7	15	2
Oakland	24	4	0	13	0	0	4	40	8	0
Philadelphia	3	0	0	2	1	0	0	3	2	1
Piney Point	4	0	0	1	0	0	0	4	0	0
Puerto Rico	2	2	0	1	3	0	2	5	2	0
St. Louis	0	1	0	0	1	1	0	3	2	0
Tacoma	12	5	0	7	0	0	4	28	13	0
Wilmington	21	5	1	13	0	0	3	38	10	2
Totals	142	75	6	118	44	4	41	272	130	13
ENTRY DEPARTMENT										
Algonac	0	2	3	0	0	0	0	0	7	8
Anchorage	0	2	0	0	1	0	0	0	4	0
Baltimore	1	3	0	1	2	1	0	0	5	0
Fort Lauderdale	0	3	4	0	2	0	0	0	8	12
Guam	0	2	1	0	1	0	0	0	3	1
Honolulu	4	8	9	2	2	4	0	5	11	22
Houston	4	20	11	4	17	3	0	10	31	16
Jacksonville	3	14	11	2	12	4	0	6	29	28
Joliet	0	0	0	0	0	0	0	0	0	2
Mobile	1	4	1	0	3	2	0	1	9	1
New Orleans	1	2	2	3	3	0	0	2	10	4
New York	5	26	5	2	14	1	0	13	58	25
Norfolk	0	15	8	0	12	7	0	0	28	22
Oakland	3	18	13	4	8	1	0	6	33	25
Philadelphia	0	0	2	0	0	0	0	0	2	2
Piney Point	0	8	6	0	8	14	0	1	6	0
Puerto Rico	1	3	0	1	1	0	0	0	4	1
St. Louis	0	0	2	0	0	0	0	0	0	2
Tacoma	3	10	6	1	9	1	0	7	29	17
Wilmington	4	9	6	2	9	2	0	4	20	23
Totals	30	149	90	22	104	40	0	55	297	211
Totals All Departments	551	613	161	451	413	67	209	1012	1094	372

**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 Kalia 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



AB Enrique Defendini displays the tankerman-PIC certificate he recently earned at the SIU-affiliated Paul Hall Center for Maritime Training and Education.



AB Xavier Alfaro holds his TWIC.



Bosun Noel Otero stops by the hall after completing a voyage aboard the *Horizon Producer*.



Chief Cook Adalberto Colon

**Snapshots from
the Santurce Hall**

The photos appearing on this page show rank-and-file Seafarers at various times when they stopped by the union hall in Santurce, P.R. They were shot and submitted for publication in the LOG by Port Agent Amancio Crespo.



AB Juan Ayala



Seafarers gather at the hall to discuss details of the Transportation Worker Identification Credential (TWIC) program.



Chief Steward Daniel Herrera and his wife, Amariliz, affectionately pose with their daughter, Danieliz.



Bosun Abel Vasquez and son, Azael



OMU Jose Medrano (right) receives his A book from Port Agent Crespo.



Recertified Bosun Eric Perez (left), Chief Steward Daniel Herrera

PICS-FROM-THE-PAST

The photos at right were sent to the LOG by Phil "Flags" Retter of Clearwater, Fla. Both depict the stack of the SS *Russell A. Alger* as it appeared shortly after the morning hours of New Year's Day in 1945, during the Battle of the Bulge in Antwerp, Belgium. During the early morning hours of that day, a Navy gun crew aboard the vessel spotted and shot down a German Messerschmitt. Before the day ended, the vessel's stack was painted with a gunner logo, swastika and ME 109 (shown in the upper left portion of the photo at immediate right). Retter was on the vessel at the time and part of the gun crew credited with downing the enemy aircraft. The individual shown in the photo at far right is Gunner's Mate 2nd Class Carmen Feola.



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



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

PAUL BURCKHARD, JR

Brother Paul Burckhard, Jr., 65, was born in Tacoma, Wash. He joined the SIU in 1970 while in the port of Seattle.



Brother Burckhard initially sailed on the *Topa Topa* as a member of the engine department. He was a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Burckhard's final trip to sea was aboard the *El Faro*. He is a resident of Lakewood, Wash.

ROBERT JOHNSON



Brother Robert Johnson, 58, signed on with the union in 1969 in the port of New York. His first ship was the *Boston*; his last the *USNS Fisher*. Brother Johnson was born in Staten Island, N.Y. The deck department member enhanced his seafaring abilities on three occasions at the Piney Point school. Brother Johnson lives in St. Augustine, Fla.

JOHN SOKOLIK

Brother John Sokolik, 65, became a Seafarer in 1986 while in the port of Seattle.



Brother Sokolik originally shipped on the *USNS Silas Bent*. He most recently sailed aboard the *Lightning*. In 2000 and 2004, Brother Sokolik, who sailed in the deck department, attended classes at the maritime training center in Piney Point, Md. The California native now calls Nampa, Idaho, home.

