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The

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More New Vessels Enter Union-Contracted Fleet

Tanker, Tugs Christened; ATB, T-AKE Ships to Come

The steady addition of new tonnage into the SIU-crewed fleet continued with the recent launch of the double-hulled tanker *Overseas Cascade* (left), the christening of two new tugboats and more. Page 3



Jacksonville Move Set for November

After 35 years on Liberty Street, the SIU this month is moving its Jacksonville, Fla., operations to a new location. The new union hall (left), located in the Belfort Park area of Jacksonville, is scheduled to open by mid-November. Page 2.

Liberty Pride Arrives in U.S.

In early October, the Seafarers-crewed *Liberty Pride* made its first United States port call. The car carrier, a recent addition to the SIU fleet, docked in Baltimore. Pictured aboard the vessel are (right photo, left to right)

Bosun Glenn Christianson, SIU VP Contracts George Tricker, Recertified Steward Jim Battista and SIU Baltimore Port Agent Elizabeth Brown, and (photo at bottom, from the left) Oiler Mark Merenda and AB Ryanne Wheeler. Page 24.



Hands-On Training Remains Vital Part of Paul Hall Center Courses



Practical training always has been an important part of many courses available at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Small-arms training (right) and marine electrician (left) are two of the dozens of Paul Hall Center classes that include hands-on instruction. Pages 12-13.

SIU Crews Up Ships for 'Turbo Activation' Page 4

NDTA Honors Tom Crowley Page 5

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President's Report

Our Winning Formula

As Seafarers know quite well, the maritime industry routinely sees its share of changes. This is true not only in the deep-sea fleet but also in the inland trades and on the Great Lakes. Whether it's new shipboard equipment or new training or credentialing requirements, new routes or unusual cargoes, our industry, like others, doesn't remain static.



Michael Sacco

Still, whatever else happens in the industry, there are some basic elements that always stay vital to our union's strength and our future. We have to supply qualified, productive, well-trained crews, no matter where they're sailing or on what type of ships. We must be politically active, because maritime is so heavily regulated. Whenever possible and practical, we've got to work as partners with other entities from throughout the industry, whether they're our contracted operators, other unions, government agencies or the military.

And we've got to do whatever it takes to help bring new tonnage into the American-flag, SIU-contracted fleet. Without new ships and tugs, without new dredges and ATBs, our future dries up.

Fortunately, and despite the recession, in recent months we've been able to report a steady entry of new vessels. Some are outright gains while others are replacement ships. There's a solid variety in their work, too. For instance, this month alone, we're providing updates on new Jones Act tankers, ATBs, z-drive tugs and military support ships. The jobs that go along with those vessels cover the deep sea, inland and Government Services Division.

Nobody builds new ships or tugboats without first feeling confident about the crews they're going to hire. The military wouldn't do it and private companies wouldn't do it.

That's where we come in. By providing top-notch mariners, we help ensure the U.S. Merchant Marine's future. By always delivering the cargo, wherever and whenever needed, whether it's military or commercial, we do our part to reinforce the historic value and reliability of U.S. crews. By supporting efforts that protect pro-maritime laws and lead to new-build programs, we boost not only our own job security but the overall economic and national security of America.

Of course, new tonnage doesn't guarantee that we still won't face plenty of challenges moving forward, but it does help give me great optimism for the SIU's future. I hope our rank-and-file membership feels the same way, because you are the reason we have a bright future, no matter how rough the economy has been lately. Your professionalism, your dependability – and your patriotism – are a winning formula. On that note, I say keep up the great work and keep upgrading whenever possible.

One other point related to this new tonnage. Much of it is sailing or will sail in what's known as the Jones Act trades. For those of you new to the industry or otherwise unfamiliar with this law, the Jones Act requires that vessels sailing from one U.S. port to another be crewed, built, owned and flagged American. It is an absolute staple of the American-flag fleet.

Unfortunately, it's also a law regularly attacked by foreign-flag interests who want to sink us. Sometimes they're sneaky, sometimes they're bold, and usually they conveniently overlook the fact that dozens of other nations have similar laws because such regulations are simply good common sense.

The bottom line is that the SIU continues to do our part to help defend the Jones Act, and we remain grateful for the Obama administration's very strong support on this crucial issue. Without support from the administration, Congress and others, I can all but guarantee that many if not most of the "more new ships" stories eventually would disappear.

We're never going to let that happen.

That is something to keep in mind when you're asked to give some time in support of a pro-maritime political candidate, or when you're considering participation in SPAD, the SIU's voluntary political action fund. Like it says on the old "Buy American" bumper sticker, the job you save may be your own. We must support those who back the U.S. Merchant Marine.



The photo directly above and the ones below the article show the new hall from different angles and some of the work being done to prepare for moving day.

Jacksonville Move Remains on Schedule

As planned, the union in mid-September finalized its purchase of a new hiring hall located in the Belfort Park area of Jacksonville, Fla.

The SIU tentatively is scheduled to move its Jacksonville operations to 5100 Belfort Road by mid-November.

"The new building already was in very good shape, but it needed a fresh coat of paint and some other touching up," noted SIU Secretary-Treasurer David Heindel. "This is a definite upgrade from the old facility."

Built in the year 2000, the new hall is spacious at 15,000 square feet. It is located in a well-developed business/industrial area and includes ample parking, with approximately 100 spaces (all paved). It sits on more than three acres of land.

The union has occupied the old hall, located at

3315 Liberty Street, since 1974. That facility is roughly 13 miles from the new building.

A number of Seafarers have checked out the new hall from the outside, and their reactions have been positive. For example, AB **Mark Smith** – an SIU member for more than 20 years – stated, "I think it looks nice. It looks like a good location and it's a huge improvement with parking. Here (at the old hall), we sometimes have to park on dirt. With the new hall, there are restaurants nearby, a hotel right up the block. It should be convenient for a lot of the guys. Plus there are some nice windows, so it looks like you can sit in there and have some sun on you."

Once the move is completed, the new phone number for the hall will be (904) 281-2622 and the new fax number will be (904) 281-0841.



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Tanker, Tugs, ATBs Enter SIU Fleet

Progress Continues in Government Services T-AKE Program



U.S. Shipping's newest ATB consists of the tug *Corpus Christi* (above) and the barge *Petrochem Supplier* (below).

New tonnage continues to enter the SIU-contracted fleet, as reflected by several recent stories.

At press time, Crowley Maritime Corporation was scheduled to christen an articulated tug-barge consisting of the tugboat *Pride* and the barge *650-7*. That event was slated for Oct. 23 in New Orleans.

Earlier last month, Seafarers in Galveston, Texas, welcomed two new state-of-the-art z-drive tugs: the *Lexie M* and the *Hunter M*. Those vessels are operated by Seafarers-contracted G&H Towing for owner Bay Houston Towing Co.

On Sept. 27, Aker Philadelphia Shipyard launched the double-hulled tanker *Overseas Cascade*. That ship is the eighth in a series of 12 tankers operated by Overseas Shipholding Group. Additionally, on Oct. 12, the keel was laid for the tenth vessel in the Veteran-class series.

Across the country, General Dynamics NASSCO reported continued progress in its Lewis and Clark-class series of dry cargo/ammunition ships (abbreviated as T-AKE). In late September, word came from the San Diego shipyard that construction had begun on the *USNS*

William McLean, the 12th of 14th planned T-AKE vessels. Two weeks later, the Navy announced that the 13th ship in the series would be named *USNS Medgar Evers*, in memory of a civil rights activist.

Finally, although it happened with little fanfare, Seafarers earlier this year signed on aboard U.S. Shipping's new ATB *Corpus Christi*.

Following is some additional information about the aforementioned new builds:

- Crowley's newest ATB is the 11th in a series of 17 such vessels operated by the company. The first ATB in this group was launched in 2002, while the final one is scheduled to sail in 2012.

The tugboat *Pride* is 135 feet long. The barge *650-7* is 587 feet in length and has a cargo capacity of 185,000 barrels. Both were designed and built by Crowley's technical services group at VT Halter.

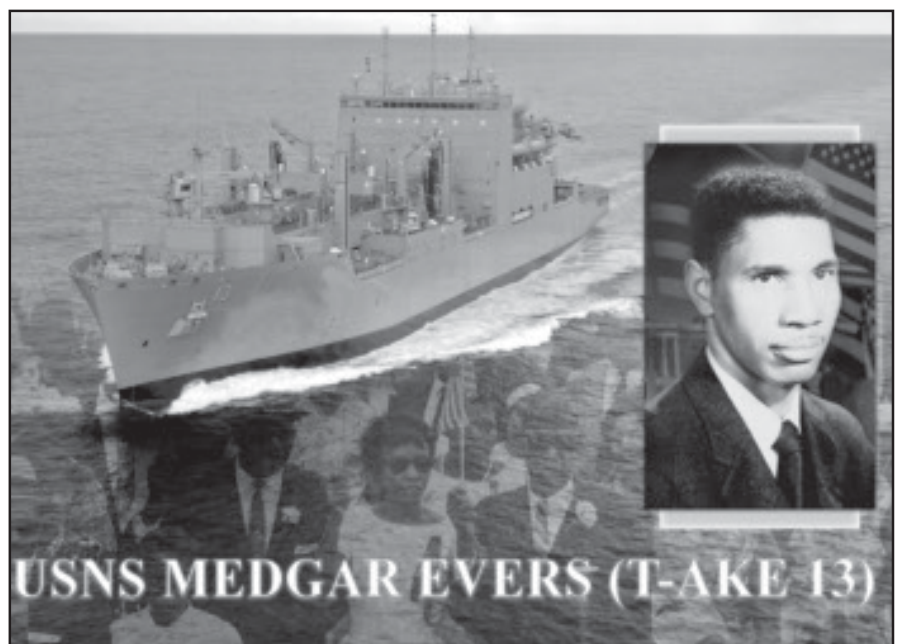
Crowley ATBs that either already are under construction or are scheduled to be built include the *Achievement/650-8*, *Innovation/650-9*, *Vision/650-10*, *Legacy/750-1*, *Legend/750-2* and *Liberty/750-3*. The latter three ATBs will have capacity of 330,000 barrels apiece.

- The newest Bay Houston tugs were christened in a joint ceremony and signify 16 new jobs for SIU members. Each has 6,500 hp and is designed for heavy shiphandling and LNG work. The boats are named after descendants of Bay Houston Towing's founder.

- The 46,000 dwt *Overseas Cascade* between launch and delivery will have shuttle tanker features installed for use in the Gulf of Mexico, according to union-contracted Aker Philadelphia Shipyard. Shuttle tankers carry crude oil from deepwater regions that don't have pipelines.

Jim Miller, president and CEO of the shipyard (and a

See Assorted, Page 9



The Navy recently announced that a dry cargo/ammo ship will be named in memory of civil rights leader Medgar Evers (inset). The *USNS Medgar Evers* will be built at General Dynamics NASSCO in San Diego. (U.S. Navy Illustration by Mass Communication Specialist 2nd Class Jay Chu)

G&H Crews Approve Three-Year Contract

SIU boatmen employed by G&H Towing recently approved a new three-year contract that maintains benefits and safe working conditions and preserves the crews' seniority system. Voting ended on Sept. 30.

The new agreement, which covers an estimated 200 members in Houston and other Texas ports, took effect Oct. 1 and lasts through September 2012.

Representing the union during negotiations were Assistant Vice President Jim McGee, Patrolman Mike Russo, Captains **Rodney Nix**, **Mark McGinnis** and **Mike Edwards** and Chief Engineer **Mike Batten**.

Bargaining committee members agreed that the negotiations reflected economic realities caused by the recession.

"These were tough negotiations," said McGee. "Everyone knows times are tough, and it was a challenge just to maintain what we already had in place. Our committee was excellent – the members worked hard and were diligent. They participated wholeheartedly in everything we did, including making some hard decisions that had to be made."

The rank-and-file members of the committee didn't sugarcoat their opinions of the pact, but they also offered pragmatic views.

Batten said the most important part of the new contract is "we've got everybody

working. We're in hard times and I really feel lucky that we all have jobs."

He said the agreement is "the best we could do in these times and it's a sign of the times. In the end, [members] realize the best thing to do is get a contract for three years. I'm very proud of the guys for approving it. Hopefully the economy will turn around pretty soon."

Like Batten, Edwards has sailed with G&H for many years. This was his first time serving on a negotiating committee, and Edwards described it as "an eye-opening experience."

"All said and done, it's not the best time to be negotiating a contract," he continued. "We didn't lose anything. I'd have liked to have seen us get a little more, but overall it's not as bad as it could have been. Overall, negotiations went fairly well, considering everything we were dealing with."

The contract maintains medical coverage for G&H boatmen and their dependents at the top level, known as CorePlus. It creates a new classification for relief engineer assistant and also increases the offshore meal allowance. It preserves a seniority system that the company wanted to change.

Earlier this year, Seafarers employed by G&H Towing were honored in Houston by the U.S. Coast Guard for what the agency described as "their heroic efforts during Hurricane Ike."

