

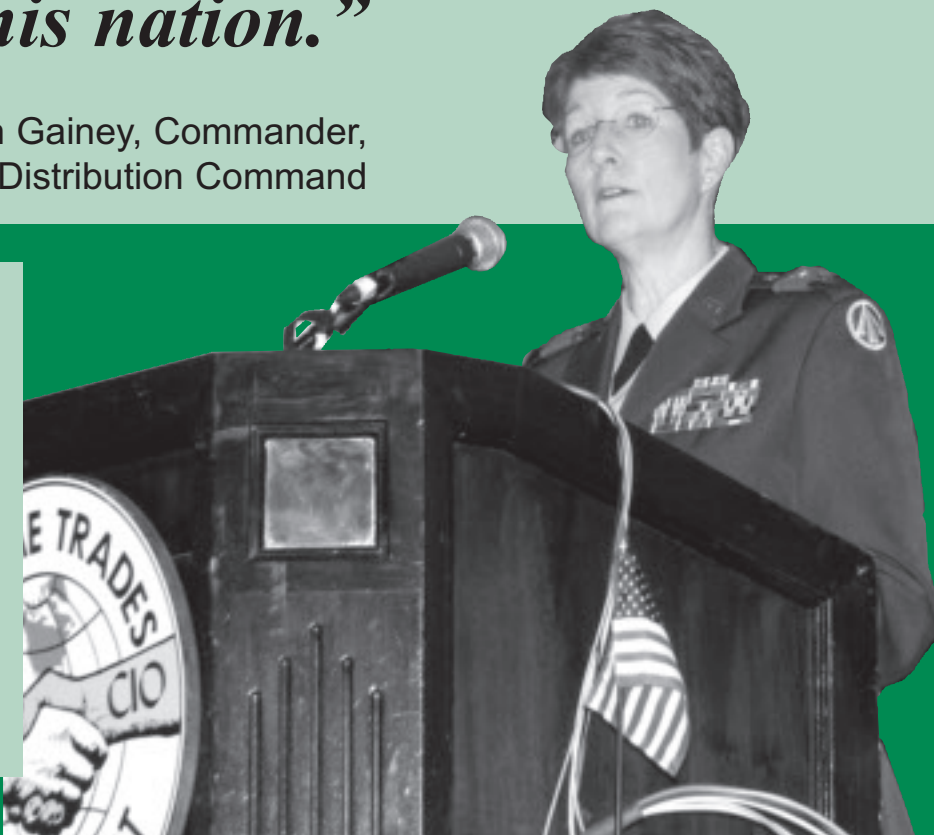


The Seafarers Log

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

*“You deliver and we know we can count on you....
You are that fourth arm of Department of Defense
and you are critical to this nation.”*

—Major General Kathleen Gainey, Commander,
U.S. Military Surface Deployment and Distribution Command



Guest speakers at the AFL-CIO Maritime Trades Department executive board meeting in late February near San Diego – including Major General Gainey, right – stressed the U.S. Merchant Marine’s vital role in national and economic security. They also emphasized the effective, professional partnerships that exist throughout many segments of the maritime industry. Pictured at the meeting, counterclockwise beginning with the group photo of people applauding, are (front, from left) SIU Executive VP Augie Tellez, ILA President Richard Hughes, MEBA President Don Keefe and GMP President John Ryan; Crowley Maritime Corporation CEO Thomas Crowley; MTD and SIU President Michael Sacco with Vice Admiral Ann Rondeau, deputy commander, United States Transportation Command (TRANSCOM); and SIU Secretary-Treasurer David Heindel (left) with Maritime Union of Australia National Secretary Paddy Crumlin. Coverage begins with President Sacco’s column on page 2 and continues on pages 3, 11, 12, 13 and 14.



Crowley Boatmen Approve Contract, Welcome New ATB

Last month brought good news on multiple fronts for Seafarers working at Crowley. SIU members employed by the company approved a new four-year contract calling for wage increases and other gains. The agreement covers approximately 200 SIU members based (respectively) in Philadelphia, Pa., Jacksonville, Fla., Lake Charles, La., and Wilmington, Calif., including the five members pictured at right, aboard the tug *Defender*. Also, on March 19 in Charleston, S.C., the company christened the fourth of 10 new 185,000-barrel Articulated Tug-Barge (ATB) tank vessels that

Crowley will take delivery of by the end of 2010. The vessels christened were the 9,280 hp tug *Integrity* and barge 650-4. Pages 3, 4.



President's Report

Saluting Seafarers' Support

Even while the details still were being sorted out late last month, an incident involving the SIU-crewed *Global Patriot* near the Suez Canal provided a jolting reminder that the war against terrorism truly is a different kind of war.