GERALD VAN EPPS



Brother Gerald Van Epps, 64, joined the SIU in 1967. His earliest trip to sea was on a Seatrain Lines vessel, where he shipped as a member of the engine department. Brother Van Epps visited the Piney Point school in 1973 to upgrade his

skills. His final voyage was aboard the *Patriot*. Brother Van Epps resides in Surprise, Ariz.

INLAND

JAMES ADAWAY

Boatman James Adaway, 55, was born in Texas. He signed on with the SIU in 1978 while in the port of Jacksonville, Fla. Boatman Adaway mainly shipped with Crowley Towing & Transportation of Jacksonville. The deck department member enhanced his skills in 2004 at the union-affiliated school in Piney Point, Md. Boatman Adaway calls Lumberton, Texas home.



BRUNO KALMETA



Boatman Bruno Kalmeta, 55, donned the SIU colors in 1984 in the port of Wilmington, Calif. Boatman Kalmeta frequently took advantage of educational opportunities offered at the Seafarers-affiliated school. He was primarily employed on Crowley Towing &

Transportation of Wilmington vessels. Boatman Kalmeta was born in Yugoslavia but now makes his home in San Pedro, Calif.

LOUIS LORTZ, JR.

Boatman Louis Lortz Jr., 62, first went to sea in 1973 from the port of Baltimore.



He mostly sailed aboard vessels operated by Moran Towing of Maryland. Boatman Lortz worked in the deck department. In 1985, he attended classes at the Paul Hall Center. Boatman Lortz continues to live in his native state of Maryland.

WILSON YANSON



Boatman Wilson Yanson, 53, became an SIU member in 1975. He initially shipped with Hudson Waterways

Corporation as a member of the deck department. Boatman Yanson frequently upgraded his seafaring abilities at the SIU-affiliated school in Piney Point, Md. He was born in Florida. Boatman Yanson most recently sailed aboard the *Liberty Island*. He is a resident of Panama City Beach, Fla.

GREAT LAKES

THOMAS PALMER

Brother Thomas Palmer, 70, joined the SIU in 1971 in the port of Detroit. He was born in Cleveland.



Brother Palmer's first ship was the *Detroit Edison*; his last the *St. Clair*. The deck department member took advantage of educational opportunities available at the Piney Point school in 1980 and 2003. Brother Palmer continues to call Ohio home.

GERALD RIFENBARK

Brother Gerald Rifembark, 65, was born in Michigan. He first



went to sea in 1988 from Detroit. Brother Rifembark initially sailed on the *Paul H. Townsend* as a member of the steward department. In 2004, he enhanced his skills at the Paul Hall Center. Brother Rifembark's final voyage was aboard the *Susan Hannah*. He resides in Interlochen, Mich.

MOHAMED SAADI

Brother Mohamed Saadi, 62, signed on with the union in 1973 while in Detroit. He originally shipped with



Great Lakes Associates. Brother Saadi was born in Arabia. He attended classes on two occasions at the maritime training center in Piney Point, Md. Brother Saadi, who sailed in the steward department, last worked on the *American Spirit*. He makes his home in Dearborn, Mich.

Editor's note: The following brother and sister, both former members of the National Maritime Union (NMU) and participants in the NMU Pension Trust, recently went on pension.

JOANN HICKS

Sister Joann Hicks, 71, joined the NMU in 1979, initially shipping from Port Arthur, Texas. She was born in Houston and sailed as a member of the steward department. Sister Hicks first worked on the *Pilgrim*. Her last vessel was the *Delaware Trader*.



CHARLES PATTERSON



Brother Charles Patterson, 58, became an NMU member in 1970 while in the port of

Houston. The steward department member was born in Texas. Brother Patterson's final voyage was aboard the *USNS Fisher*.

Reprinted from past issues of the Seafarers Log.

1945

Three SIU seamen who risked their lives to save their comrades were recently the recipients of service awards. Paul Irwin Valentine, 2nd cook and baker, and Ensign George E. Baker, onetime OS, were awarded the Merchant Marine Distinguished Service Medal. Only 113 of these citations have been made since the beginning of the war. Fireman William A. Sullivan received the Meritorious Service Medal, one of 11 thus far awarded.

1967

Addressing nearly 300 delegates during the opening ceremony of the SIUNA convention, House Minority Leader Rep. Gerald Ford said of the U.S. Merchant Marine, "We lack both the ships and manpower to respond adequately to continuing international crisis." Ford pointed out that the crises in the Middle East and in Vietnam show the need for a strong, efficient U.S. Merchant Marine - American-built, American-crewed ships - capable of handling our worldwide military logistic needs.

1980

Paul Hall, the man who built our union with brawn and brains from a struggling organization of 500 seamen into the number one maritime union in

the world, died on June 22, 1980 at the age of 65. Brother Paul Hall, whose legendary battles emblazon the SIU's history with a deep tradition of victory, succumbed after an eight-month fight against cancer. It's one of the few battles he ever lost.