Additionally, representatives from the SIU, G&H Towing and the Paul Hall Center for Maritime Training and Education met at the union-affiliated school in Piney Point, Md., to continue developing new curriculum for boatmen and pilots. The union, school and company are working together to help ensure that the Paul Hall Center's simulators are as realistic as possible, in order to help increase efficiency while creating a safer environment for navigation.

SIU Comes Through in 'Turbo Activation'

Union Helps Crew Up 11 RRF Vessels for Readiness Exercise

The dedication, knowledge and expertise of a large contingent of Seafarers as well as staff members in the union's Manpower Office were put to the test Sept. 24 during a no-notice turbo activation of U.S. Maritime Administration (MarAd) Ready Reserve Force (RRF) vessels.

Directed by the Department of Defense, the activation took the form of a short-interval exercise that was designed to test the readiness of selected RRF vessels to be ready-for-sea. During such operations, vessels traditionally must be activated, crewed, provisioned and stored, complete all regulatory body requirements, conduct dock and sea trials, and report ready for Phase "O" operations within a specified time. This particular drill required the crewing of 11 MarAd RRF vessels located in five ports and operated by SIU-contracted Crowley Liner Services.

"Everyone involved from the union—manpower office staffers, port personnel as well as rank-and-file Seafarers—did a masterful job responding to the activation," said SIU Director of Manpower Bart Rogers. "One

again they rose to the occasion as they always do."

According to Rogers, the ports filled 176 jobs in less than 48 hours. By the close of business Sept. 25, all jobs had been filled with qualified SIU members, he said.

SIU Vice President Contracts George Tricker also commended all Seafarers involved for the fashion in which they responded to the activation. "The response our people exhibited is another example of their overall dedication to duty, knowledge and expertise," Tricker said. "Results such as these are accomplished only through superior work habits and a genuine commitment to excellence."

The vessels activated and their respective ports were as follows:

- *Cape Isabel* – Port of Long Beach, Calif.
- *Cape Island* and *Cape Intrepid* – Port of Tacoma, Wash.
- *Cape Douglass*, *Cape Domingo*, *Cape Diamond*, *Cape Ducato* and *Cape Decision* – Port of Jacksonville, Fla.
- *Cape Gibson* – Port of Oakland, Calif.

■ *Cape Washington* and *Cape Wrath* – Port of Baltimore.

A management official from Crowley commended the SIU's rank-and-file membership, personnel at union hiring halls and Manpower Office staff members for their collective efforts, noting: "The activation of 11 vessels is no small feat... Their patience, understanding and persistence allowed us to successfully meet all of the crewing obligations."

The RRF is a select group of vessels within MarAd's National Defense Reserve Fleet. They are relatively modern, highly militarily useful ships, rigorously maintained to meet Coast Guard and American Bureau of Shipping standards and constitute one of the government's largest sources of strategic sealift capability.

RRF ships are berthed at sites located in James River, Va.; Beaumont, Texas; Suisun Bay, Calif.; and other locations in the United States and overseas. They are maintained in a readiness status such that they can be activated for service within anywhere from four to 20 days after the Defense Department requests them.

Meeting with Crowley Seafarers



In late September, SIU President Michael Sacco (right in both photos) and SIU VP Contracts George Tricker (at podium) informally met with Seafarers from Crowley while the mariners were upgrading at the union-affiliated school in Piney Point, Md. Among other topics, they discussed proposed health-care legislation, the importance of the Jones Act, the Obama administration's solid backing of the U.S.-flag maritime industry and the ongoing need for grassroots political action by organized labor.



Rear Adm. Mark Buzby Takes Wheel as New MSC Commander

Rear Adm. Mark H. Buzby on Oct. 16 became the 25th commander of the U.S. Navy's Military Sealift Command (MSC).

A change-of-command ceremony took place in Baltimore aboard the Seafarers-crewed hospital ship *USNS Comfort*. SIU Executive Vice President Augie Tellez, Baltimore Port Agent Elizabeth Brown and Government Services Representative Kate Hunt represented the union at the event.

Buzby, a 30-year Navy veteran, is a native of Atlantic City, N.J. He graduated from the U.S. Merchant Marine Academy and was commissioned in 1979.

MSC, headquartered in Washington, D.C., is the ocean transportation provider for the Department of Defense. The agency is responsible for the operation of more than 110 civilian-crewed, noncombatant ships, which support military and humanitarian missions worldwide. Many of those vessels carry SIU crews.

"I am incredibly humbled and proud beyond words to be selected to lead this important command in executing the most vital mission in the global war on terrorism today: sustaining our warfighters forward," said Buzby in his remarks to more than 400 ceremony guests.

Buzby comes to MSC from U.S. Fleet Forces Command in Norfolk, Va., where he was deputy chief of staff for global force management and joint operations.

Earlier in Buzby's career, he served in a diverse array of assignments at sea and ashore. Buzby's previous commands include the destroyer *USS Carney*, Destroyer Squadron 31, Surface Warfare Officers School Command, and Joint Task Force Guantanamo.

As a flag officer, Buzby served on the



Rear Adm. Mark H. Buzby

Navy staff as deputy for surface ships, deputy for surface warfare and deputy for expeditionary warfare.

Buzby holds master's degrees from the U.S. Naval War College in Strategic Studies and International Relations and from Salve Regina University in International Relations. Buzby is also a graduate of the Joint Forces Staff College.

Buzby relieved Rear Adm. Robert D. Reilly Jr., who served as the commander of MSC since March 2006 and will retire after 34 years of distinguished Navy service.



The Seafarers-crewed *USNS Comfort* hosted the change-of-command ceremony in Baltimore. (U.S. Army Photo by Spc. Landon Stephenson)

Crowley President Earns Recognition from NDTA

Tom Crowley Jr., the president and CEO of Seafarers-contracted Crowley Maritime Corporation, recently received the prestigious National Transportation Award from the National Defense Transportation Association (NDTA). The presentation took place in late September at the NDTA's yearly logistics forum and exposition in Nashville.

NDTA Chairman Ray Ebeling presented the award to Crowley. Richard Haynes, executive director, Military Sealift Command (MSC), also

was honored as the Department of Defense Distinguished Service Award recipient, and Col. Joseph Torsani Jr., USA (Ret.), chairman of NDTA's Council of Regional Presidents, was recognized with the NDTA President's Award.

Crowley, whose father, Thomas B. Crowley Sr., was recognized with the same award in 1970, thanked Ebeling, NDTA President Kenneth Wykle, the NDTA Board and distinguished guests for the recognition, and he said he was pleased to accept on behalf of the 4,300 Crowley employees around the world who help provide a wide variety of Crowley services to the DOD and government.

"Our relationship with the

Department of Defense is as diverse as Crowley and the different services we provide," said Crowley.

Speaking directly to the hundreds of senior military and industry leaders in attendance, he stated, "We work hard to serve many of you. Given the state of the economy, you might say we're sticking our neck out a bit; I don't think that's the case." He was referring to the

"I firmly believe that the way we keep America strong is that we invest in American shipyards, American jobs, and in the American Merchant Marine." - - Tom Crowley Jr.

fact that while many businesses continue to downsize, Crowley is "expanding operations, anticipating economic recovery in a patriotic way.

"We're investing in the American flag, a proud tradition in our 117-year history," he continued. "Over the past 10 years, we've committed over \$1 billion to build tugs, barges and ATBs. All of these units are U.S.-built, U.S.-flagged, U.S.-crewed and Jones Act qualified. I firmly believe that the way we keep America strong is that we invest in American shipyards, American jobs, and in the American Merchant Marine.

"This investment in new U.S.-flag petroleum tonnage is one of the reasons why I believe we've been able to transport and deliver hundreds of millions of barrels of petroleum products without a single incident since we began our ATB program in 2002," he added.



Ray Ebeling (left), chairman of the NDTA board and chairman and CEO of American Roll-On/Roll-Off Carrier, presents the National Transportation Award to Tom Crowley Jr., president and CEO of Crowley Maritime Corp.

SIUNA-Affiliated AMO Gathers in Philly



In early October, SIU President Michael Sacco (fourth from left) addressed the American Maritime Officers executive board during its meeting in Philadelphia. The AMO is an affiliate of the Seafarers International Union of North America. Pictured from left to right are AMO member John Dunaway, AMO National Executive Vice President Bob Kiefer, AMO member Charlie Azar, SIU President Sacco, AMO National President Tom Bethel, SIU Executive Vice President Augie Tellez, and AMO National Secretary-Treasurer José Leonard.

USCG: More Efforts Needed To Improve Mariner Access

The U.S. Coast Guard recently advised its port captains that additional steps must be taken in order to boost mariners' access to port facilities and shore leave.

Read Adm. Kevin Cook, the agency's director of prevention policy, sent a message to Coast Guard Captains of the Ports (COTPS) applauding their work but calling for expanded efforts. The guidance, issued in early October, aims to help ensure that facility security plans spell out steps for mariner port access for crew changes and shore leave. It also notes that a legal review has determined the Coast Guard is authorized to require that facilities covered by the Maritime Transportation Security Act (MTSA) "provide reasonable access to seafarers."

Cook also recently posted a separate message on the Coast Guard's web site pointing out that the agency actively is seeking feedback from industry stakeholders concerning "access denial, exorbitant access fees, and other overly restrictive policies...."

In the "alcoast" message sent to the port captains, Cook mentioned a recent study conducted by the Seamen's Church Institute which "further highlights some of the challenges mariners are facing. That said, Coast Guard headquarters continues to move forward on several fronts in an effort to further facilitate seafarer access nationwide and move the maritime community beyond the current state."

He said that because of various requirements implemented by facility or vessel owners or operators, mariners "are prevented from leaving their ships due to financial requirements associated with authorized escorts."

Cook concluded, "As a maritime service, it is imperative that we continue to collaboratively work through the challenges of seafarer access and develop a long-term solution that meets the spirit of the International Ship and Port Facility Security Code (ISPS) and Maritime Transportation Security Act. I appreciate everyone's commitment to this high-priority issue and working with your key maritime stakeholders in developing the right solutions."

The complete text is available at the following link:

http://www.uscg.mil/announcements/alcoast/575-09_alcoast.txt

Earlier, at the AFL-CIO Maritime Trades Department convention in Pittsburgh, Coast Guard Commandant Admiral Thad Allen on Sept. 10 told the delegates, "I've made it very, very clear to my captains of the ports that we need to make sure that seafarer access is ensured. And whether that's U.S. sailors or foreign sailors changing out crews, or whatever, the right to be able to get across the dock needs to be maintained.... We need to create a culture out there that understands the value of the workers coming to and from the ships."

CIVMARS Help Deliver Cargo for Relief Mission

Two U.S. Military Sealift Command vessels in the SIU Government Services Division fleet – the dry cargo/ammunition ship *USNS Richard E. Byrd* and the fleet replenishment oiler *USNS Walter S. Diehl* – delivered urgently needed supplies, equipment and fuel off the coast of Indonesia Oct. 10-14, in response to the deadly earthquakes that struck the region Sept. 30.

At the request of the government of Indonesia and the U.S. Department of State, the Navy – including MSC – joined other branches of the U.S. military, international relief organizations and Indonesia's military to deliver food,

fresh water and medical supplies to remote mountain villages. The U.S. Air Force also established a field hospital which treated more than 2,000 patients.

The *Byrd* and *Diehl* teamed up with the amphibious dock landing ship *USS Denver* and the destroyer *USS McCampbell* off the coast of Western Sumatra.

The *Byrd* sailed from Guam, arriving off Padang, Indonesia, Oct. 10. In addition to providing supplies and fuel to both the *Denver* and the *McCampbell*, two of the *Byrd's* embarked helicopters made a total of 39 sorties, carrying

97 U.S., Indonesian and relief organization passengers to conduct airborne surveys of heavily damaged areas.

Civil service mariners aboard the *Diehl* delivered the more than 18,000 pounds of foreign-assistance cargo to the *Byrd* on Oct. 13, via underway replenishment. The humanitarian cargo, which was loaded in Singapore Oct. 8, included water containers, surgical gloves and masks, blankets, water purification tablets, collapsible water bladders, tarps to be used for shelter, insect repellent and sunscreen. The *Byrd* transferred the cargo to the *USS Denver*, which

later brought it to hard-hit areas ashore.

After delivering the humanitarian cargo to the *Byrd*, the *Diehl* provided aviation and diesel fuel to the *Denver* and the *McCampbell* before departing the area later the same day, returning to its regular mission of resupplying ships in 7th Fleet.

The *Byrd's* helicopters flew more than 8,000 pounds of relief supplies ashore, including food, water and tarps. Like the *Diehl*, after completing its support to the disaster relief efforts, the *Byrd* returned to routine underway replenishment operations supporting U.S. 7th Fleet ships at sea.