Michael Sacco

As some Seafarers may already know, military security team members aboard the *Global Patriot* – a vessel operating under charter to the U.S. Navy's Military Sealift Command – fired warning shots at a small boat approaching the ship as it prepared to transit the canal on March 24.

The incident was still under investigation as this edition of the *LOG* went to press. However, the Navy reported that several "warning steps" were taken as three small boats approached. Those steps included use of a signal flare and communication from a native Arabic speaker aboard the *Global Patriot* who advised the boats to turn away.

Despite those warnings, one of the boats continued to approach the ship and received two sets of what were intended as warning shots. One Egyptian man inadvertently was killed as a result. There were conflicting reports about whether other occupants of the boat had been injured.

However it plays out, it's almost impossible to read or hear about this story and not think of the terrorist attack on the *USS Cole*, which happened in Yemen in the year 2000. I'll bet the *Cole* was very much on the minds of *Global Patriot* crew members and security team members last month as those boats approached. Were the boats simply trying to get near the *Global Patriot* so they could try to sell cigarettes and other products (a common scene in those waters)? Why didn't the one boat turn back after first being warned? On the *Cole*, 17 sailors died and dozens more were injured after a suicide attack launched by a small boat that initially appeared friendly. Without in any way minimizing the unintended loss of life, is it hard for anyone to understand why no one on the *Global Patriot* would want to take any unnecessary chances?

In the SIU, we're proud of our 70-year record of supporting America's armed forces. That remains true today as we deliver the goods in Operations Enduring Freedom and Iraqi Freedom. The *Global Patriot* saga reminds us that our union brothers and sisters constantly answer the nation's call and willingly assume the risks that go with the territory. As always, I salute your dedication. In the case of the *Global Patriot* I share in the deep relief of knowing no one aboard was harmed, while at the same time offering condolences to the Egyptian man's family.

MTD Meeting Revisited

Appreciation for U.S. mariners was very evident at the recent meeting of the Maritime Trades Department executive board, as reported throughout this edition. If you're new to the SIU or otherwise unfamiliar with the MTD, I encourage you to take the time and read about the meeting. Check out what some of our nation's military leaders say about sealift and American mariners. Take a look at the comments from high-ranking representatives of various other segments of the maritime industry and the labor movement. You'll see that while there's never a shortage of challenges, we have a bright future as part of the U.S. Merchant Marine.

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SIU Ships Support Satellite Interception

Seafarers, including members of the SIU Government Services Division, recently helped make history in an event that resembled something out of Star Wars. Three SIU-crewed military support ships assisted in the U.S. Navy's interception and shoot-down of a 5,000-pound, non-functioning National Reconnaissance Office satellite over the Pacific Ocean.

The U.S. Military Sealift Command's (MSC) SIU-crewed missile range instrumentation ship *USNS Observation Island* provided telemetry information. The ship, which can monitor objects in space, tracked the satellite and collected data on it both before and after the missile launch. The guided missile cruiser *USS Lake Erie*, positioned west of Hawaii, launched the SM-3 missile to intercept the satellite on Feb. 20.

A second Seafarers-crewed MSC ship, the fleet replenishment oiler *USNS Guadalupe*, mobilized from San Diego to support the mission. Instead of conducting a two-week repair period, the ship was given short-notice tasking and got under way with enough fuel to replenish the other vessels involved in the operation, according to the agency. Hours after the interception, the *Guadalupe* provided about 50,000 gallons of fuel to the *Lake Erie* and 45,000 gallons to the guided missile destroyer *USS Decatur*.

Three MSC fleet ocean tugs were standing by to recover debris. Later, it became known that the SIU-crewed *SBX-1* – a unique combination of an advanced X-Band radar mounted aboard an ocean-going, semi-submersible platform – also aided in the mission.

"I'm proud that our MSC ships were able to support the intercept on such short notice," said Capt. David Kiehl, commander of MSC's Sealift Logistics Command Pacific.

In late January, the U.S. government notified other nations that the satellite was unresponsive and would make an uncontrolled reentry in late February or early March. The decision was made to bring down the satellite because of the likelihood



U.S. Navy Photos

Above, a modified tactical Standard Missile-3 (SM-3) launches from the U.S. Navy cruiser *USS Lake Erie*, successfully impacting a non-functioning National Reconnaissance Office satellite approximately 133 nautical miles over the Pacific Ocean. A closer view of the missile is shown in the photo at left.



that the satellite could release hydrazine fuel upon impact, possibly in populated areas. The Navy modified three SM-3 missiles to strike the satellite.