Announcement of his death sent shock waves throughout the American labor movement and the world maritime industry. Union headquarters was flooded with letters and telegrams from the ships at sea and from around the nation. They expressed deep sorrow and regret for the passing of one of the giants of American labor. They also vividly showed the tremendous amount of respect and admiration Paul Hall earned in his lifelong struggle to constantly improve the lives of American seamen.

1991

Sixty-five SIU members were part of a contingent of civilian mariners who on June 8 marched down the streets of Washington, D.C. and past President George Bush in the National Victory Celebration Parade to honor Operation Desert Shield/Desert Storm veterans. The military invited civilian mariners to participate because of the major role they played in getting materiel to the troops, marking the first time they were invited to march in a parade. An estimated 200,000 parade viewers were on hand.

This Month In SIU History

Final Departures

DEEP SEA

MILTON ARMSTEAD

Pensioner Milton Armstead, 72, passed away Feb. 5. Brother Armstead joined the SIU in 1964 while in the port of New Orleans. He first sailed on the *Tam Guilden* as a member of the steward department. Brother Armstead was born in New Orleans. His final trip to sea was aboard the *Pioneer Contractor*. Brother Armstead went on pension in 1988 and made his home in Houston.

EDGAR ARMSTRONG



Pensioner Edgar Armstrong, 83, died Jan. 23. Brother Armstrong became a union member in 1951 in the port of Baltimore. He initially shipped on the *Calmar*; his last vessel was the *Developer*. Brother Armstrong worked in the engine department. He was born in Maryland but called Vernon Hill, Va., home. Brother Armstrong started collecting his retirement stipends in 1986.

LAUREN BRYANT

Pensioner Lauren Bryant, 79, passed away Jan. 21. Brother Bryant began sailing with the Seafarers in 1958 from the port of Wilmington, Calif. His first voyage was aboard the *Alcoa Explorer*. Brother Bryant was born in Kansas and shipped in the engine department. His most recent trip was on the *Tacoma*. Brother Bryant retired in 1993. He resided in Washington State.



DOUGLAS BURCH



Brother Douglas Burch, 52, died Jan. 19. He signed on with the union in 1978 in the port of Wilmington, Calif. Brother Burch's earliest trip to sea was aboard the *Santa Mariana*. The Alabama-born mariner worked in the steward department. Brother Burch's final ship was the *Manulani*. He settled in Los Angeles.

STEVEN COKER

Pensioner Steven Coker, 83, passed away Jan. 11. Brother Coker donned the SIU colors in 1951. He initially sailed on a Doric Shipping Corporation vessel. Brother Coker was born in North Carolina. He was a member of the deck department. Brother Coker last went to sea aboard the *Cape Fear*. In 1989, he began receiving his retirement compensation. Brother Coker lived in Tarboro, N.C.

MICHAEL DIANGELO

Brother Michael DiAngelo, 36, died Sept. 4, 2007. He was born in Baltimore. Brother DiAngelo joined the Seafarers in 1989 while

in Piney Point, Md. His first voyage was on the *LNG Libra*. Brother DiAngelo most recently shipped in the engine department of the *Humacao*. He made his home in Pasadena, Md.



HARRY KAUFMAN



Pensioner Harry Kaufman, 89, passed away Jan. 9. Brother Kaufman became an SIU member in 1951 in the port of New York. The

New York native worked in the deck department. Brother Kaufman's first ship was the *Wild Ranger*; his last the *Patriot*. He went on pension in 1983 and called Pahrump, Nev., home.

JOHN KNOTT

Brother John Knott, 59, died Dec. 3. He donned the SIU colors in 1991 in Piney Point, Md. Brother Knott originally sailed aboard the *Cape John*. He was a member of the engine department. Brother Knott was born in Maryland. His final trip to sea was on the *Sgt. William R. Button*. Brother Knott was a resident of Leonardtown, Md.

FELIPE LUGO

Pensioner Felipe Lugo, 91, passed away Jan. 7. Brother Lugo began sailing with the Seafarers in 1945; his earliest journey was aboard a Bloomfield Steamship Company vessel. He was a member of the steward department. Prior to his retirement, Brother Lugo was employed on the *Arecibo*. He became a pensioner in 1981 and resided in Puerto Rico.



RICKEY MASON

Brother Rickey Mason, 33, died Feb. 26. He joined the union in 1995 while in the port of Norfolk, Va. Brother Mason initially sailed aboard the *USNS Loyal*. He was born in Norfolk and worked in the steward department. Brother Mason's most recent ship was the *Marilyn*. He still lived in his native city.

NICK PALOUMBIS

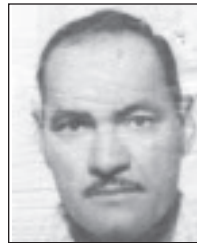


Pensioner Nick Paloumbis, 81, passed away Jan. 29. Brother Paloumbis was born in Greece. He originally shipped with

Victory Carriers Inc. Brother Paloumbis sailed in the engine department. His last voyage was aboard the *Adventurer*. Brother Paloumbis retired in 1991. He continued to make his home in Greece.