SIU Crews Slated for AOTOS Honors

Maersk Alabama, NY Waterway Crews Among Those Recognized by USS

Seafarers and officers from four SIU-crewed ships and several NY Waterway ferries, a third mate, and a pair of maritime executives will be honored Nov. 13 by the United Seamen's Service during the 40th annual Admiral of the Ocean Sea (AOTOS) dinner in New York.

Slated to take place at the New York Sheraton Hotel and Towers, the affair will take the form of a dinner and dance celebration and will be attended by hundreds of maritime industry leaders including SIU President Michael Sacco and other union officers. The annual outing is regarded as a very prestigious maritime awards event.

On tap to receive AOTOS Mariners' Plaques will be SIU crew members who on specific dates were sailing aboard Maersk Line Limited's *Maersk Alabama*; Liberty Maritime Corporation's *Liberty Sun*; Military Sealift Command's *USNS Lewis and Clark*; Totem Ocean Trailer Express' *MV Midnight Star*; and crews from several ferries operated by SIU-contracted NY Waterway. The AOTOS Mariners' Rosette will be bestowed upon Third Mate Victor Manoli III, who on Feb. 14 fought and extinguished an on-board fire preventing a catastrophic incident on the *Sea-Land Quality* in Charleston, S.C. Finally, the recipients of the 2009 USS AOTOS Award will be Donald Kurz of Keystone Shipping Co., Ron Widdows of Neptune Orient Lines and the United States Coast Guard, which will receive a special award.

Mariners' Plaque Recipients

The individuals and crews to be honored with the AOTOS Mariners' Plaque, as well as snapshots of the actions which led to their respective awards are as follows:

■ The captain and 20-member crew of the *Maersk Alabama*, bound for Mombasa, Kenya, while carrying food aid for several relief programs on April 8, were hijacked by four Somali pirates. The pirates gained access to the vessel by throwing grappling hooks over



the side and firing shots while coming aboard. AB ATM Reza managed to raise the alarm before being taken at gunpoint by the pirates. This action allowed the chief engineer to transfer control of the vessel's propulsion and steering functions to the engine room. Remaining crew members locked themselves inside the engine room, ensuring their control of the vessel at all times.

Many members of the crew had received safety training and/or specific anti-piracy instruction that proved invaluable throughout this ordeal. Most of the unlicensed mariners had trained at the SIU-affiliated Paul Hall Center in Piney Point, Md.

Putting this knowledge to use, they used both guile and brute force to overpower the pirate's leader. The *Alabama's* master, Capt. Richard Phillips, then voluntarily surrendered himself to the remaining pirates to ensure the safety of his crew. The crew later attempted to trade the captured pirate for their captain, offering them a lifeboat to leave the scene since their skiff had overturned during the boarding. Once the crew had released their captive, however, the pirates became uncooperative. They stole the lifeboat, some food, and forced Phillips aboard.

The *USS Bainbridge* reached the *Maersk Alabama* the following day and under armed guard safely escorted the vessel to Mombasa. Phillips on April 10 made an unsuccessful attempt to escape from his captors. Then, on April 12, when American military authorities determined that Phillips' life was in imminent danger, U.S. Navy Seal snipers fired simultaneously on the lifeboat, killing all three pirates aboard. The captain, who was in good health, was then rescued. The quick thinking and actions of the crew, complemented by the selflessness of Capt. Phillips and the help of the U.S. Navy, resulted in the safe return of all concerned.

■ The crew of the *Liberty Sun* came under pirate attack April 15 while underway from Houston and carrying food aid cargo bound for Mombasa. Just days earlier, pirates reportedly had threatened to kill the next American crew they could find. Pirates gave chase to the vessel somewhere off the coast of Somalia, firing small arms and rocket-propelled grenades.

One of the ordnances found its mark and a fire broke out aboard the *Sun*. Unlicensed Apprentices **Ken Stearns** and **Bill Waldmann** used portable extinguishers to put out the flames. Under extreme tension and anxiety, the crew then executed their anti-piracy plan and performed evasive maneuvers. A distress call from the vessel was received by the U.S. Coast Guard, which dispatched the *USS Bainbridge* to the area to assist. The pirates fled before the *Bainbridge* arrived. The presence of the destroyer took a lot of pressure off of the *Liberty Sun's* crew, allowing some degree of normalcy to return to operations. The crew and officers of the *Liberty Sun* are being recognized for their professionalism and poise under fire.

■ The U.S. Military Sealift Command dry cargo/ammunition ship *USNS Lewis and Clark* on May 26 was approached by suspected pirates and took evasive action to prevent a successful attack. Two pirate skiffs pursued the



The *Maersk Alabama* leaves Mombasa, Kenya, on April 22. At right is the German warship *Reinland Platz*. (AP Photo by Sayyid Azim)

ship for more than an hour, closing to a distance of approximately one nautical mile. Once shipboard lookouts spotted the two suspected pirate skiffs, the *USNS Lewis and Clark* commenced evasive maneuvers and increased speed to elude them. The vessel's onboard security team also used a long range acoustical device to issue verbal warnings to the approaching skiffs. The suspected pirates then fired small arms weapons from approximately two nautical miles toward the *Lewis and Clark* which fell well short of its stern. The *Lewis and Clark* continued to increase speed and the skiffs ceased their pursuit of the U.S. ship.

The actions taken by the crew of the *Lewis and Clark* are exactly what the U.S. Navy recommends—aboard both commercial and military vessels—for preventing successful piracy attacks. The officers and crew of the *USNS Lewis and Clark* are being recognized for taking quick action in avoiding a dangerous situation.

■ Smoke was reported on the second deck of the *MV Midnight Sun* around midnight July 15 when the vessel's smoke detection system was activated. The general alarm was sounded and all longshore employees who were working were evacuated. Chief Engineer James Mandato, Port Engineer Daryl Swiggs and Cargo Specialist Andrew Zent—all of whom were in close proximity to the location of the reported smoke—were the first responders to the scene. They fought their way through the thick smoke to discover its source, a 53-foot refrigerated trailer engulfed in flames which reached the overhead of the second deck. The trailer was stowed among other cargo trailers which contained hazardous and flammable materials.

Michael Crissinger, the engineer watch officer, secured all ventilation fans, electrical breakers and power to the reefer plugs on the second deck and activated the sprinkler pump. Chief Mate Russel Horton then attempted to combat the fire with an extinguisher, but quickly realized that the fire was beyond his equipment's capability. He therefore secured ventilation and reefer breakers, determined which sprinkler zones should be activated and proceeded to pressurize the second deck sprinkler system. Meanwhile, Mandato, Swiggs and

Zent secured the fire hose from a nearby fire station and engaged the raging fire. The U.S. Coast Guard Seattle Sector was contacted and arrived on the scene to conduct an investigation and survey damage to the vessel. The inspection revealed that several cables were damaged. Repairs had to be performed on these damaged cables prior to sailing. Electrician **Christopher Cunningham** completed repairs to the satisfaction of the Coast Guard, enabling the vessel to sail at 7 a.m. July 16. Cunningham's timely repairs made it possible for the vessel to meet its posted arrival time to Anchorage, Alaska with no disruption to service. The officers and crew of the *MV Midnight Sun* are being recognized for the acts of heroism and bravery in preventing the spread of the fire and avoiding the loss of valuable cargo to the citizens of Anchorage and possibly the total loss of a U.S.-flag cargo vessel.

■ U.S. Airways Flight 1549 on Jan. 15 made an emergency landing in the Hudson River. Fourteen NY Waterway vessels mobilized to the scene to participate in the rescue mission which would soon follow. The ferry *Thomas Jefferson* was the first boat on the scene following the mishap. SIU crews from the *Thomas Jefferson* and six other NY Waterway boats pulled 143 of the 155 people aboard the downed aircraft to safety.

Experts said that because of the cold water, passengers would not have survived for long without immediate assistance. That is exactly what was provided, thanks to the *Thomas Jefferson* and Capt. **Vincent Lombardi** along with his fellow Seafarers. Lombardi battled the river's current while giving first priority to the airplane passengers who were partially submerged. Additional ferries and rescue vessels reached the plane within 10 minutes of the *Thomas Jefferson's* arrival. Emergency medical service workers, firefighters and police officers boarded NY Waterway boats immediately following the aircraft's emergency landing.

NY Waterway ferry crews are being cited for their collective prompt, efficient and composed response that resulted in the rescue of all passengers in what quickly became known as "the miracle on the Hudson."



Seafarers-crewed NY Waterway ferries quickly arrive to assist passengers and flight crew members from US Airways Flight 1549. The rescue happened on Jan. 15 in the Hudson River. (Photo by Ron Jeffers)



This is one part of a shipbreaking location off the coast of Bangladesh. Ships are beached at high tide so poorly treated workers can take them apart.



An explosion and fire occurred in the hull of a tanker, killing, burning and maiming numerous workers.



Barefoot workers strip pieces from a ship.

Report Exposes 'Shipbreaking' Horrors

"You're 13? Okay, you're old enough. Take those tanks and that torch, go down into the hold of that decommissioned tanker and start cutting metal. What's that? You want protective gear? Forget it. Pay? We'll pay you 22 cents an hour, seven days a week, 16 hours a day and no breaks. If that's not good enough, there are plenty of people who have families to feed who'll take it."

Sound like a workplace conversation before unions fought for good, safe jobs? Try a 21st century shipbreaking or ship demolition operation off the coast of Bangladesh.

This is a very real scenario set forth by findings by the National Labor Committee's study titled "Where Ships and Workers Go to Die: Shipbreaking in Bangladesh." The study shows that 30,000 impoverished workers, including many children, are being injured, maimed and killed, doing the most dangerous job in the world – for 22 to 30 cents an hour.

According to the study, some of the world's largest decommissioned tanker ships—measuring up to 1,000 feet long, 20 stories high and weighing 25 million pounds—have been run up on the beaches of Bangladesh. In July of 2009, 112 tankers were strewn over four miles of beach that could be seen from space.

The report also notes the following:

- Bangladeshi workers, some of them children just 10, 11, 12 and 13 years of age, toil 12 hours a day, seven days a week, for wages of just 22 to 32 cents an hour.

- According to estimates by very credible local organizations, 1,000 to 2,000 workers have been killed in Bangladesh's shipbreaking yards over the last 30 years. Currently, a worker is seriously injured every day, and a worker is killed every three to four weeks.

- Examples of the harsh, heartless treatment endured by workers include on Sept. 5, 2009, 35-year-old Mr. Hossain was burned to death while breaking apart a South Korean tanker at the Kabir Steel Yard. Twenty-year-old Mr. Ashek remains in critical condition, while three other workers were seriously burned. Their blowtorches struck a gas tank which exploded, engulfing them in flames.

- It is common for workers to be paralyzed or crushed to death by heavy metal plates falling from the ship. A 13-year-old child, Nasiruddin Molla, was killed on July 14,

2008, when a large iron plate struck him in the head at the Sultana shipyard. Accidents and even some deaths are not reported, and there is never an investigation.

- Each ship contains an average of 15,000 pounds of asbestos and 10 to 100 tons of lead paint. Shipbreaking workers are routinely exposed to asbestos, lead, mercury, arsenic, dioxins, solvents, toxic oil residues and carcinogenic fumes from melting metal and lead paint.

Environmental damage to Bangladesh's beaches, ocean and fishing villages has been massive.

- Helpers, often children, who go barefoot or wear flip flops, use hammers to break apart the asbestos in the ship, which they shovel into bags to carry outside and dump in the sand.

- Workers usually lack even the most rudimentary protective gear. Cutters, who use blowtorches to cut the giant ships to pieces, wear sunglasses rather than protective goggles, baseball caps rather than hardhats, wrap dirty bandanas around their nose and mouth as they are not provided respiratory masks and wear two sets of shirts rather than a welder's vests, hoping the sparks will not burn through to their skin. If workers were to buy their own protective gear, it would cost them nearly a year's wages.

- Every labor law in Bangladesh and every one of the International Labor Organization's internationally recognized workers rights standards are blatantly violated on a daily basis. While forced to work overtime, the shipbreaking workers receive no overtime premium. There are no weekly holidays, no paid sick days, no national holidays or vacations. Any worker asking for his proper wages is immediately fired.

- The shipbreaking workers are very clear on two points: that they will die early and that there have been no improvements whatsoever over the last 30 years when it comes to workers' rights laws or health and safety.

Organizations such as the National Labor Committee, the International Maritime Organization and the International Metalworkers Federation have been lobbying the G-20 nations for help in supporting the workers.

The report itself calls for several basic steps including the following:

- The ILO could work in partnership with



Lacking protective gear, a worker uses a cutting torch to assist in shipbreaking in Bangladesh.

Bangladesh's Ministry of Labor and with local non-governmental human and labor rights organizations—including providing sufficient funding when necessary—to bring the Ministry of Labor up to par so that it could effectively enforce Bangladesh's labor laws.

- Child workers should be returned to school where they belong.

- Workers should receive safety training and must be equipped with protective gear.

- Establish the rule of law in Bangladesh's shipbreaking yards. The country's labor laws are modest and clear, including stipulations for an eight-hour day, six days a week, paid sick days, and the right to organize unions and bargain collectively. But, those rules must be enforced.