According to the Defense Department, the satellite was travelling at more than 17,000 mph and approximately 133 miles above Earth when it was struck.



Committee members are pictured with Secretary-Treasurer David Heindel (second from left) and Asst. VP Ambrose Cucinotta (far right, standing) after wrapping up their work last month at headquarters.

Financial Committee Approves Union's Records

Each year, in accordance with the SIU Constitution, rank-and-file Seafarers are elected by their fellow members to serve on a financial committee. The group is tasked with examining the union's finances for the prior calendar year and then formally reporting its findings to the SIU secretary-treasurer. Subsequently, the committee's report is read in all ports at the union's monthly membership meetings and presented for membership approval.

Last month, eight Seafarers fulfilled this constitutional mandate by reviewing the SIU's financial records for the year 2007. The committee found those records in good order.

Serving on the committee

were Seafarers **Christopher Nardone** (chairman), **William Bunch**, **John Frey**, **David James**, **Paa Kwakye**, **Clay Poore**, **Rodger Taylor** and **Tommy Hampton**.

In its report, the committee wrote, "Representatives of the certified public accounting firm who periodically audit the union's books and records explained their auditing procedures for the checking of the secretary-treasurer's financial report of the union's records. They further discussed with us the overall financial operation of the union. In addition, the secretary-treasurer worked with the committee and made himself and the records of his office available to the committee."

The committee also noted,

"We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation.... All records used in connection with the union's financial operations were reviewed fully."

The committee worked at SIU headquarters during the first full week of March.

Article X, Section 14-c of the SIU Constitution spells out the duties of the annual financial committee as well as rules and procedures for electing the committee.

MTD Unions Credited as Valued Partners

Highly Regarded Speakers Stress Support for U.S.-Flag Shipping

"Partnership" is a word that surfaced time after time during the most recent meeting of the AFL-CIO Maritime Trades Department's executive board, as guest speakers from different segments of the industry expressed appreciation for the important work performed by unions and their rank-and-file members.

MTD President Michael Sacco, who also serves as president of the SIU, said he has received exceptionally positive feedback about the meeting, which took place Feb. 28-29 in the San Diego suburb of Coronado, Calif.

A number of attendees observed that the guest speakers' respective comments went far beyond courtesies. Instead, representatives from the military, the administration, Congress, the private sector and

the labor movement not only detailed the vital roles played by the MTD and its affiliated unions, but also voiced genuine thanks for their reliable, often patriotic performance.

The MTD consists of 24 international unions (including the SIU) and 19 port maritime councils in the United States and Canada representing more than five million working men and women.

In order of appearance, the following people addressed the executive board on Feb. 28: Thomas Barrett, deputy secretary, U.S. Department of Transportation; Vice Admiral Ann Rondeau, deputy commander, United States Transportation Command (TRANSCOM); Sean Connaughton, U.S. maritime administrator; Gen. Ken Wykle (USA ret.), president,

National Defense Transportation Command; Fred Harris, president, National Steel and Shipbuilding Company (NASSCO); and Paddy Crumlin, national secretary, Maritime Union of Australia.

A day later, the following individuals spoke to the board: Major General Kathleen Gainey, commander, U.S. Military Surface Deployment and Distribution Command; Thomas Crowley, CEO, Crowley Maritime Corp.; Admiral Thad Allen, commandant, U.S. Coast Guard; Richard Trumka, AFL-CIO secretary-treasurer; and U.S. Rep. Neil Abercrombie (D-Hawaii).

The board approved a number of statements, which reflect much of the meeting's content. Those resolutions covered topics including cargo preference, support for the troops, the Title XI shipbuilding program, LNG shipping to the U.S., the need for an industrial policy, U.S. Naval shipbuilding, grassroots political action, and health care. Also adopted were statements on the U.S. Maritime Security Program (MSP), cabotage laws including the Jones Act, the Transportation Worker Identification Credential (TWIC) pro-



MTD and SIU President Michael Sacco discusses the industry's progress.



Executive board members and guests focus on a message about the importance of U.S.-flag shipping.

gram, port security, the Employee Free Choice Act, and the Re-Empowerment of Skilled and Professional Employees and Construction Tradeworkers (RESPECT) Act.

During his opening remarks, Sacco recapped some of the industry highlights and challenges since the prior year's meetings. He also welcomed two new board members: ILA President Richard Hughes and MEBA President Don Keefe.

See pages 11-14 for full coverage of the MTD meeting.