ANGEL PASSAPERA

Pensioner Angel Passapera, 89, died Jan. 29. Brother Passapera, who was born in Puerto Rico, started his seafaring profession in 1944. Brother Passapera first sailed in the inland division on an Edgewater Terminal Corporation vessel. Before his retirement in 1981, he worked aboard the *Horizon Mayaguez*. Brother Passapera, who sailed in the deck department, called Puerto Rico home.



NEWTON RADER



Pensioner Newton Rader, 69, passed away Jan. 29. Brother Rader joined the MC&S (Marine Cooks & Stewards) in

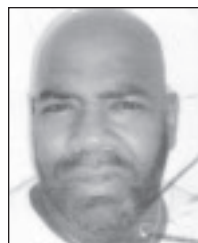
1961 while in the port of San Francisco. His earliest trip to sea was on the *Mau*. Brother Rader shipped in the steward department. His final journey was aboard the *President Grant*. Brother Rader settled in Los Angeles. He began collecting his pension in 1999.

ROGER SULLIVAN

Pensioner Roger Sullivan, 78, died Jan. 20. Brother Sullivan initially sailed with the union in 1951 on the *Pan Atlantic*. The deck department member was born in Georgia. Brother Sullivan's last ship was the *Bayamon*. He lived in Baltimore and went on pension in 1995.



ROBERT THOMAS



Brother Robert Thomas, 46, passed away Jan. 2. He became an SIU member in 2001. Brother Thomas was born in

Pennsylvania. His first voyage was on the *Cape Domingo*. Brother Thomas most recently worked aboard the *Sagamore* as a member of the steward department. He was a resident of Savannah, Ga.

EDWARD TRESNICK

Pensioner Edward Tresnick, 79, died Jan. 11. Brother Tresnick donned the SIU colors in 1948. His first ship was the *Robin Hood*; his last the *Horizon Consumer*. Brother



Tresnick was born in Allison, Pa., and sailed in the steward department. He retired in 1990 and made his home in Streetsboro, Ohio.

JEREMY VAUGHAN

Brother Jeremy Vaughan, 36, passed away Jan. 28. He joined the Seafarers in 2001 in Piney Point, Md. Brother Vaughan originally shipped on the *USNS Victorious*. He was a member of the engine department. Brother Vaughan's final trip to sea was aboard the *Overseas Maremar*. He was born in California but called Weymouth, Mass., home.

THEODORE WALLACE

Brother Theodore Wallace, 80, died Jan. 13. He began sailing with the SIU in 1991 from the port of Philadelphia. Brother Wallace was initially employed on the *Maj. Bernard F. Fisher*. The New York-born mariner shipped in the engine department. Brother Wallace most recently worked aboard the *Integrity*. He resided in Baltimore, Md.

DAWN WILLIAMS

Sister Dawn Williams, 52, passed away May 13, 2007. She became a Seafarer in 1997 while in the port of Baltimore.



Sister Williams' earliest voyage was on the *Global Mariner*. The deck department member was born in Maryland. Sister Williams' last trip to sea was aboard the *Cape Wrath*. She lived in Pasadena, Md.

INLAND

AMERICUS BELL

Pensioner Americus Bell, 71, died Jan. 4. Boatman Bell was an Alabama native. He joined the union in 1990 in the port of Mobile, Ala. Boatman Bell was first employed aboard the *USNS Chauvenet*. He worked in the steward department. Prior to his retirement in 2007, Boatman Bell sailed on the *Delta Mariner*. He called Mobile home.

NATHAN FIDINGER

Boatman Nathan Fidinger, 51, passed away Feb. 5. He started his SIU career in 1999 while in the port of Wilmington, Calif. Boatman Fidinger originally shipped in the deep sea division aboard the *USNS Watson*. He was born in New York and worked in the steward department. Boatman Fidinger's final trip to sea was on an Intrepid Personnel & Provisioning vessel. He was a California resident.

JAMES LUPTON

Pensioner James Lupton, 69, died Dec. 1. Boatman Lupton donned the SIU colors in 1970. He was first employed aboard an IBC Company vessel. Boatman Lupton sailed in the deck department. He last shipped with Mariner Towing. Boatman Lupton retired in 2000 and called Oriental, N.C., home.



CHARLES MATHEWS

Pensioner Charles Mathews, 70, passed away Feb. 28. Boatman

Mathews joined the union in 1978. His earliest trip was with Marine Oil Service Inc. Boatman Mathews was born in Currituck, N.C. His most recent voyage was on a McAllister Towing of Virginia vessel. Boatman Mathews went on pension in 2001 and settled in Grandy, N.C.