- All toxic waste must be removed before ships are sent for scrapping.

The mission of the National Labor Committee is to help defend the human rights of workers in the global economy. The NLC investigates and exposes human and labor rights abuses committed by companies producing goods in the developing world.

To read the full study, go to the committee's web site: www.nlcnet.org.

Nordic Action Week Ends Following 258 inspections

The International Transport Workers' Federation (ITF) recently concluded an annual Nordic week of action during which a team of inspectors visited a total of 258 ships in the 10 participating countries. Multinational teams of mariners, dockers, ITF workers and trade union volunteers pitched in to help carry out the inspections in ports across Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden, checking conditions and making wage surveys.

ITF Maritime Coordinator Steve Cotton noted, "With current conditions it's never been more important to ensure that seafarers are receiving the wages they need and conditions

they deserve. Across the region, teams have been working without stopping to make sure that wherever humanly possible that's what happens."

He continued, "What has also been particularly successful is the cross-sectoral reach of this event, with seafarers meeting with dockers, with teams talking to the public and to companies, and with colleagues from different nations visiting and working together in countries right across the region."

The SIU is one of 654 unions affiliated with the ITF. Overall, the federation's member unions represent 4.5 million transport workers in 148 countries.



A member of a German inspection team takes notes during the week of action.



MEETING ABOARD CAR CARRIER – SIU Asst. VP Nick Celona (third from left) recently met with Seafarers aboard the car carrier *Jean Anne* when the vessel docked in San Francisco. They discussed the latest union news and industry current events. The *Jean Anne* sails between the West Coast and Hawaii.



RECOGNIZED FOR SAFETY – The *Maersk Carolina* recently surpassed the five-year milestone for sailing without a lost-time accident, and AB Abdul Gharama (left) “has been an integral factor in achieving that mark,” according to Chief Mate Horatiu Vintila. Gharama is shown earlier this year receiving a monthly safety award (presented by Chief Mate Tim Kelly) that is part of an overall safety program conducted by the company. In an email to the *Seafarers LOG*, Vintila noted that Gharama “has shared his experience freely with all crew members, and has been indispensable in assisting new crew members. He never fails to correct safety concerns on the spot....”

At Sea And Ashore With the SIU



CONGRATULATIONS ON RETIREMENT – Longtime Seafarer Munassar Omer (center) recently picked up his first pension check at the SIU hall in Oakland, Calif., where he was congratulated by Safety Director Kathy Chester (left) and Administrative Assistant Diana Marrone, among others. A member of the steward department, Omer joined the union in 1967. He plans to retire in Yemen.



SHARING A SPECIAL MOMENT – Bosun Lech Jankowski (left) had reason to celebrate in May. That’s when his son Ian (right) graduated from the University at Albany (N.Y.). Ian majored in business and accounting. He was part of the university’s 165th graduating class.



SPREADING THE WORD ABOUT MARITIME – SIU Ft. Lauderdale Safety Director Kevin Marchand in late September participated in a maritime industry career workshop sponsored by the City of Hollywood (Fla.) Marine Advisory Board. He told attendees about the union and its affiliated Paul Hall Center for Maritime Training and Education. “They had a strong turnout and a number of people expressed interest in the unlicensed apprentice program,” Marchand noted.



BUSMAN’S HOLIDAY? – Frank Cammuso (left) recently submitted this photo and an accompanying note about a recent overseas cruise he took with his wife, Yuki-Ko (right). Cammuso sailed with the SIU for 36 years before retiring in 2003. He said the cruise “was a fascinating voyage through the Swedish archipelago and across the Baltic Sea to Helsinki.”

Computer Classes

A host of Seafarers successfully completed various computer classes recently while attending upgrading courses at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Some of these students are pictured below with their instructor, Rich Prucha.



Completing classes May 15 (from the left) were: Carlton McMiller, Ahmed AlImmany and Daniel Wilcox. Rich Prucha, their instructor, is second from left.



May 29 computer class graduates (from the left) included Brooke English, Bernard L. Wade II, Larbi Andaloussi, Tsawang Gyurme and Nicole Walton. At right is Prucha.



Ronie Llave (left) was the lone computer class graduate on June 12. Instructor Prucha is at right.



Three upgraders finished computer classes June 26. They were: Nabil Ahmed (second from left), Wade Jordan and Shending Hu.



SIU VP Gulf Coast Dean Corgey (standing third from right in both photos) is shown with Seafarers including the first crews of the *Lexie M* (photo at left) and *Hunter M*, respectively. Among the boatmen pictured are Master Stephen Jewell, Asst. Engineer Britt Saha, Mate Cody Libby, AB James Pratt, Master Cody Colson, Asst. Engineer George Maloney, Mate Adam Shuptar and AB Mark Girouard. (Photos by Robert Mihovil)

Assorted Vessels Enter Union's Contracted Fleet

Continued from Page 3

featured speaker at the recent AFL-CIO Maritime Trades Department convention in Pittsburgh), described the launch as "a testament to the hard work and dedication of the skilled shipbuilders here at Aker Philadelphia Shipyard. With each vessel we demonstrate the continuous improvement that has made us a leading U.S. shipyard."

Two weeks later, the yard announced

the keel-laying for the tenth tanker in the series. The ceremony included recognition of the red-hot local baseball team, the Philadelphia Phillies, who at that time were on the verge of advancing in the playoffs.

The OSG tankers are diesel-powered and are slightly more than 600 long, with beams of approximately 105 feet. They can carry 332,000 barrels apiece and can sail at greater than 14 knots.

- The T-AKE ships are crewed in the

unlicensed slots by members of the SIU Government Services Division. Vessels in this class are 689 feet long with an overall beam of 106 feet. The ships can sail at up to 20 knots.

The announcement concerning the *USNS Medgar Evers* was made by Secretary of the Navy Ray Mabus during a Jackson State University speaking engagement in Mississippi. Continuing the Lewis and Clark-class tradition of honoring legendary pioneers and explorers, the Navy's newest underway replenishment ship recognizes civil rights activist Medgar Evers (1925-1963), who forever changed race relations in America.

In a news release about the naming, the Navy's U.S. Military Sealift Command noted, "At a time when our country was wrestling to end segregation and racial injustice, Evers led efforts to secure the right to vote for all African Americans and to integrate public facilities, schools, and restaurants. On June 12, 1963, the Mississippi native was assassinated in the driveway of his home. Evers' death prompted President John F. Kennedy to ask the Congress for a comprehensive civil rights bill."

As a combat logistics force ship, the *USNS Medgar Evers* will help the Navy maintain a worldwide forward presence by delivering ammunition, food, fuel, and



In San Diego, work continues on the series of T-AKE vessels.

other dry cargo to U.S. and allied ships at sea.

Earlier, construction started on the *USNS William McLean*, named in honor of the Navy physicist who conceived and developed the heat-seeking Sidewinder missile. The ship is scheduled to be delivered to the Navy in the third quarter of 2011.

- The *Corpus Christi* is a 150-foot-long tugboat. The barge *Petrochem Supplier* is 521 feet long and has a capacity of 156,000 barrels.



Union workers at Aker Philadelphia Shipyard celebrate steady progress in the Veteran-class tanker program – and show their support for the local baseball team.

More Maersk Mariners Complete Safety Conference



Seafarers-contracted Maersk Line, Limited is continuing its successful series of safety leadership conferences at the union-affiliated Paul Hall Center in Piney Point, Md. Most recently, 30 SIU members employed by Maersk and a handful of the company's shore-side workers completed a safety conference at the school Sept. 29-30. The meetings are part of a larger program aimed at maintaining and boosting workplace safety. SIU President Michael Sacco (standing in photo at left) welcomed the participants and updated them on several important current events. Scheduled attendees from the late September conference – many of whom are pictured in the group photo – included Seafarers Emie Aguinaldo, Fermin Baltazar, Shirley Bellamy, Tommy Belvin, Tom Bowman, Francisco Bravo, David Castro, Donald Christian, Michael Congress, Thomas Flanagan, Jerald Galletta, Gerald Gavin, Wayne Green, Anthony Houston, Nick Kellehan, Efran Matias, Jason Noronha, Michael Proveaux, Raynaldo Ramirez, Eduardo Ramos, John Reed, Stephen Roell, Jan Schmidt, Grant Schuman, Maris Seperis, Mike Seyler, Harold Ward, Kwamena Watson, Beverly William and Eriberto Bulalacao and, from the company, Dennis Houghton, Sara Breed, Bob Morgan, Jerry Eker, Sean Kline, Patrick Callahan and Rich Fellone.



Around the Port of Baltimore

These photos were taken Oct. 9 in Baltimore, aboard the *El Faro*, *USNS Mendonca* and *USNS Seay*.

The *Seay* (right) and *Mendonca* are docked together in Baltimore.



BREC David James
USNS Mendonca



QMED Will Scott
El Faro



Electrician Trent Sterling
El Faro



QMED Tim Sexton
El Faro



AB Rob Hayes
USNS Seay



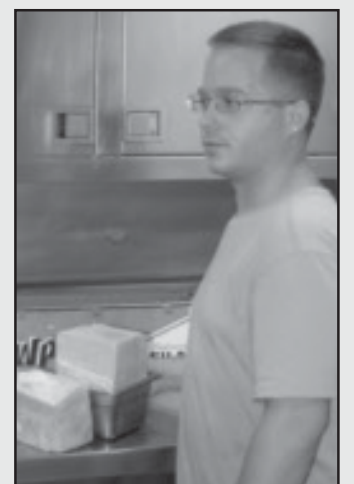
Pictured from left to right aboard the *USNS Mendonca* are AB William Howell, BREC David James, Port Agent Elizabeth Brown and AB Chris Brackbill.



Chief Cook Marlon Battad
USNS Mendonca



SREC Lauren Oram
USNS Seay



Chief Steward David Wakeman
USNS Mendonca

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Enjoy **special discounts on wireless** devices and **save 10%** on your monthly service charges through AT&T.*

Now SIU members can save 10% on any new or renewed service plan with AT&T. While you save, you'll also be supporting the only wireless company that is "Proud to Be Union!"

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2. **Online at UnionPlus.org/ATT or**
3. **CALL 1-800-897-7046.** Use Discount FAN# 00113662 when you speak to the customer service operator.



*Credit approval and new two-year service agreement required. The non-3G iPhone, additional lines for family plans, unlimited plans and Unity plans are not eligible. Up to \$36 activation fee may apply. Current AT&T customers can switch to the Union Plus AT&T Wireless discount program between now and June 30, 2010 and avoid the \$36 transfer fee. Other conditions and restrictions apply.

** Appropriate identification includes: union book, Union Plus Mastercard, or receipt showing dues payment.

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

UnionPlus.org/ATT

SIU AT&T 10/09



Machinist



Marine Electrician

Hands-On Training

A Staple in Classes Offered at Piney Point Since 1967

Practical training is one of the most important – and prevalent – aspects of many courses offered at the SIU-affiliated Paul Hall Center for

Maritime Training and Education.

Based in Piney Point, Md., the school conducts more than 70 U.S. Coast Guard-approved classes, the vast majority of which involve hands-on components.

The Paul Hall Center provides vocational training for entry-level students and for upgraders in all three shipboard departments (deck, engine, steward). Founded in 1967, the school also offers safety and specialty upgrading courses available to mariners regardless of their respective departments.

A few examples of courses featuring hands-on training open to Seafarers in Piney Point are radar observer, specially trained ordinary seaman, marine electrician, welding, certified chief cook, advanced galley operations, water survival, fast rescue boat, small arms qualification,

and basic and advanced fire fighting.

The photos on these two pages show recent hands-on training at the school. Among the classes depicted are oil spill prevention and containment, HAZMAT specialist, helicopter fire fighting, and confined space safety.

For additional information about the Paul Hall Center – which includes both the Joseph Sacco Fire Fighting and Safety School and the Seafarers Harry Lundeberg School of Seamanship – visit www.seafarers.org/phc. The web site includes individual course descriptions, upcoming course dates, detailed information on the unlicensed apprentice program, a PDF version of the school catalog and more.

Also, the annual Paul Hall Center course guide is scheduled to be published in an upcoming issue of the *Seafarers LOG*.



Refrigeration



HAZMAT Specialist (photo at left) and Oil Spill Prevention and Containment (above)



Certified Chef



Chief Cook



A class of upgraders hone their skills in helicopter firefighting



Simulator Training (above), Welding Class (photo at right) and Knot Tying (below)



Confined Space Safety

SHBP Offers \$132,000 for 2010 Scholarship Program

Seafarers and dependents who are interested in furthering their education but need financial assistance may want to consider the opportunities being offered by the Seafarers Health and Benefits Plan (SHBP).

The SHBP each year offers scholarships to qualified Seafarers and dependents who are hoping to continue their education. Designed to ease the financial challenges associated with college and vocational studies, the 2010 SHBP Scholarship Program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers and five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a post-secondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000 apiece.