Crowley Seafarers Approve 4-Year Contract

Agreement Increases Wages, Maintains Benefits, Nets Other Gains

The quality of life for members working aboard Crowley tugs and barges and at facilities in Philadelphia, Pa., Jacksonville, Fla., Lake Charles, La., and Wilmington, Calif., just improved as Seafarers overwhelmingly ratified a new four-year contract with Crowley Towing and Transportation.

Negotiated with substantial input from the membership, the new contract calls for annual wage increases and also maintains medical and pension benefits. It protects SIU jobs – not a single one was lost.

The wage increases, like the contract itself, are retroactive to July 1, 2007.

In addition to maintaining medical benefits at the Seafarers Health and Benefits Plan's top level (Core Plus) and securing extra contributions to the Seafarers Pension Plan, the pact introduces the new employee-funded SIU 401(k) Plan to members employed by Crowley. Overall, the contract covers approximately 200 members.

Significantly, the contract solidifies transportation reimbursements for Seafarers.

"Many challenges needed to be overcome during the course of this negotiation," explained SIU Vice President Contracts George Tricker. "But with the help of the membership, elected delegates and SIU officials who served on the negotiating committee, the union successfully secured a four-year agreement that delivers wage increases that have exceeded any Crowley agreement in the last decade."

Member discussions, contract development and negotiations were conducted by a team of 11 in union halls but mostly on boats. The group included officials and rank-and-file members, spearheaded by Tricker who was assisted primarily by SIU Assistant Vice President Contracts Archie Ware and Wilmington Port Agent John Cox.

Bargaining committee member and rank-and-file participant **Todd Smith** said, "We went to the negotiations armed with questionnaires of items the members wanted. Company and union negotiators worked well together and hashed out the best package I've seen in a long time. Pay raises each year of the contract and especially reimbursement of travel expenses were important. We have a lot of people who travel from all parts of the country and reimbursement will save a lot of us some real money. Folks have to think long-term. A lot of people don't have what we have – a pension, health care and security."

Also serving on the union's negotiating team were Seafarers **Kyle Sweep, Roger Stewart, Craig Perry, David Lytle, Jake Jarrell, Nicholas Conway** and **Steve Mitchell**.



SIU boatmen are pictured on the *Monitor*.



Members of the Crowley contract bargaining teams and SIU Secretary-Treasurer David Heindel (seated, center), who dropped in for a short presentation, are pictured in Piney Point, Md. Standing left to right are Unlicensed Delegate (from Philadelphia) Todd Smith, Crowley Representative Jim Gillen, Unlicensed Delegate (Jacksonville) Kyle Sweep, Crowley Representative John Ara, Licensed Delegate (Los Angeles/Long Beach) Roger Stewart, Unlicensed Delegate (Los Angeles/Long Beach) Craig Perry, Wilmington Port Agent John Cox, Unlicensed Delegate (Lake Charles) David Lytle, Crowley Representative Jim Penny and SIU Asst. VP Archie Ware. Front row, left to right: SIU VP George Tricker, Heindel and Tony Naccarato of Crowley.

See page 9 for additional photos of Crowley Seafarers



Crowley's ATB *Integrity* features the most modern equipment and technology.

Crowley Christens Another ATB

Seafarers and SIU officials were on hand March 19 in Charleston, S.C., as Crowley Maritime Corporation christened the articulated tug-berge (ATB) *Integrity*.

SIU Vice President Contracts George Tricker and SIU Assistant Vice President Contracts Archie Ware represented the union at the ceremony along with rank-and-file Seafarers.

The new ATB consists of the 9,280 hp tugboat and the barge 650-4, collectively called the *Integrity*. It is the fourth of 10 new 185,000-barrel ATB tank vessels that the company expects to receive by the end of 2010.

During ceremonies conducted at the Charleston Cruise Terminal on Concord Street, Marcia Bartholme, wife of Rocky Smith, Crowley senior vice president and general manager, Pacific/Alaska region, christened the 135-foot tug *Integrity*, while Barbara Baldwin, wife of Bob Baldwin, regional director, BP Shipping USA, christened the 587-foot barge 650-4.

According to the company, Crowley's petroleum service is chartering the VT Halter Marine-built ATB from Crowley's technical services group, and operating it for BP under a time-charter agreement.

Crowley already has four 155,000-barrel ATBs and three 185,000-barrel ATBs operating and has announced plans to build three larger 750-series (330,000-barrel capacity) ATBs for delivery by the middle of 2013. Once all vessels are received, the fleet will stand at 17.

"The ceremony was very well done and the entire experience was understandably upbeat," said Tricker. "Whenever we see new, state-of-the-art tonnage entering the SIU-contracted fleet, it's natural to feel excited."