BILLY PEPPERS

Pensioner Billy Peppers, 64, died Jan. 9. Boatman Peppers joined the union in 1977. His first ship was the *Seabulk Tanker*. Boatman Peppers was born in Arkansas. His final trip to sea was aboard a Higman Barge Lines vessel. Boatman Peppers made his home in Beaumont, Texas. He started receiving his retirement compensation in 2005.

GEORGE WOODS

Boatman George Woods, 48, passed away Jan. 27. He was born in Texas. Boatman Woods became an SIU member in 1976 in the port of Houston. He primarily sailed on vessels operated by G&H Towing Company. Boatman Woods was a resident of Freeport, Texas.

GREAT LAKES

CARL HARDEE



Brother Carl Hardee, 79, died Jan. 29. He signed on with the union in 1978 in the port of Algonac, Mich. Brother Hardee main-

ly worked with Luedtke Engineering Company during his seafaring career. He was born in South Carolina but called Leland, N.C., home.

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.

Name	Age	DOD
Abbington, James	68	Jan. 4
Calderon, Wenceslao	87	Dec. 6
Carey, Frederick	75	Dec. 10
King, Jose	83	Dec. 2
Neel, Walter Jr.	79	Dec. 3
Santos, Renato	87	Dec. 11
Souffront, Luisa	88	Dec. 7
Washington, Franklin	79	Dec. 7



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.

ALASKAN EXPLORER (Alaska Tanker Company), March 11 – Chairman **Anthony J. Sabatini**, Secretary **John F. Huyett**, Educational Director **Detricke R. Kelly**, Deck Delegate **Dennis Caballero**, Steward Delegate **David Vaughn**. Chairman asked for suggestions as to how safety award money should be spent. He noted that a new washer is to be ordered to replace the broken one. He also discussed upcoming deadline for TWIC cards and reviewed the process to obtain one. Secretary talked about safety award and reminded crew members that they were still in competition for another award which will be announced in the next few days. Educational director urged Seafarers to watch training videos and take advantage of educational opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Crew noted their TVs had become loose and broken during rough weather; arrangements to be made to purchase new ones. Next ports: Richmond, Benicia and San Francisco, Calif.

AMERICAN TERN (Osprey), March 9 – Chairman **Hernando M. Bansuelo**, Secretary **John S. Greubel**, Steward Delegate **David A. Brown III**. Chairman reported payoff to take place in Port Hueneme, Calif., on March 12. He requested status of wage increases and encouraged mariners to contribute to SPAD (Seafarers Political Activity Donation). Secretary stated that stores would be reviewed upon arrival in Port Hueneme. Educational director urged crew to upgrade when possible at the Piney Point school. No beefs or disputed OT reported. Members would like transformers for every room and installation of non-skid adhesive in showers. Requests were also made for more movies and a treadmill for the gym. Next port: Port Hueneme, Calif.

CHARGER (Maersk Line, Limited), March 14 – Chairman **Robert Pagan Jr.**, Secretary **Raymond S. Garcia**, Educational Director **Richard A. Huffman**, Deck Delegate **Raymond P. Vicari**, Engine Delegate **Yahya A. Mohamed**, Steward Delegate

Curtis W. Williams. Bosun reminded members to clean their rooms before departing vessel and leave keys on desk in room. Secretary reported smooth sailing. Educational director reminded Seafarers to enhance skills at the maritime training center in Piney Point, Md. No beefs or disputed OT reported. Concerns were raised pertaining to room temperatures. Crew discussed proper disposal of trash. Next port: Los Angeles.

COMMITMENT (Maersk Line, Limited), March 30 – Chairman **Edward J. O'Conner**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Edwin Ortega**, Steward Delegate **Justino Martinez**. Chairman noted good trip with no injuries. He discussed TWIC program and supplied crew with copies and details about applying for TWIC card. Sanitary inspection to take place prior to payoff in Elizabeth, N.J. Secretary expressed gratitude to crew members for helping keep ship clean with a special thanks to SA **Justino Martinez** and Wiper **Wadeea Alnasafi** for outstanding work. No beefs or disputed OT reported. Educational director surveyed interest in new Seafarers 401(k) plan and talked about the difference between traditional and Roth IRA contribution. Letter received from headquarters was read and discussed. Suggestion was made to lower seafarers requirements for medical benefits and lower retirement age. It was reported that a new phone was installed in the crew mess. Bosun thanked steward department for good food and for keeping the cookie jar well supplied. Next ports: Elizabeth, N.J., Charleston, S.C., and Houston.

GLOBAL SENTINEL (Transoceanic Cable Ship Company), March 12 – Chairman **Joseph J. Olsen**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate **Terrence X. Carmody**. Chairman reported smooth voyage and asked crew to leave rooms clean when getting off vessel. He informed members that ship was getting an updated server and new computers which will offer access to the internet. He encouraged everyone to enroll for the TWIC and reminded

With Seafarers Aboard the Seabulk Challenge

The SIU-crewed *Seabulk Challenge* recently made a stop in Piney Point, Md., home of the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. SIU Piney Point Port Agent Pat Vandegrift met with crew members and submitted these photos.