Now is an ideal time to begin the application process. The first step is to send for the 2010 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below and return it to the address provided. As an alternative to requesting a package through the mail, they also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2010.

Items that need to be incorporated in the

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

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

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2010. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Don't allow the rapidly increasing costs of higher education prevent you from realizing your goals—the SHBP Scholarship Program can make the same difference for you that it has for years made for other Seafarers and dependents. In the last five years alone, the SHBP has awarded \$630,000 in scholarships to nine Seafarers and 25 dependents. A breakdown of these awards (by year) is as follows:

■ **2008** – Scholarships totaling \$140,000 awarded to AB **Peter R. Hokenson**; Brittany Redding, daughter of Chief Steward **Dennis Redding**; Christopher Wozunk, son of FOWT **John Wozunk**; Benjamin Wilmoth,



son of QE **Wendel Wilmoth**; Albert Balatico, son of AB **Albert Balatico**; Xiao Xiao Li, daughter of SA **Meli Seegers**; and Sidney Kirk, daughter of AB **Robert Kirk**.

■ **2007** – \$120,000 in endowments were awarded to Sarah Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Alice Cooper, daughter of tugboat Captain **James Cooper III**; Nicole LaPointe, daughter of AB **Robert LaPointe**; Justine Lopez, daughter of Oiler **Oswaldo Lopez**; Marian O'Neill, daughter of QMED **Guillermo O'Neill Jr.**; and Jenna Stillman, daughter of AB **Jerry Stillman**.

■ **2006** – Gifts totaling \$132,000 were bestowed upon Seafarers **Rahul Bagehi**, **Ken Stathos**, **Karen Domerego**, and **Brian McLarnon**. Dependents selected were: Renee Dunham-Jones, wife of Recertified Steward **Raymond Jones**; Ryan Kirby, son

of deep sea member **Michael Kirby**; Suci Madjidji, daughter of QMED **Sjamsidar Madjidji**; Shaval Stewart, daughter of AB **Mark Stewart**; and Kayla Watson, daughter of AB/Tankerman **Randy Watson**.

■ **2005** – Three Seafarers and five dependents received \$132,000 in funding. Seafarers selected were Chief Cook **Kristen Swain**, **Brandon Maeda** and **Jeanette Montgomery**. Dependents receiving scholarships were Adam Burton, son of **Ross Burton**; Ashleigh Coppola, daughter of **Patrick L. Coppola**; Stefan Nikolic, son of **Desire Z. Nikolic**; Anthony Sabatini, son of **Anthony J. Sabatini**; and Ronald Viernes, son of **Leopold A. Viernes**.

■ **2004** – \$106,000 was awarded to one Seafarer and five dependents. **Mark A. Dyer** claimed the Seafarers scholarship. He was joined by dependents Mary A. Hornby, daughter of **James L. Hornby**; Eleanor R. Preston, daughter of **Chester W. Preston**; Aaron J. Gilson, son of **James O. Gilson**; Rafika J. Shibly, daughter of **Mohammed Shibly**; and Glenys I. Castro, daughter of **Salome M. Castro**.

In addition, the SHBP earlier this year awarded \$132,000 in endowments under its 2009 scholarship program. Claiming these grants were: Recertified Steward **Brandon Maeda**; QMED **Robert Oliveto**; Jeffrey Monteiro, son of Deep Sea Engineer **Francis Monteiro**; Bethany Horner, daughter of inland Captain **Arthur Horner**; Matthew Taylor, son of inland Captain **Rodger Taylor**; Jillian Cairo, daughter of retired Deep Sea Chief Engineer **Gary Jarvis**; Giselle Bodden, daughter of inland AB-Tankerman **Albert Bodden**; and Alyssa Rothschild, daughter of inland Chief Mate **Robert Rothschild**.

Please send me the 2010 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address

City, State, ZipCode

Telephone Number ().....

This application is for: Self Dependent

Mail this completed form to: Scholarship Program
Seafarers Health and Benefits Plan
5201 Auth Way
Camp Springs, MD 20746

Union Members May Apply For Union Plus Scholarship Program

The Union Plus Scholarship Program since 1992 has awarded more than \$2.5 million to students of working families who want to begin or continue their post-secondary education.

More than 1,700 families have benefited from this commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation. Students selected for university, college, trade school or technical scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments.

Eligibility for Scholarships

Because the SIU participates in Union Plus, current and retired union members, their spouses and their dependent children (including foster children, step children, and any other child for whom the individual member provides greater than 50 percent of his

or her support) can apply for a Union Plus Scholarship. (Participating union members from the U.S., Puerto Rico, Guam and the U.S. Virgin Islands and Canada are eligible.) Members do not have to purchase any Union Plus program product or participate in any Union Plus programs to apply for the scholarships, and scholarship awards are not based upon participation in a Union Plus program.

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

Evaluation Criteria

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

Scholarship applications are judged by a committee of impartial post-secondary educators. Applications are first reviewed by a panel of independent career professionals. Semi-finalists are chosen based on a point scale, and their applications are then provided to judges for further review and selection of

finalists and awards. Program judges include representatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities and the National Association of Independent Colleges and Universities.

Scholarship Award Amounts

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

How to Apply

For information about obtaining the Union Plus Scholarship application, visit the Union Plus web site at www.unionprivilege.org/benefits/education/scholarships/up.cfm or call 1-800-452-9425. The application deadline is Jan. 31, 2010. Selected scholarship recipients' names will be announced May 31. Due to the high volume of applications, only winners receive notification.

Deadline

All applications must be postmarked by Jan. 31, 2010.

HIPAA Privacy Notice

The Health Insurance Portability and Accountability Act of 1996 (HIPAA) is a comprehensive federal law which established standards and requirements for the electronic transmission of medical claims and mandated the adoption of privacy rules to protect the confidentiality of personal health information.

The purpose of HIPAA's privacy rules is to safeguard "Protected Health Information" that is shared between hospitals, doctors' offices, and health plans. The HIPAA Privacy Rules give Seafarers Health and Benefits Plan participants more control over their health information, limit the use and release of health or claim records, and establish appropriate safeguards to protect the privacy of health information. The Seafarers Health and Benefits Plan Notice of Privacy Practices is available on the seafarers.org web site or by requesting a copy of the notice from the Plan. If you wish to request a copy of this notice, you may write to: Privacy Officer, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, Maryland 20746.

December 2009 & January 2010

Membership Meetings

Piney Point.....	Monday: December 7, January 4
Algonac.....	Friday: December 11, January 8
Baltimore.....	Thursday: December 10, January 7
Guam.....	Thursday: December 24, January 21
Honolulu.....	Friday: December 18, January 15
Houston.....	Monday: December 14, January 11
Jacksonville.....	Thursday: December 10, January 7
Joliet.....	Thursday: December 17, January 14
Mobile.....	Wednesday: December 16, January 13
New Orleans.....	Tuesday: December 15, January 12
New York.....	Tuesday: December 8, January 5
Norfolk.....	Thursday: December 10, January 7
Oakland.....	Thursday: December 17, January 14
Philadelphia.....	Wednesday: December 9, January 6
Port Everglades.....	Thursday: December 17, January 14
San Juan.....	Thursday: December 10, January 7
St. Louis.....	Friday: December 18, January 15
Tacoma.....	Monday: December 28*, Friday: January 22
Wilmington.....	Monday: December 21, Tuesday: January 19

* Tacoma change created by Christmas Day holiday

* Wilmington change created by Martin Luther King's Birthday holiday

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

Check Out . . .

SIU's SLOP CHEST

www.seafarers.org



SHOW YOUR SEAFARER PRIDE WITH SIU MERCHANDISE

Dispatchers' Report for Deep Sea

September 16, 2009 - October 15, 2009

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	7	9	3	13	10	2	0	14	11	3
Anchorage	1	2	2	2	0	0	1	0	9	1
Baltimore	2	7	0	7	5	0	4	11	6	0
Fort Lauderdale	15	14	4	15	7	0	5	20	28	10
Guam	5	0	0	0	3	0	0	5	3	1
Honolulu	13	8	0	7	1	0	4	15	15	0
Houston	41	41	1	45	10	1	15	98	79	6
Jacksonville	32	27	3	23	15	2	9	63	54	9
Joliet	4	3	2	6	4	2	0	1	4	4
Mobile	18	2	0	5	3	0	2	31	8	1
New Orleans	18	7	2	17	3	0	3	26	15	6
New York	35	22	4	37	10	3	18	82	45	19
Norfolk	13	17	3	12	11	4	4	32	42	11
Oakland	32	15	2	25	4	0	9	57	30	6
Philadelphia	2	10	1	2	8	1	1	5	12	1
Piney Point	2	1	3	0	1	2	2	1	2	3
Puerto Rico	5	6	1	7	4	0	3	11	17	2
Seattle	35	38	4	25	16	2	9	66	47	8
St. Louis	1	4	1	2	5	0	0	3	8	1
Wilmington	22	18	2	20	14	2	4	56	47	5
TOTALS	303	251	38	270	134	21	93	597	482	97

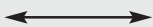
Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
Engine Department										
Algonac	4	3	1	2	1	2	0	5	4	1
Anchorage	1	3	0	0	1	0	0	1	5	0
Baltimore	4	6	1	3	6	0	1	6	6	1
Fort Lauderdale	8	7	1	12	4	0	1	11	12	3
Guam	2	2	0	2	2	0	0	1	3	0
Honolulu	3	3	0	3	2	1	0	12	7	1
Houston	12	12	2	9	14	1	4	17	28	3
Jacksonville	17	17	0	17	9	0	4	34	30	1
Joliet	4	2	0	2	3	2	1	3	2	0
Mobile	5	3	0	6	2	0	1	14	5	0
New Orleans	9	6	0	8	4	0	3	12	5	0
New York	22	10	0	15	9	0	3	37	26	4
Norfolk	10	14	2	9	12	1	4	24	35	3
Oakland	14	7	3	9	2	0	5	19	12	5
Philadelphia	2	2	0	2	2	0	1	6	1	0
Piney Point	3	6	0	2	1	0	1	3	9	0
Puerto Rico	3	4	0	1	1	0	1	7	11	0
Seattle	13	6	0	10	5	0	4	27	31	2
St. Louis	0	2	0	0	1	0	0	2	4	1
Wilmington	11	8	0	8	5	0	3	34	20	0
TOTALS	147	123	10	120	86	7	37	275	256	25

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
Steward Department										
Algonac	0	2	1	2	0	0	0	4	4	1
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	2	0	1	1	0	0	0	3	2	1
Fort Lauderdale	8	7	0	6	3	0	3	12	15	0
Guam	2	2	1	1	0	1	0	1	5	0
Honolulu	7	5	0	6	2	0	1	24	6	0
Houston	19	7	0	17	7	0	8	42	11	0
Jacksonville	19	10	0	10	5	0	3	31	13	0
Joliet	1	3	0	2	2	1	0	0	1	1
Mobile	3	3	0	4	0	0	0	5	6	0
New Orleans	3	2	0	4	0	0	2	12	4	0
New York	20	2	1	11	3	0	5	46	9	2
Norfolk	15	9	3	11	7	3	3	25	20	1
Oakland	14	7	1	15	4	1	7	30	8	0
Philadelphia	3	2	0	3	0	1	2	4	3	0
Piney Point	2	1	0	1	0	0	0	8	1	1
Puerto Rico	3	3	0	2	1	0	0	3	4	0
Seattle	14	3	1	14	3	1	2	23	6	2
St. Louis	1	2	0	1	1	0	0	1	2	0
Wilmington	17	4	2	21	5	1	7	59	5	2
TOTALS	153	76	11	132	43	9	43	333	127	11

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
Entry Department										
Algonac	1	17	9	4	8	1	1	1	20	12
Anchorage	0	1	0	0	1	0	0	0	5	0
Baltimore	1	3	0	1	2	0	1	1	5	1
Fort Lauderdale	0	7	7	0	3	0	0	0	12	14
Guam	0	3	3	0	3	0	0	0	0	3
Honolulu	4	5	1	1	5	1	1	6	11	7
Houston	7	29	4	5	11	2	4	13	48	11
Jacksonville	2	23	7	3	18	1	2	3	37	21
Joliet	3	5	2	1	6	0	0	1	4	2
Mobile	2	8	3	1	1	0	0	1	13	9
New Orleans	0	4	4	0	0	0	0	1	7	9
New York	11	25	6	11	21	3	3	12	57	21
Norfolk	1	7	13	0	11	5	0	1	34	24
Oakland	3	14	5	1	9	2	2	5	28	18
Philadelphia	0	0	2	0	0	1	0	0	2	2
Piney Point	1	2	13	0	2	19	2	1	7	7
Puerto Rico	0	1	2	0	1	1	0	2	3	1
Seattle	2	15	3	3	6	0	4	10	26	5
St. Louis	0	0	1	0	0	0	0	0	3	1
Wilmington	0	8	2	2	10	6	2	5	29	29
TOTAL	38	177	87	33	118	42	22	63	351	197
TOTALS ALL DEPARTMENTS:	641	627	146	555	381	79	195	1,268	1,216	330

**Seafarers International Union
Directory**

Michael Sacco, President
Augustin Tellez, Executive Vice President
David Heindel, Secretary-Treasurer
George Tricker, Vice President Contracts
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgoy, Vice President Gulf Coast
Nicholas J. Marrone, Vice President West Coast
Joseph T. Soresi, Vice President Atlantic Coast
Kermett Mangram,
Vice President Government Services



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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was asked in Baltimore.