Captain **Buddy Davis** described the *Integrity* as "the finest piece of equipment afloat. They didn't cut any corners—everything is state-of-the-art. Every system has a

backup." He also said the new ATB is "laid out with all the creature comforts. Crowley's a very good company. They care about their people and they care about their equipment, and it shows."

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

Crowley and VT Halter Marine jointly designed the newest ATB tank vessel. The barge 650-4 was built at Halter's shipyard in Pascagoula, Miss., and the *Integrity* at its shipyard, in Moss Point, Miss.

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

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

There is an electric cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations; and a vacuum system with three retention tanks to easily handle cargo changes. There is also a nitrogen generator and vapor collection system for maximum safety. A layer of nitrogen covers products in the tanks to

make the atmosphere too lean for combustion. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

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



The new tug *Integrity* is pictured from fore and aft.



Crowley President and CEO Tom Crowley (fourth from left among those standing) joins Seafarers and SIU officials at the christening. Also among those pictured are SIU VP Contracts George Tricker (next to Tom Crowley) and SIU Assistant VP Contracts Archie Ware (front row, left).



Government Study: Economic Impact Of U.S.-Flag Cruise Ships Runs Deep

For backers of the U.S.-flag cruise industry, the timing undoubtedly seemed sadly ironic.

Around the same time NCL America announced the upcoming departure of the *Pride of Aloha* from its American-flag fleet, a government study revealed the enormous economic boost that even a single U.S. cruise ship gives to the islands.

The upshot: In a calendar year, one American-flag cruise ship home-ported in Hawaii creates 3.5 times as many shore-side jobs and has 3.5 times the economic impact as the total foreign-flag fleet sailing to Hawaii.

The study was put together by Hawaii's Department of Business, Economic Development and Tourism (DBEDT). It shows that one U.S.-flag, NCL America ship creates more than 5,000 jobs and accounts for a "total economic output impact" of \$542 million per year (with the latter figure includ-

ing, among other things, costs of fuel and food as well as spending by passengers and crew members). By comparison, the entire foreign-flag fleet that calls on Hawaii accounts for roughly one-third the numbers of jobs and spending, according to the study.

Both the study and the *Pride of Aloha* announcement in mid-February occurred against the backdrop of efforts to modify federal regulations in order to level the playing field for U.S.-flag operators that are or would be competing with foreign-flag outfits in the deep-sea cruise industry.

The *Pride of Aloha* is scheduled to reflag in May. (Crew members will be offered jobs on the SIU-contracted *Pride of America*.) Earlier this year, the *Pride of Hawaii* also left NCL America's U.S.-flag fleet. In both cases, the company cited a steep increase in the amount of foreign-flag competition entering the Hawaiian market from the West Coast as a key factor.

Foreign cruise ship capacity between those locations has increased by 500 percent in the last five years, according to news reports.

Commenting on the reflagging of two ships, an economics and finance professor at Hawaii Pacific University told *The Honolulu Advertiser*, "It isn't good news. One is bad, two is twice as bad."

The newspaper also quoted a local business owner (surely representative of others) who said the reduction in U.S.-flag cruise ships sailing to Hawaii will cause "a real vacuum. We've been in business 14 years and we've gone through many stages of the economy, but we find that the (NCL America) cruise ships have really overwhelmingly improved our local economy," said Marie Aguilar, president of the Kailua Village Merchants Association and owner of the Eclectic Craftsman in Kona, according to *The Honolulu Advertiser*.

Labor Leaders Spell out Strategy For 'Economy That Works for All'

During its meeting in San Diego in early March, the AFL-CIO executive council passed a number of statements designed to help set the labor federation's agenda for the months ahead. One of those resolutions, focusing on U.S. workers and the economy, appears below.

The council is headed by AFL-CIO President John Sweeney. SIU President Michael Sacco has served on the board since 1991.

AFL-CIO Executive Council Statement

We may be seeing the end of the first economic expansion since the Second World War in which average family incomes have not recovered their pre-recession levels.

A bursting housing bubble last summer and the resulting crisis in the U.S. sub-prime mortgage market have triggered a full-blown credit crisis, which now seems to be dragging the American economy into recession and slowing economic growth globally.

Economic growth slowed sharply toward the end of 2007 and the economy began to shed jobs early this year. The unemployment rate rose to 4.9 percent in January but would be 6.7 percent if labor force participation were close to pre-recession levels. Even at the peak of a recovery, median family income, adjusted for inflation, was lower in 2005 than in the previous year and economic anxiety was unusually high due to the threat of job loss, the volatility of family incomes, rising health care costs and the continued erosion of pensions.