Pictured left to right are (seated) AB German Guevarra, UA Christopher Gonseth, Recertified Bosun Harold Sebring, SA Ernest Britt, AB Jack Gainers, (standing) AB David Harvey, AB Jose Baltazar, OMU Larry Guerrero, 2nd Pumpman Naveed Khalid and UA Hubert Davis.



After meeting with the unlicensed crew, Port Agent Pat Vandegrift (right) is joined by AB Richard Crutchfield (left) and Recertified Bosun Harold Sebring for this photo.



Shown in the galley are (from left) Chief Steward Tim Dowd, Chief Cook Heath Bryan, SA Ernest Britt and UA Hubert Dennis.

them the card must be picked up at the same office where the individual applied. Secretary provided update on steward department personnel. All aboard were reminded that any injury requiring more than basic first aid is subject to drug and alcohol testing. Educational director urged mariners to attend classes at the Paul Hall Center. Crew was reminded to keep all necessary seafaring documents current. Treasurer stated \$4,800 in ship's fund. No beefs or disputed OT reported. Request was made concerning

information about job descriptions of GVA and (when applicable) third cook. New mattresses are being ordered for crew. Concerns were voiced about food budget and stores.

HORIZON TIGER (Horizon Lines), March 31 – Chairman **Mark S. Lance**, Secretary **Terry L. Allen**, Educational Director **Charles L. Wharton**, Engine Delegate **Prentiss R. Smith**. Chairman announced payoff upon arrival on April 5 in Tacoma, Wash. He urged members to look into 401(k) plan. Secretary asked crew when using the small washer to not use a lot of soap, or it will not operate properly. Mariners departing vessel were asked to leave room clean for next member. Educational director stated that all rooms should have a transformer; if not, he needs to be informed. Treasurer noted \$540 in ship's fund. No beefs or disputed OT reported. Crew discussed seafarers requirements to maintain benefits and suggested reducing the minimum number to 120 days. Next ports: Tacoma, Wash. and Oakland, Calif.

INTREPID (Maersk Line, Limited), March 6 – Chairman **Abdulla R. Alwaseem**, Secretary **James E. Harper**, Engine Delegate **Andrew J. Linares**. Crew noted no resolution concerning issues with furniture in crew mess and crew lounge. Chairman

stated payoff to take place on March 8 in Long Beach, Calif. He recommended upgrading at the SIU-affiliated Paul Hall Center for Maritime Training and Education. Secretary suggested all members invest in the new SIU 401(k) Plan. Treasurer reported \$3,500 in ship's fund. No beefs or disputed OT reported. Crew would like direct deposit for vacation checks and lump-sum buyout for eligible members. Crew requested clarification on certain work rules for steward department. Next port: Long Beach, Calif.

OVERSEAS LUXMAR (OSG Ship Management), March 26 – Chairman **Charles H. Foley**, Secretary **Lovie L. Perez**, Educational Director **William Pough**, Deck Delegate **Timothy P. Kauble**, Engine Delegate **Oscar Ruiz**, Steward Delegate **Luis Gonzalez**. Chairman talked to captain about travel pay to Portugal and was told it should be in the March payoff. He reported a new microwave has been ordered and is expected to be delivered in Houston. Union officials should be arriving aboard the ship in Port Everglades, Fla., to discuss matter involving lack of water. Mariners were asked to keep better track of their OT. No beefs or disputed OT reported. It was noted that lockers on deck have no lights, chief cook needs a new lock on his door and showers surge hot water. Next port: Port Everglades, Fla.

Procedure for SIU Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

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

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

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

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be

postmarked no later than midnight, Nov. 15, 2008 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2008.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2008.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2008 and received by the bank depository no later than Jan. 5, 2009.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$(134,986) as of June 30, 2007, compared to \$(291,971) as of July 1, 2006. During the Plan year, the Plan experienced an increase in its net assets of \$156,985. During the Plan year, the plan had a total income of \$649,792 including employer contributions of \$478,577, earnings from investments of \$133 and other income of \$171,082.

Plan expenses were \$492,807. These expenses included \$397,016 in administrative expenses and \$95,791 in benefits paid to or for participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

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

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

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

ANNUAL FUNDING NOTICE FOR NMU PENSION PLAN

Introduction

This notice, which federal law requires all multiemployer plans to send annually includes important information about the funding level of the NMU Pension Plan, Plan # 001, Federal ID # 13-6592643. This notice also includes information about rules governing insolvent plans and benefit payment guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2007 and ending December 31, 2007 (2007).

Plan's Funding Level

The Plan's "funded current liability percentage" for the Plan Year was 131.48%. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefit payments from the fund increase or decline.