Question: What are your plans for the holidays? Is the rough economy affecting those plans?

Joel Ramos
Chief Cook

I'll be going to the Philippines soon. I've got to take care of something over there – family stuff. That's it, but I'll be there for about nine weeks. My vacation is three months; I'm doing



90 days on the ship and 90 days off.

Tim Sexton
QMED

Take vacation, go home to the Philippines, enjoy spending the American dollar at the Philippine peso (rate). The economy isn't affecting my plans. The dollar still has spending power in the Philippines.



Will Scott,
QMED

Work. That was the plan anyway, if it's there. You take 'em when you

can get 'em. You have to save your dollars. I predict the economy is going to get worse before it gets better.



Trent Sterling,
Electrician

Deer hunting at home in Texas. When I get lucky enough to allow the work schedule to work out for me to be home for deer season, which has been twice in the last four years.... I'm also going to see the family during Thanksgiving. My sister is in Florida.



Grant Schuman,
Electrician

I plan on being on a ship. I sail relief and that's the best time to be out. The economy has nothing to do with it.



Pic-From-The-Past



The photo above was sent to the LOG by Pensioner Joe Mele. It was taken by Pensioner Steve Ledermann in 1970 aboard the SS Merrimac. Operated by Ogden Marine, the vessel was on a coal run from Norfolk, Va., to Amsterdam. Pictured are Rex Rayner (left) and Brian Hubbell. According to Mele, Rayner went the hawsepiped route and sailed as a captain while Hubbell shipped as an AB. Each of the foursome (Mele, Ledermann, Rayner and Hubbell) were close friends and sailed on the vessel at the same time. Rayner and Hubbell are now deceased but Mele and Ledermann still recall with fondness some of the memorable times they all once shared while at sea.

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

WINSTON CLAYTON

Brother Winston Clayton, 72, joined the union in 2000 while in the port of Fort Lauderdale, Fla. He initially sailed on the *Patriot*. Brother Clayton was born in Jamaica and shipped in the steward department. He frequently visited the Paul Hall Center in Piney Point, Md., to upgrade his skills. Brother Clayton's final ship was the *Cape John*. He resides in Coral Springs, Fla.



CLIFFORD LEAHY

Brother Clifford Leahy, 65, started sailing with the Seafarers in 1965. His first voyage was aboard the *Rachel*. Brother Leahy, who sailed in the deck department, upgraded his skills often at the Piney Point school. He was last employed on the *Humacao*. Brother Leahy makes his home in Toms River, N.J.



MICHAEL LINUS

Brother Michael Linus, 65, became an SIU member in 1974 while in the port of New York. His first ship was the *President Kennedy*; his last the *Tacoma*. In 1985 and 2000, Brother Linus enhanced his seafaring abilities at the union-affiliated school in Piney Point, Md. The steward department member was born in Philadelphia. Brother Linus lives in Seattle.



FREDRICK MAYER

Brother Fredrick Mayer, 76, donned the SIU colors in 1960. He originally shipped aboard the *Sampan Knot*. Brother Mayer worked in the deck department. He last shipped on the *China Sea*. Brother Mayer is a resident of Seattle.



JOHN WHITE

Brother John White, 70, was born in Ashville, Ala. He began sailing with the union in 1996 from the port of Jacksonville, Fla. Brother White initially worked aboard the *Maersk Colorado* as a member of the engine

department. He most recently shipped on the *Maersk Alabama*. Brother White upgraded on two occasions at the Seafarers-affiliated school in Piney Point, Md. He calls Lake Helen, Fla., home.



GEORGE WHITING

Brother George Whiting, 65, signed on with the Marine Cooks & Stewards in 1973 while in the port of San Francisco. His earliest voyage was aboard the *Santa Magdalena*. Brother Whiting was a member of the steward department. The Illinois native's last trip was on the *Matsonia*. Brother Whiting settled in Reno, Nev.



RONALD WITSKA

Brother Ronald Witska, 65, joined the SIU in 1960 in the port of New York. He first sailed aboard the *Arizona*. Brother Witska upgraded at the union-affiliated training center. The deck department member was born in Clarksburg, W.Va. Brother Witska's final trip was on the *Humacao*. He resides in Durham, N.C.



INLAND

JOHN LEE

Brother John Lee, 60, became a Seafarer in 1979. His earliest trip was with C.G. Towing Inc. Brother Lee was born in Georgia and enhanced his skills often at the Piney Point school. He most recently sailed with Crowley Towing & Transportation of Jacksonville. Brother Lee makes his home in Perry, Fla.



JOHN MCCORMICK

Brother John McCormick, 62, started his maritime career in 1979. He first sailed aboard an Interstate Oil Transportation vessel as a member of the deck department. Brother McCormick's last trip was with OSG Ship Management. He calls New Port Ricky, Fla., home.



LAMAR NELMS

Brother Lamar Nelms, 54, was born in Florida. He donned the SIU colors in 1977. Brother Nelms originally shipped on a Tug Management Corporation vessel. He upgraded his abilities on numerous occasions at the Paul Hall Center in Piney Point, Md. Brother Nelms' final trip to sea was with Penn Maritime Inc. He is a resident of San Mateo, Fla.



FLOYD PHILLIPS

Brother Floyd Phillips, 62, joined the SIU ranks in 1990. He was employed with Great Lakes Dredge & Dock for the duration of his career. Brother Phillips was born in Pennsylvania and shipped in the engine department. In 2001, he attended classes at the union-affiliated school. Brother Phillips lives in Avella, Pa.



LEWELLYN STEVENS

Brother Lewellyn Stevens, 70, signed on with the SIU in 1957. He initially sailed aboard a



Waterman Steamship vessel. Brother Stevens worked in the deck department. His last ship was operated by Dravo Basic Materials Company. Brother Stevens resides in Frisco City, Ala.

NATIONAL MARITIME UNION

CLAYTON BENNEKIN

Brother Clayton Bennekin, 59, donned the NMU colors in 1981 while in Charleston, S.C. The engine department member was born in South Carolina. Brother Bennekin most recently shipped on the *Cape Edmont*.

JOHN DALY

Brother John Daly, 65, started sailing with the NMU in 1976 from the port of New York. He was born in Denver. Brother Daly's first ship was the *USNS Marius*; his last was the *Mason Lykes*.

RUDOLPH FRASER

Brother Rudolph Fraser, 68, became an NMU member in 1968 while in New York. His earliest voyage was aboard the *Rainbow*. Brother Fraser was born in Guyana. His final trip was on the *Montana*.



RICHARD SULLIVAN

Brother Richard Sullivan, 65, joined the union in 1961 while in Boston. He was born in Chelsea, Mass. Brother Sullivan originally sailed

with Perini Corporation. The deck department member now makes his home in Saugus, Mass.



JOHN SWENSON

Brother John Swenson, 67, signed on with the NMU in 1971 in Boston. His first voyage was on the *Nobska* as a member of the deck department. Brother Swenson was born in Newburgh, N.Y., and now calls Medford, Mass., home.



Reprinted from past issues of the Seafarers LOG

1942

British Prime Minister Winston Churchill offered his thanks and the thanks of the Royal Navy to the crews of two SIU-contracted ships that returned to New York after 11 months on the run to Russia. A commendation relayed by Adm. Emory S. Land, director of the War Shipping Administration, from the British Admiralty said in part, "Mr. Winston Churchill, the British Prime Minister, has particularly requested that he be associated with this message of congratulations.... I should like also to offer my congratulations to you and your crew for the excellent work you all performed during this encounter, which is a great credit to the United States Merchant Marine." The ships are unnamed for security reasons.

1955

SIU negotiators recently won a 25-cents-per-man-day contribution from employers to expand health and safety benefits and raise vacation payments. Coupled with wage increases under the contract, the vacation benefits will mean a boost in vacation pay for all Seafarers from the present \$176 maximum to \$224, effective November 15.

1962

The latest in a series of important advances

to assure all Seafarers the best possible food and food service aboard ship is now underway at SIU headquarters with the launching of a new refresher school for SIU chief stewards as part of the steward department recertification program. Five veteran stewards are enrolled in the first class. The program, developed over the past couple years, is the result of a recommendation by a committee of rank-and-file members of the steward department. It features both classroom and practical work to upgrade the steward and teach him the skills necessary for a chief steward's rating.

1970

President Nixon signed the Merchant Marine Act of 1970. This act, which incorporated many provision backed by the SIU, had passed both houses of Congress by substantial majorities before it was sent to President Nixon for his signature. President Nixon said the bill marked the beginning of a new era for the troubled maritime industry and opened the prospect of revitalization of the U.S.-flag maritime fleet. The bill benefits SIU men more than others by means of its provision to construct 300 new ships for the foreign trade in the next 10 years. The bulk of those 300 ships will go to SIU-contracted companies. Under the 1970 bill, all steamship companies in the foreign trade will be eligible for subsidies.

This Month In SIU History

Final Departures



DEEP SEA

WILLIAM BYRNE

Pensioner William Byrne, 81, died July 28. Brother Byrne became a Seafarer in 1968. He first sailed with Victory Carriers Inc. Brother Byrne was born in Liverpool, England. He was a member of the deck department. Brother Byrne's last vessel was the *Commitment*. He went on pension in 1999 and called Navarre, Fla., home.



ROBERT CALLAHAN

Pensioner Robert Callahan, 80, passed away May 1. Brother Callahan joined the union in 1944 while in Savannah, Ga. He initially worked aboard an Alcoa Steamship Company vessel. Brother Callahan was born in Adel, Ga., and shipped in the deck department. Before his retirement in 1992, he sailed on the *LNG Virgo*. Brother Callahan lived in Mobile, Ala.



MACK HAMILTON

Pensioner Mack Hamilton, 85, died July 12. Brother Hamilton signed on with the Marine Cooks & Stewards in 1958 while in the port of San Francisco. The Tennessee native resided in Antioch, Calif. Brother Hamilton retired in 1981.



BARNEY JOHNSON

Pensioner Barney Johnson, 80, passed away July 26. Brother Johnson was born in South Carolina. He started sailing with the SIU in 1967. Brother Johnson first sailed aboard the *Western Comet* as a member of the steward department. His final voyage was on



the *Charles L. Brown*. Brother Johnson began collecting his retirement compensation in 1995. He made his home in Leland, N.C.

CHARLES JORDAN

Pensioner Charles Jordan, 84, died July 25. Brother Jordan joined the Seafarers in 1944 while in the port of New York. His first trip to sea was with Waterman Steamship Corporation; his last was aboard the *Performance*. Brother Jordan shipped in the deck department. He resided in his native state of Georgia. Brother Jordan went on pension in 1990.



MAURICE LINDEN

Brother Maurice Linden, 88, passed away July 31. He first donned the SIU colors in 1979. Brother Linden's earliest trip was on the *Santa Mercedes*. He was born in Port Arthur, Texas, and shipped in the steward department. Brother Linden's final voyage was aboard the *Manulani*. He continued to live in Port Arthur, Texas.



FELIPE REYES

Pensioner Felipe Reyes, 73, died May 17. Brother Reyes began his seafaring career in 1989. He originally worked with Crowley of Puerto Rico. Brother Reyes was born in Puerto Rico. His most recent trip to sea was on the *El Yunque*. Brother Reyes shipped in the steward department. He started receiving his pension in 2006 and settled in Catano, P.R.



JOHNNY VICE

Brother Johnny Vice, 63, passed away June 28. He became an SIU member in 2001 when the NMU merged into the SIU. Brother Vice was born in South Carolina and sailed in the steward department. He most recently shipped aboard the *Green Cove*. Brother Vice was a resi-

dent of North Charleston, S.C.

INLAND

RALPH RACE

Pensioner Ralph Race, 64, died July 10. Brother Race, a member of the deck department, began sailing with the Seafarers in 1967 from the port of Philadelphia. Brother Race was last employed on the *Patriot*. He was born in Philadelphia but called Pompano Beach, Fla., home.



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

NATIONAL MARITIME UNION

ROBERT ALEXANDER

Pensioner Robert Alexander, 85, passed away June 2. Brother Alexander was born in Alabama. He became a pensioner in 1965 and settled in Mobile, Ala.



ROBERT GREEN

Pensioner Robert Green, 81, died June 4. Brother Green was a Georgia native. He retired in 1984 and called Fitzgerald, Ga., home.



ARTURO LOPEZ

Pensioner Arturo Lopez, 81, passed away May 20. The Houston native started collecting his retirement stipends in 1966. Brother Lopez resided in Deer Park, Texas.