Even before the recent economic slowdown, working families were struggling to maintain their living standards by working longer hours and more jobs, by sending more family members to work and by borrowing against the equity in their homes. In terms of jobs, wages, health care and pensions, the recovery from the 2001 recession has been the weakest of any recovery since the Second World War, weaker even than the jobless recovery of the early 1990s. Debt-financed consumer spending has provided what momentum the economy has shown over the past seven years. Stagnant wages and incomes left consumers borrowing against the expected rise in the value of their homes to maintain their families' living standards. Household savings fell below 1 percent, levels not seen since the worst years of the Great Depression.

The truth is, as weak and unbalanced as the current recovery has been, America's workers are suffering what is now a generation-long stagnation of wages and rising economic insecurity. The misguided domestic and international economic policies of the past three decades have produced an unbalanced economy that has seriously reduced the role of government in guiding the economy and radically shifted bargaining power from workers to their employers.

These policies have benefited our wealthiest families as never before, but working families have been left behind. Corporations are

earning record profits and CEOs, on average, are now earning 364 times what workers earn. Productivity has increased 67 percent since 1980, but wages have barely budged. Average family incomes are only 15 percent higher today than they were three decades ago, and only because families are working harder and sending more members into the workforce. Only the top 10 percent of families have seen their income rise at or above the rate of productivity growth.

As a result, incomes and wealth are more unequally distributed in America than in any other developed country and are more unequal today than at any time since the 1920s. The American Dream is fading for millions of working families.

The bursting of the housing bubble and resetting interest rates on sub-prime mortgages threaten the homes of hundreds of thousands of America's working families. The credit crisis and financial market turmoil threaten the pensions and savings of millions. And the resulting pull-back of consumer spending and business investment now threatens the jobs of millions more.

Housing prices already have fallen 10 percent and may fall another 10 to 20 percent over the next two years, leaving 10 million families with negative equity in their homes, causing more than 2 million foreclosures and destroying trillions of dollars of household wealth. This massive loss of wealth likely will undermine consumer spending and business investment. The Federal Reserve moved aggressively to lower interest rates by over 2 percentage points and is signaling more cuts to come. Congress also passed a \$168 billion fiscal stimulus package featuring a tax rebate for families and tax cuts for business. While these steps are helpful in mitigating some of the worst effects of the slowdown, they are insufficient to avert recession, nor do they deal with the fundamental economic imbalances at the root of the current economic crisis....

Working families need, and we demand, additional measures to keep families in their homes by enacting a moratorium on foreclosures and a second stimulus package to extend unemployment insurance, expand the food stamp program and bolster federal aid to states and cities to prevent further cutbacks of vital public services. We should also front-load public investment to maintain our schools and repair crumbling bridges and deteriorating highways. Spending that puts people to work on projects we desperately need is more likely to stimulate the domestic economy than tax cuts that may be saved or spent largely on imported consumer goods.

But even these expanded stimulus measures do not address the fundamental imbalances at the root of the current economic slowdown. In addition, we need a bold national economic recovery program to change the policies that produced the imbalances that are now driving the economy into what may become a serious recession.

First, we must restore the competitiveness of the United States in global markets to balance our trade with the rest of the world. Currently we must borrow nearly \$800 billion a year to pay for the things we consume as a nation that we no longer produce. We have lost 3.3 million good manufacturing jobs since 2000, many the result of our imbalanced trade.

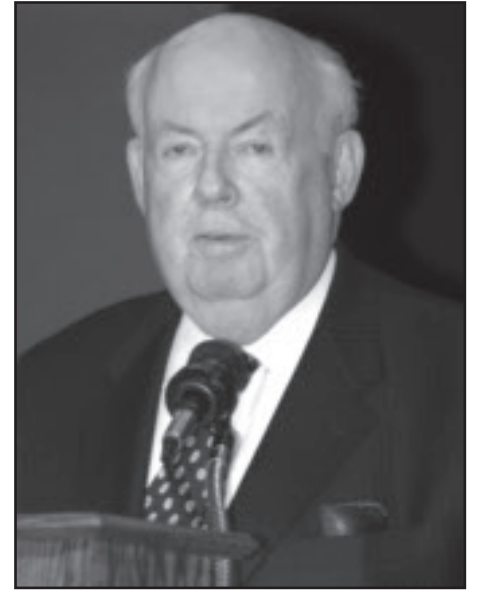
Moreover, China and other Asian trading partners are manipulating their currencies to maintain their competitive advantages. The huge trade surpluses of these countries have produced a global savings glut which is fueling asset price inflation in the United States. The demand for U.S. assets from these countries has fed the unsustainable housing bubble on which our fragile growth has depended over the past seven years.