Plan's Financial Information

The market value of the Plan's assets of January 1, 2007 was \$282,684,901. The total amount of benefit payments for the Plan Year was \$23,112,227. The ratio of assets to benefit payments is 12.2. This ratio suggests that the Plan's assets could provide for approximately 12 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

Rules Governing Insolvent Plans

Federal Law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC'S guarantee (generally, benefits that have been in

effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

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

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

Benefit Payments Guaranteed by the PBGC

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

tee, therefore, is \$35.75 per month times a participant's years of credited service.

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

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

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

Where to Get More Information

For more information about this notice, you may write Miriam Bove at 5201 Auth Way, Camp Springs, MD 20746 or call at 718-499-6600 ext. 242. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7272).

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 7	August 1
	August 18	September 12
	September 29	October 23
	November 10	December 5
Automated Radar Plotting Aids (ARPA) (must have radar unlimited)	June 16	June 20
	October 6	October 10
	November 17	November 21
Celestial Navigation	October 20	November 14
	November 24	December 19
GMDSS	September 1	September 12
Lifeboatman/Water Survival	June 23	July 4
	August 4	August 15
	September 15	September 26
	October 27	November 7
Radar	September 22	October 3
	November 3	November 14
Radar Renewal (one day)	June 23	June 23
	October 27	October 27
	December 8	December 8
Specially Trained Ordinary Seaman (STOS)	August 4	August 15
	August 25	September 5
	September 29	October 10
	October 20	October 31
	November 24	December 5
Bosun Recertification Course	October 14	November 3

Engine Upgrading Courses

Advanced Container Maintenance (Refer)	September 1	September 26
	November 10	December 5
Basic Auxiliary Plant Operations (BAPO)	July 21	August 15
	September 15	October 10
	November 10	December 5
Fireman/Watertender/Oiler (FOWT)	June 16	July 11
	August 18	September 12
	October 13	November 6
Junior Engineer	July 7	August 29
Machinist	July 7	July 25
	July 21	August 8

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Course	Start Date	Date of Completion
Marine Electrician	October 27	December 19
Marine Refrigeration Technician	July 21	August 29
	September 29	November 6
Pumpman	August 11	August 22
Welding	July 7	July 25
	September 1	September 19
	October 6	October 23
	November 3	November 21
	December 1	December 19

Safety Specialty Courses

Advanced Fire Fighting (must have basic fire fighting)	June 30	July 11
Basic Safety Training/Basic Fire Fighting	June 16	June 20
	June 23	June 27
	July 21	July 25
Fast Rescue Boat	June 16	June 20
	July 14	July 18
	August 18	August 22
	September 8	September 12
Government Vessels (Week 1)	June 23	June 27
Medical Care Provider	July 14	July 18
	September 8	September 12
Tanker Assistant (DL)	June 30	July 11
	August 25	September 5
	September 22	October 3
	October 20	October 31
	November 10	November 21

Steward Upgrading Courses

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

Certified Chief Cook/Chief Steward

These classes start every other Monday. The most recent class began May 26.

Steward Recertification Course	July 14	August 4
	Aug. 18	Sept. 8

Academic Department Courses

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

Online "Distance Learning" Courses

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

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

*With this application, COPIES of the following must be sent: One hundred and fifty (150) 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. 6/08

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 701 – Unlicensed apprentices from Class 701 recently graduated from the water survival course. Those graduating from the course (above in alphabetical order) were Ryan Bernal, David Brady, Tony Brinkley, Victor Chevalier, Mitchell Childress, John Curran, Jedrek Funkhouser, Marcus Gramby, Jonathan Johnson, Joseph Loureiro, LaToya Lunford, Matthew Martel, Cory Mulligan, Lazaro Rivera, Ronnie Rodriguez, Keith Rogers, Nelson Velez, Charles Wagner, John Wahl, Nicole Walton and Enoch Winrod. Their instructor, Tom Truitt, is at far right. (Note: Not all are pictured.)



Chief Cook - The following upgraders recently graduated from this course. Graduating (above, from left) were Edna Jones, Peter Schuetz, Alejandro Nejia, Dawn Johnson, Terrance Sawyer and Leslie McGirt. Their instructor, John Dobson, is second from right in dark shirt.



Welding - The following individuals (above, in alphabetical order) graduated from this class on April 25: Sterling Cox, Norman Hook, Billie Marshall, David McRoy Jr., Travis Moody, Montree Nakwicheh, Rodney Payne and Velez Enrique. Their instructor, Buzzy Andrews, is standing fourth from left. (Note: Not all are pictured.)



STOS - The following upgraders (in alphabetical order) on May 9 completed this course: Seddik Ali, Joselito Beof, Curtrina Duck, Matthew Hojna, Marc Kretzera and Sandy Santiago. Their instructor, Stan Beck, is far right. (Note: Not all are pictured.)



ARPA – Eight upgraders on April 18 completed this 32-hour course. Those graduating (above, in alphabetical order) were Mark Kane, Todd Keith, Kevin Kirk, W. Tyson Little, Chris Mahannan, Gil Pruitt, William Ray and Christopher Vincenzo. Stacey Harris, their instructor, is at far right.