CARROLL MCCOY

Pensioner Carroll McCoy, 86, died July 13. Brother McCoy

was born in Honduras. He became a pensioner in 1986 and settled in La Marque, Texas.



VICENTE MIRANDA

Pensioner Vicente Miranda, 94, passed away June 2. Brother Miranda was a resident of Peru. He went on pension in 1968.



FRANCIS PINEAU

Pensioner Francis Pineau, 81, passed away June 23. Brother Pineau was born in Quincey, Mass. He went on pension in 1993. Brother Pineau continued to live in Massachusetts.



ELIAS RABINOVITZ

Pensioner Elias Rabinovitz, 90, died June 14. Brother Rabinovitz was a native of New Orleans. He began receiving his retirement pay in 1973. Brother Rabinovitz was a resident of Franklinton, La.



ARQUELIO SEMIDEY

Pensioner Arquelio Semidey, 87, died July 11. Brother Semidey was a native of Puerto Rico. He started collecting his retirement compensation in 1970. Brother Semidey made his home in Bronx, N.Y.



CLARENCE SHAW

Pensioner Clarence Shaw, 81, passed away July 4. Brother

Shaw was born in Huntsville, Texas. He retired in 1968. Brother Shaw continued to reside in Texas.



DANIEL TATHUM

Pensioner Daniel Tatham, 72, passed away June 11. Brother Tatham was born in Nicaragua. He became a pensioner in 1996. Brother Tatham made his home in the Cayman Islands.



CARL TIDMORE

Pensioner Carl Tidmore, 77, died June 13. The Alabama-born mariner retired in 1993. Brother Tidmore called Mobile, Ala. home.



Name	Age	DOD
Brown, Juan	89	June 10
Bryant, Robert	81	June 11
Flynn, John	83	July 24
Krogol, Bernard	87	July 13
Lozada, Caesar	71	July 9
Marshall, Anselmo	95	June 23
Martinez, Jimmie	82	July 14
Mathews, Milton	86	June 17
McNair, Clarence	86	July 29
Milton, Dave	80	July 2
Nation, Robert	83	June 21
Pabon, Frank	91	July 14
Rivera, Emilio	80	June 16
Rogers, Fredericks	88	July 23
Sabatis, James	79	June 15
Trotter, Rogers	76	June 3



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.

ANTARES (Maersk Line, Limited), August 19 – Chairman **Michael J. Proveaux**, Secretary **Walter J. Matt**, Educational Director **Ralph B. Garner**. Chairman reported smooth voyage. Educational director urged Seafarers to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. It was reported that there were problems cashing checks at some banks; crew would like the problem to be addressed. No disputed OT reported. Request was made to lower retirement age.

BURNS HARBOR (American Steamship Company), August 17 – Chairman **Philip T. Parisi**, Secretary **Michael L. Ingram**, Engine Delegate **Michael R. Lau**. Chairman stated that ship will go to the shipyard for five to seven days in Sturgeon Bay, Wis. Members were reminded to go to SIU hall to register for jobs within 72 hours. Secretary asked crew to assist in keeping house clean. No beefs or disputed OT reported. Suggestion was made to reduce sea time requirements to qualify for benefits.

CHARGER (Maersk Line, Limited), August 16 – Chairman **Richard L. Volkart**, Secretary **Scott A. Opsahl**, Educational Director **Salvador A. Baclayon Jr.** Chairman thanked crew for a job well done and read communications from union headquarters. He reminded crew to have hazmat credentials up-to-date; test is available on board vessel. Secretary informed crew that reefers in rooms are not to be used for perishable items and asked that they leave linen for their reliefs. No beefs or disputed OT reported. Suggestions made regarding vacation benefits. It was reported that digital converter was needed for TV in crew lounge and that food budget does not reflect reality. Steward department was thanked for excellent BBQ's and going that extra mile. Next ports: Los Angeles and Oakland, Calif.

GLOBAL SENTINEL (Transoceanic Cable Ship), August 28 – Chairman **Joseph J. Olsen**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Engine Department **Gary M. Bartlett**, Steward Department **Mario A. Firme Jr.** Chairman reported that survey was completed and went well; ship is now headed to Los Angeles. Mariners were asked to take care of the new TV in the crew lounge as if it were their own. Secretary reminded members about various issues pertaining to document renewal. Educational director advised mariners to take advantage of the Piney Point school to enhance their skills. He reiterated the need to keep documents current. Treasurer reported \$4,000 in crew fund. Recommendation was made to use some of the money to upgrade DVD players in crew and officer lounge with a conversion kit compatible with the new TV. Another suggestion was to get new fishing gear and tackle for ship. Chief Steward Fujiwara is to look into cost and present it to captain. It was noted that movie locker would be open daily from 1630-1700. Next port: Los Angeles.

HORIZON TIGER (Horizon Lines), August 2 – Chairman **Lawrence L. Kunc**, Secretary **Eugene W. Von Flowtow**, Educational Director **Ronald H. Westerfield**. Bosun announced payoff Aug. 8 upon arrival in Los Angeles. He advised crew members to memorize their TWIC card information. Educational director talked about the importance of keeping seafaring documents up-to-date. Treasurer stated \$590 in ship's fund. No beefs or disputed OT reported. Seafarers requested a new ice machine and would like fans to be installed in rooms. Recommendations were made pertaining to dental benefits. Vote of thanks was given to the steward department for doing a good job. Next ports: Los Angeles and Wilmington, Calif.

LIBERTY GLORY (Liberty Maritime), August 30 – Chairman **Reginald A. Watkins**, Secretary **Louins Johnson**, Educational Director **Charles Snead**, Deck Delegate **Joseph S. Merriweather**, Steward Delegate **Julio Guity**. Bosun reported ship running well and expressed his satisfaction with the work performed by crew. He announced payoff on Sept. 6 in Galveston, Texas, and thanked steward department for great food and menus. Secretary asked mariners getting off to leave cabins clean and supplied with fresh linen. He thanked crew for helping keep pantry and messhall clean. Educational director encouraged all mariners to enhance their seafaring abilities at the Paul Hall Center and discussed the need for members to keep documents current. He thanked Recertified Steward Louins Johnson for a great salad bar and menus. No beefs or disputed OT reported. Information regarding pre-employment physical required by Liberty Maritime was requested. It was reported that a new washer and dryer are needed and are on order. New antenna is also needed due to very little reception while in port. Next port: Galveston, Texas.

MAERSK VIRGINIA (Maersk Line, Limited), August 13 – Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**, Deck Delegate **Ian M. Ferguson**, Steward Delegate **Natividad A. Zapata**. Chairman reported a smooth, safe voyage. He announced payoff on September 21 in Newark, N.J. Secretary thanked crew for help keeping vessel clean. Educational director encouraged members to check out what the union-affiliated school in Piney Point, Md., has to offer. Treasurer reported \$1,500 in ship's fund. No beefs or disputed OT reported. Suggestions made pertaining to pension and vacation benefits.

Tanker's Maiden Voyage



Recertified Steward Joseph Emidy submitted these photos of Seafarers aboard the *Overseas Nikiski*, one of the new tankers built at Aker Philadelphia Shipyard. The pictures were taken during the vessel's maiden voyage; the OSG-operated ship was christened in June. "There is a real spirit of brotherhood aboard this vessel and it would be nice to acknowledge the hard work and spirit in getting the vessel shipshape and operating in a timely and efficient matter," Emidy noted. Among those pictured are OMU Sean Sannaciacchi, SA Justo Flores, OMU Kemo Torres, AB Will Coronacion, OS Steve Blair, OS Dan Thompson, Pumpman Ben Mathews, AB Chris Green and Emidy. One photo was taken after a union meeting and the other during a birthday celebration for Flores.



Pelican State Docks in Florida



Crowley's double-hulled tanker *Pelican State* recently docked in Jacksonville, Fla., and was set to resume sailing on Oct. 13. Pictured (photo above, from left to right) aboard the vessel (which was constructed at General Dynamics NASSCO shipyard in San Diego) are Oiler Henry Crespo, Steward/Baker Justo Lacayo, ACU Hussain Quraish, Recertified Bosun Ray Tate and QEP Oscar Garcia.



Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Thanks Again

The volunteer group from the Seafarers International Union recently completed painting our home in Tacoma, Wash., and we wish to thank both them and your organization for the help. It is deeply appreciated by us as well as our neighbors. The Seafarers members gave generously of their personal free time to complete the project (part of a larger, annual effort called Paint Tacoma Beautiful) and deserve a "well done" in the effort. The finished product is excellent.

We would like to thank them each individually, beginning with Dr. Debra Hammond, who originally interviewed us, and also Joe Vincenzo, Ryan Palmer, Quinton Palmer, Kris Hopkins, Karen Hopkins, Kevin Hopkins, Kylie Hopkins, Brenda Flesner, Joie Flesner, Chris Mercado, Dan Coffey, Cheryl Gutkowski, David Goodpastor, Lance Zollner, Ben Born, Michael Meany, Lovie Perez, Ray Nowak, Chris Tizon, Mikel Tittsworth, Samed Kassem, Glenn Quittorio, Cory Gardner, Allan Makiling, Hernando Basilan, Pete Hokenson, Paul Sharo, Rupert Henry, Lamberto Palamos, Cesar Runatay, Orlando Makiling, Jose Santos, Melgar Daguio, Joe Hilario, Manuel Basas, Emily Soriano and Efran Bacomo.

I have yet to meet a finer group of generous people.

It gives us a sense of pride to live in a city that has programs like this one to help us senior citizens. Tacoma has been my home since 1940 and we raised our family of seven children here over our 57 years of marriage, so it means something special to us.

Thank you all very much and keep up the good work!

*Al and Cecile Reeves
Tacoma, Washington*

Remembering John P. Yegge

My name is Jeff Yegge (AMO/SIU Book #136-Y). It comes with great sadness, yet celebration, as I wish to inform our union members and seafaring family that my only brother and our deep sea shipmate over the last 20 years has made his final departure.

Brother John P. Yegge was a proud member of the American Maritime Officers and the Seafarers International Union who loved his job and the professionalism we stand for. John passed away at his Fort Lauderdale, Fla., home on June 15, 2009, just months after receiving his unlimited master's license. We joined our first ship together, the passenger liner *S.S. Independence*, back in 1989, signing on as SIU crew utility. John always did his job in a professional manner and never complained. He had a natural way of making his shipmates smile, take pride, and have fun even when the bilge was swabbing toilets or crawling through the bilges.

John enthusiastically pursued the opportunities available through the SIU and AMO as a U.S. Merchant Mariner and eventually fell in love and married his wife and shipmate Sherrie after meeting aboard the AMO/SIU-contracted *M/V TSgt. John A. Chapman*. John was very proud to have worked his way up the hawsepipe, filling many billets in all departments to earn his unlimited deep sea master's license. I know he would have fulfilled that billet with the same professionalism, pride, and integrity as he had throughout his 20 years of seafaring. He will be greatly missed.

I pray his Aloha lives on in those who knew him and I would like to share a personal experience I had following my brother's departure:

"Midnight Watch"

Written to family while underway aboard

the SS Great Land on 18 June 2009

*In memory of Captain John Paul Yegge,
8/8/1966-6/15/2009*

Top o' the morning. I know these last few days have been emotional and difficult to fathom and this feels like the longest voyage home in memory. I wanted to share an uplifting abstract from my midnight watch.

My ship crossed the International Dateline at 46° 50' North Latitude early this morning – 0200 hours local time. Having logged and plotted the ship's position and crossing the "Domain of the Golden Dragon," I stepped back out onto the starboard bridge wing to honor the traditional meridian passage.

Through the years and many hours "on the wing," I feel blessed to have experienced the countless natural wonders of the wind, sky, and sea. It has been an embedded spiritual belief of mine and fellow seafarers that the mighty albatross represents our shipmates who have made their final departure on their humanly voyage.

With a 16-knot following wind and sea in the brisk North Pacific, it was relatively calm on the wing. My gaze from the distant horizon was captured by the passing flight of a solo albatross gliding effortlessly past my height of eye (95 feet above the waterline).

It wasn't as though this mighty seafaring albatross, which spends most of its life at sea, landed on my shoulder and spoke to me but for whatever reason, the presence and 5-10 minute encounter that I tearfully enjoyed watching with graceful acrobatics from stem to stern gave me an incredible sense of freedom and peace within my heart that I truly have never experienced before.

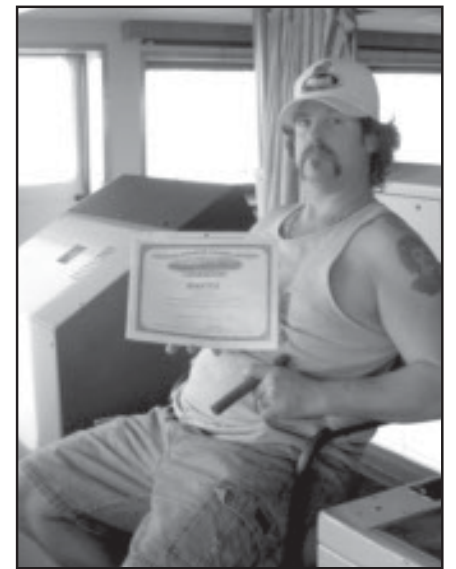
Be it irony or sheer coincidence, at that moment ... I knew Johnny was with me and letting me know he was okay (and apparently taking well to flight).