To restore the competitiveness of the American economy, we must change our trade, tax and exchange rate policies to level the playing field for domestic producers. Domestically, we must also greatly expand public investment in the education and training of America's workers, as well as the information, communication and transportation infrastructure so essential for a competitive American economy.

We must also adopt a national strategy to rebuild American manufacturing. We must have national health care reform to level the competitive field for domestic manufacturers. And we must have an approach to climate change focused on domestic investment in new technologies to produce a more environmentally sustainable economy, lessen our dependence on foreign oil and produce good manufacturing jobs.

Second, we must have a more robust and coordinated monetary and fiscal policy focused on maximum sustainable growth and full employment. We cannot continue to depend on consumer spending financed by asset bubbles to power the U.S. economy. The Federal Reserve and Treasury are mandated by Congress to maintain rapid growth and full employment but they have largely abandoned this mission to serve other purposes....

Third, we must have transparent and more effective financial regulation in the mortgage and credit markets. The failure of regulators to ensure secure mortgage markets and sound financial markets has fostered speculation in both. The promotion of irresponsible mortgages has put millions of working families into homes they cannot now afford. And the financial services industry has engineered these fragile mortgages into exotic securities that we were told would disperse risk to those best able to bear it. Instead, these complex securities have concentrated the risk in the hands of those least able to understand it. The deregulation of financial markets and the financial engineering that produce mountains of unsupportable debt have allowed finance to dominate the real economy, produced turmoil in our capital markets and undermined the stability of the real economy in which our members live and work.



AFL-CIO President John Sweeney

We must restore effective regulation to ensure transparency and accountability of mortgage lenders, investment banks, hedge funds, private equity and sovereign wealth funds.

Fourth, we must restore a fair tax system capable of financing the key public investments necessary for a competitive U.S. economy. The United States is plagued by rapidly rising inequality and a public sector so impoverished we are unable to fund vital infrastructure improvements, educate our children, or deal with the challenge of energy and the environment. At the heart of these problems is a tax system that treats the upper middle class and billionaires the same in terms of marginal income tax rates. We need a truly progressive tax system, one that looks to the superrich to pay their fair share.

Fifth, and most important, we must restore a balance of power between workers and their employers to allow workers to share in the prosperity that they help create. We must enact meaningful minimum employment standards, including a minimum wage indexed to one-half the median wage. We must also pass the Employee Free Choice Act to restore the freedom of workers to organize and bargain collectively. And we must extend collective bargaining rights to millions of public-sector workers denied these fundamental rights.

America's workers are the most productive workers in the world. And they work longer hours than workers in any other developed country. America is still the richest country in history. There is no reason that we cannot have a strong and internationally competitive American economy whose prosperity is broadly shared.

Economic issues—stagnating living standards, rising economic anxiety and growing inequality—have risen to the top of the nation's agenda and are the leading concern of America's voters this year. To win the trust of the American people, candidates for office must show they know and care about the real economic anxieties of America's working families. Most of all, they must bring forward credible economic policies to produce an Economy That Works for All.

Rep. Gene Taylor to Receive 'Salute to Congress' Award

U.S. Rep. Gene Taylor (D-Miss.), a longtime backer of the U.S. Merchant Marine, will receive the prestigious Salute to Congress Award later this month.

The award's sponsor, the International Propeller Club of the United States, said Taylor "is being honored for his consistent and strong support of the United States maritime industry."

The 24th annual Salute to Congress dinner will take place April 29 in Bethesda, Md. Hundreds of attendees are expected, including representatives of maritime labor and other segments of the industry, executive branch officials and other congressmen.

As a member of the U.S. House of Representatives Armed Services Committee, Taylor is the Chairman

of the Subcommittee on Seapower and Expeditionary Forces. He also sits on the Readiness Subcommittee. On the Transportation and Infrastructure Committee, he serves on both the Water Resources and Environment Subcommittee and the Coast Guard and Maritime Transportation Subcommittee.

In addition, Taylor, a veteran of the U.S. Coast Guard Reserve, serves as co-chair of the following Congressional member organizations: Shipbuilding Caucus, National Guard and Reserve Caucus, and Coast Guard Caucus.

During a National Maritime Day ceremony last May in Washington, D.C., Taylor was a featured speaker. Among other points, he stated it is time for

America to demonstrate that it truly values the maritime industry by supporting it.



U.S. Rep. Gene Taylor (D-Miss.)

"If we're really serious about homeland security, we must control our waterways, we must control the Jones Act," Taylor said. He added that the nation should invest in its shipyards and pointed out the historically proven dangers of exclusively relying on other nations to build and transport material.