Advance Firefighting - The following Express Marine boatmen (photo above, in alphabetical order) on May 2 completed this course: David Goodwin, Sherwood Lewis Jr., Clifton Potter Jr., Russell Shores, Stephen Stockwell, Timothy Thomas and Jonathan West Sr. (Note: Not all are pictured.)

Tankship Familiarization DL - Sixteen upgraders (photo left) on April 4 completed their requirements for graduation from this course. Those graduating (in alphabetical order) were Dennis Adjetey, Glenn Agustin, Eric Bridges, Jon Bumgarner, Barry Burns, William Coronacion, Cirico Geonanga Jr., Russell Hayden, Kathleen Kemp, Arnedo Parades, Michael Proveaux, Rolando Salamat, Wilson Trayvilla, Mariette Wright, Joseph Yamson and Cecil Yearwood. Jim Shaffer, their instructor, is standing, far left.

Paul Hall Center Classes



Water Survival - The following individuals (in alphabetical order) completed this 60-hour course April 11: Paulino Amaya, Terence Bennett, Marcelino Cayabyab, James Copeland, Tash Ismail, Mohammad Khan, Joseph Kranjnik, Nabil Mali, Spencer Reed, Carl Robinson and Jamal Sailan. Bernabe Pelington, their instructor, is standing, far right.

STCW - The following upgraders (above, in alphabetical order) on April 11 completed this course: Khaled Ahmed, Dan Hanlon, Michael Kelley, Randy Knipfer, Howard Randle, Terri Sales, Peter Schultz and Jason Smith.



Pumpman - Two upgraders completed this course on April 18. They were (above, in alphabetical order) Dennis Adjetej and Alfonzo Davis. Their instructor, Jim Shaffer, is standing.

Tankerman PIC Barge - The Crowley Towing boatmen above completed this class April 11. Graduating (in alphabetical order) were David Brown, Nathaniel Burkes, Bradley Cunningham, Brian Deedler, Brian Evans, Jeff Johnson, Steve Kearney, Chris Maibaum, Edgar Melendez, Meg Noonan, Dennis Spear, Matthew Tanner, Tommy Thompson, Jeremy Tyler, Greg Wall and Paul Warner. Also completing the course was ASTI Instructor Forrest McGee (standing third from left in second row). Mitch Oakley, the class instructor, is next to McGee, in light, collared shirt.



Tankerman Pic Barge - Twenty-four upgraders on April 25 graduated from this course. Completing the curriculum (in alphabetical order) were Rigoberto Beata, Eric Bridges, Timothy Cox, Chad Cunningham, Enrique Defendini, Christopher Dickens, Cleveland Foy, Frank Guido, Kenric Henry, Gary Hirsch, James Knute, Marc Kretzer, Sergey Kurchenko, Anthony McNeil, Romualdo Medina, Stephen Morris, Darrin Murray, Victor Nunez, Anthony Pace, Gil Quinines, Angelo Schiraldi, Paul Stardish, David Turinski and Michael Willis. Their instructor, Mitch Oakley, is pictured at far right, front row.



**TWIC Deadline
Changed to
April 15, 2009
- Pages 2, 10**

Seabulk Trader



The *Seabulk Trader* (bottom left) recently called on the Port of Ft. Lauderdale. Crew members included Chief Steward James Harris and Chief Cook David Coggio (top left photo). The crew also consisted of (photo above, in alphabetical order) Bosun Bobby Coleman, GUDE Moriah Collier, AB Geoffrey Hall, AB Carson Jordan, SA David Marquez and AB Melvin Smalls.

Scenes From In & Around The Port Of Ft. Lauderdale

The Port of Ft. Lauderdale is the scene of almost non-stop activity in the maritime industry. Rank-and-file SIU members on a daily basis enter and exit the port while doing their jobs aboard union-contracted vessels.

The photos appearing on this page--shot and submitted for publication in the Seafarers LOG by Ft. Lauderdale Safety Rep. Kevin Marchand--capture some of that activity.

Overseas Luxmar



It's business as usual aboard the *Overseas Luxmar*. Clockwise from top left Chief Cook Luis Gonzales cleans the grill in the ship galley following a meal while Bosun Winfred Itima, AB Jose Calix and SA Justo Flores conduct a meeting in the dining area. Calix (above right) operates one of the ship's loading cranes while AB Nelson Montoya (above left) survey's the vessel deck.

Tug Columbia



OS Carlos Zelaya (left in the inset photo above) and AB Bruce Godfrey meet on the deck of the Tug *Columbia*. Both are tankermen aboard the vessel.

Sea Venture

The USS Transport-operated *Sea Venture* (photo at right) enters Port Everglades, Fla.



Overseas New York



The *Overseas New York* (above) enters Port Everglades during its maiden voyage. The *New York* is the newest vessel in the OSG America tanker fleet.