Be it known that before this encounter concluded (for now), he was joined by a second albatross which seemed to guide him southeasterly onto the next waypoint... Johnny always had a loving passion for flight as well as the sea and it's my guess that this voyage has only just begun.

Fair winds & Following seas, brother.
With an abundance of Love & Aloha

Jeff Yegge

P.S. I am very proud to attach this last known photo of John aboard his ship *M/V TSgt. John A. Chapman* after receiving his master's license in March 2009, humorously self-titled "Redneck Cap'n". It was a proud achievement which began 20 years ago swabbing toilets aboard the passenger liner *SS Independence*.



John P. Yegge

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 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
ARPA	November 16	November 20
Government Vessels	November 16	November 20

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Operations	November 9	December 4
Marine Refrigeration Technician	November 9	December 18
Welding	November 30	December 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	November 30	December 11
Basic Firefighting/STCW	November 9	November 13
Medical Care Provider	December 14	December 18

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 Nov. 2.

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should

list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

Online Distance Learning Courses

"Distance learning" (DL) courses are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education. The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The online courses are: DOD Level 1 Antiterrorism Awareness Training, MSC Environmental Awareness, First Aid Preparation, Global Maritime Distress and Safety System, Hazardous Material Control and Management, Hearing Conservation, Heat Stress Management, Bloodborne Pathogens, Shipboard Pest Management, Respiratory Protection, Back Safety, Fixed Fire Fighting Systems, Shipboard Firefighting, Portable Fire Extinguishers, Fire Fighting Equipment, Shipboard Water Sanitation, Crew Endurance Management, Basic Math Refresher, Intermediate Math Refresher, Marine Engineering Mathematics Preparation, Introduction to Navigational Math, Basic Culinary Skills, and Chief Cook Preparation.

Students **MUST** have access to the internet and an e-mail address in order to take the aforementioned classes. Each course must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the upgrading application form below.

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



UPGRADING APPLICATION

Name _____

Street Address _____

City _____ State _____ Zip Code _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

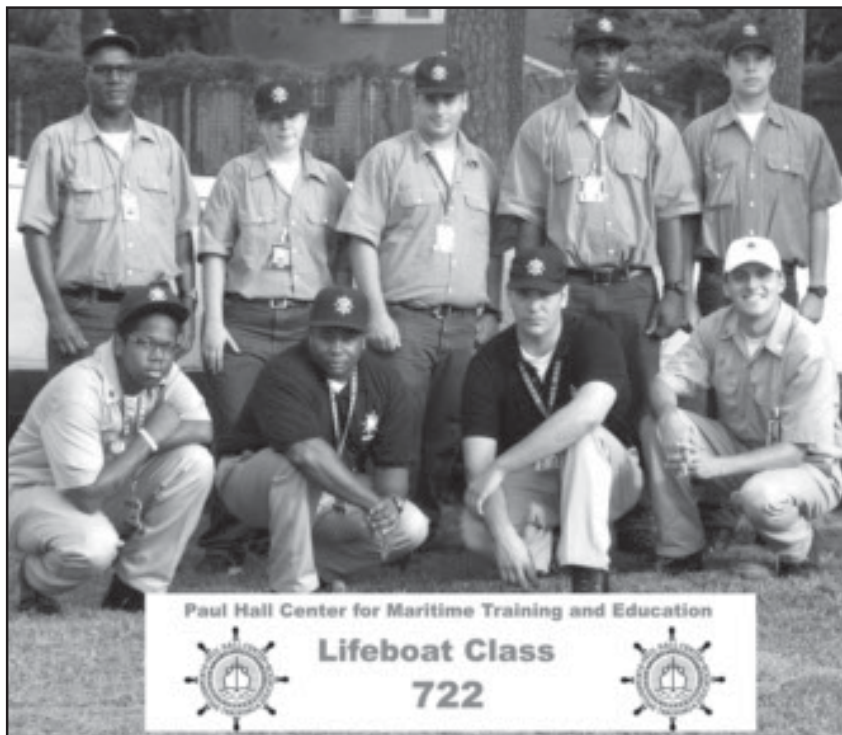
SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 11/09

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class – Twelve individuals completed their training in this 60-hour course July 10. Graduating (above, in alphabetical order) were: Ronald Coley, Gerald Foster II, Daniel Harris, Laura Hollar, Brandon Hutchinson, Curtis Lee II, Mark Mosley, Keith Reeder, Bryan Smith, Richard Vega, Nabil Ahmed and Wade Jordan. (Note: Not all are pictured.)



Welding – The following Seafarers (above, in alphabetical order) completed this 30-hour course Sept. 25: Daniel Avery, Robert Borchester, Hubert Dennis, Thomas Quinlan, Paublito Ramos-Ortiz, Michael Warner, Daniel Watts and Igor Yakunkov. Buzzy Andrews, their instructor, is seventh from left.



FOWT – Eight upgraders on Sept. 11 completed their training in this course. Graduating (above, in alphabetical order) were: Jason Babbitt, Daniel Balch, Prentice Conley, Hubert Dennis, Steve Shaffer, Danielle Smith, Charles Wagner and Rickey Yancey. Their instructor, Tim Achorn, is at right.



Machinist – Three upgraders on Oct. 2 finished their training requirements in this 102-hour course. Graduating (above, in alphabetical order) were: Nat Lamb, Montree Nakwichet and Roman Zarkiewicz. Steve Harver, their instructor, is at right.



Crowley Various Classes (Crowley Maritime) – The following individuals from SIU-contracted Crowley Maritime (above, in no particular order) on July 17 completed various courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland: Brad Burkart, Mark Tilly, Robert Albe, Chris Valley, Domenic Bailey, Forrest Furguson, Jeremiah Dougherty, Shelby Rankin, Gus Cramer, Randy Brinza, Robert Bouton, Jeremy Abel, Vance Sanderson, Ed Sanderson, Frank Campos, Jacek Sawicki, Cory Walls, Rick Cristofano, Paul McCool, Robert Bergmann, William Dunney, Dennis Keys, Mark Gaskill, Bobby Scheider, Greg Jaegie, Ardale Crim, Bill Foley, Freddy Hamilton, Willie Allen and Jeff Hardy. (Note: Not all are pictured.)

Paul Hall Center Classes



Able Seaman – The following individuals (above, in alphabetical order) completed this course Sept. 11: Martin Baker, Brandon Braam, Victor Chevalier, Heather Hammons, Jarred Moylan, Tieria Noble, William Pakkala, Teresa Peterson, Jason Redmond, Joshua Sanders, Junior Tanaka and Nelson Velez. Their instructor, Bernabe Pelingon, is at right.



Tank Ship Familiarization (DL) – Eighteen upgraders completed this 63-hour course Oct. 2. Graduating (above, in alphabetical order) were: Edgardo Barrios, Frank Battaglia, Kenneth Benton, Apolinario Calacal, James Ceden, Wilshire Cortez, John Daunoras, Richard Gonzales, Green Hoskins, William Kane, Yuriy Khitrenko, Ralph Kirby, Glenn Lopez, John Mbelwa, Jeremy Scheil, Mykola Smironov, Elpidio Toyco, David Tyrkley and Jesse Turner. Jim Shaffer, their instructor, is at right. (Note: Not all are pictured.)



HAZWOPER & Oil Spill (Penn Maritime) – The following individuals (above, in no particular order) completed training in this 24-hour course Sept. 30: Mark Cates, James Fekany, Michael Freeman, Percy Guidry III, Erik Haik, Wayne Johnson, John Lee, Tor Moson, Paul Riggs, William Smith, Adam Sparr, Stephen Stockwell, Eric Turoff and Nelson Velez. Their instructor, Mike Roberts, is at right. (Note: Not all are pictured.)



HAZWOPER & Oil Spill (Penn Maritime) - Twelve individuals on Sept. 16 completed this 24-hour course. Graduating (above, in alphabetical order) were: Justo Arzu, Dennis Blackman, Fred Forsythe, Gregory Gallagher, Oscar Garcia, Paul Hackney, Ronnie Jarvis, David Mattson, Justin Nichols, Thomas Pelfrey, David Tausig and Michael Woodman. Mike Roberts, their instructor, is at right.



Tank PIC Barge DL – The following Seafarers (above, in alphabetical order) on Sept. 21 graduated from this course: Rigoberto Boggeano, Angel Carillo, Oleg Derun, Nefali Erausquin, Romero Escalera, Jose Ford Jr., Ernest Frank, Darnell Goggins, Michael Joel, Eric Kjellberg, Douglas Maravelias, Candido Molina, Charles Mull Jr., Antonio Owens, DeAnthony Owens, Jason Powell, James Tyson, Nelson Velez, Delsrael Williams, Richard Wilson and Joe Zavala. Their instructor Mitch Oakley, is ninth from right in striped shirt.



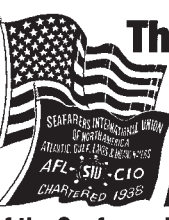
STCW/BST (Hawaii) – Fifteen individuals on Aug. 15 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center. Graduating (above, in no particular order) were: Richard Hoppe, Devon Banks, Melissa Farrell, Anthony Vitale, Danielle Frey, Courtney Hall, Frank Biscuso Jr., Russell Barker, Anne Crowley, Joel Smart, Dontez Archibald, Joshua Lopez, Sean Sprague, Roy Woods III and Phillip Abel.



STCW/BST (Hawaii) – The above individuals (pictured in no particular order) on Aug. 22 graduated from this course at the Hawaii-based Seafarers Training Center: Victor DeSegonzac, Nicholas Brown, David Wickham, Julie Chiappa, Rheanne Grogg, Edriner Strother, Angelo Malayo, Ali Fakhreddine, Ferdinand Cruz, Kenneth Smith, Sheila Brock, James Cobbin, Luis Zertuche Medrano, Megan Keiser, Alberto Gonzalez Alvarez, and Yinary Perdomo.



STCW/BST (Hawaii) – The following individuals (above, in no particular order) on Sept. 19 graduated from this course at the Seafarers Training Center in Hawaii: Ronald Tilfas, Michael O'Brien, Charles Hundley, Ionanna Sifakis, Kevin Gross, Jordan Scalise, Martha Duputel, Jesse Wright, Timothy Corrigan and Joseph Kingston.



**SHBP, Union Plus
Scholarship Info.
- Page 14**

Liberty Pride Makes First U.S. Port Call



The *Liberty Pride*, one of the newest additions to the Seafarers-contracted fleet, made its first stop at a U.S. port when the car carrier docked in Baltimore on Oct. 5.

Although the ship only stayed there for a few hours before heading south, SIU Vice President Contracts George Tricker and SIU Baltimore Port Agent Elizabeth Brown met with the SIU crew aboard the vessel. Additionally, unlicensed apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education travelled from the Piney Point, Md., campus and toured the new ship.

Operated by Liberty Maritime Corporation, the *Liberty Pride* was launched in May. The company took delivery of the vessel Aug. 31.

The following Seafarers were aboard the *Liberty Pride* when the ship was in Baltimore, following its maiden voyage under the Stars and Stripes: Recertified Bosun **Glenn Christianson**, ABs **Benjamin Wright**, **Dexter Ferrer**, **Editho Barraca**, **John Gray** and **Ryanne Wheeler**, Oilers **Clay McIver**, **Denise Mendoza** and **Mark Merenda**, Recertified Steward **Jim Battista**, Chief Cook **Cheryl Lynch** and GSU **Domingo Barroga Jr.**

The *Liberty Pride* has 12 cargo decks and can carry more than 6,300 small cars at once.



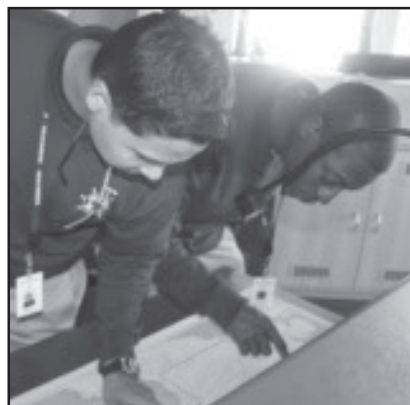
Unlicensed apprentices from the Paul Hall Center tour the new ship in Baltimore.



The *Liberty Pride* is powered by these massive engines.



GSU Domingo Barroga Jr.



UAs Julian Davila, Mauriceio Oubre



Chief Cook Cheryl Lynch



State-of-the-art lifeboats (photo at upper left) and a well-equipped bridge (above) are just a few of the *Liberty Pride's* impressive features.



Seafarers, apprentices, officials and others gather on the stern ramp.



UA Bosun Kenneth Stearns