He said that in order to honor the mariners of World War II, America must commit to the industry's future. "We have to recognize that 95 percent of everything going to the Middle East (for Operation Iraqi Freedom) goes by sea. In the future it'll be the same way."

The Propeller Club is a grassroots, non-profit organization with members across the country and around the world. The organization

is self-described as being "dedicated to the enhancement and well-being of all interests of the maritime community on a national and international basis. The Propeller Club aggressively promotes the maritime industry through many of its programs and partnering with other similar organizations. Our goal is to educate legislators and the public as to the importance and necessity of all waterborne commerce.... The membership comprises a cross section of the maritime industry throughout the United States and in many cities overseas."

Recent recipients of the Salute to Congress Award include U.S. Senator John Warner (R-Va.) in 2007 and U.S. Rep. Neil Abercrombie (D-Hawaii) in 2006.



SIU Patrolman Sam Spain (left) presents GUDE James Burke with his first pension check in the Port of Norfolk. Burke last sailed aboard the *Flickertail State*.



Seafarers aboard the *Horizon Tiger* celebrated New Years at sea with a barbecue. In photo at left, meal preparation was in the capable hands of (from the left) SA Munasser Omer, Chief Cook Sal Ahmed and SB Terry Allen. In photo below, Ahmed joins 1st Engineer Michael Dumcha who landed this Mahimahi during an anchor near mainland China. According to Ahmed, the fish was a welcomed addition to the feast which included steak.



At Sea and Ashore With SIU Members



AB Brian Gaunt shows off the 40-inch Cobia while his vessel was at anchor off the Texas Coast near Port Aransas, Texas. Gaunt sails aboard the *Chemical Trader*.



OS Rolando Dinouz (above left) and AB Larry Dizon send greetings to their brothers and sisters from aboard the *Pride of Aloha*. The SIU-contracted cruise vessel was somewhere near Fanning Island when these photos were taken.



SIU officials serviced the *Patriot* recently while the car carrying vessel was tied up in Bayonne, N.J. In photo above, (from the left) QMED Lee Weygandt, Bosun Chris Sykes and OMU James Tolan Jr., huddle to share their views after reading the *Seafarers LOG*. Chief Steward Edward Usmauy (photo at right) prepares a meal for his *Patriot* shipmates.



SIU Patrolman Michael Russo, (photo at left, standing fourth from right in dark shirt) recently met with the crew of the *Chemical Pioneer* while the vessel was in the Port of Houston. Among other topics, Russo spoke to them about SPAD. To show their support for the program, crew members posed for this photo with a SPAD poster. In photo at right, (from the left) Bosun Abdul Hassan, AB Ignatius Muzich and relieving Bosun James Joyce are all smiles after reading the January 2008 LOG. The mariners sail aboard the *Maersk Georgia*.



Advancing Your Career Via the Paul Hall Center

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



Deck Department Course Spotlight

Ratings Forming Part of a Navigational Watch/Able Seaman – Applicants completing the school's four-week Ratings Forming Part of a Navigational Watch/Able Seaman program satisfy: (1) the training, seagoing service, and assessment requirements of 46 CFR 12.05-3(c) and Section A-II/4 of the STCW Code, Mandatory Minimum Requirements for Certification of Ratings Forming Part of a Navigational Watch;—AND—(2) if presented WITHIN ONE YEAR of the completion of training, the written examination requirements of 46 CFR 12.05-9 for the "Deck General & Navigation General" and "Deck Safety & Rules of the Road" exam modules for any Able Seaman endorsement and the practical (knot tying) examination requirements of 46 CFR 12.05-9 for any Able Seaman endorsement PROVIDED that all other requirements of 46 CFR Subpart 12.05, including sea service, are also met.

The course consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring, and mooring, and aids to navigation.

Prerequisites: Sea service, Water Survival (Lifeboatman), STOS.

Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master, the OIC of the navigational watch, or qualified ratings (STCW).

Limited: 18 months' service on deck, 2 months' sea service under the supervision of the Master, OIC, or qualified ratings.

New Seafarer Sheppard Found Direction Through Unlicensed Apprentice Program

Henry Sheppard rose from tough times, chose a career at sea and is sailing toward a promising profession, thanks to his own drive and to opportunities presented by the SIU and its affiliated Paul Hall Center for Maritime Training and Education.

Like many if not most 18-year-olds, Sheppard reached a point when he needed to choose his life's path. Though he didn't have some of the advantages enjoyed by others his age, he was motivated. His introduction to the Paul Hall Center's unlicensed apprentice program proved an excellent match – Sheppard recently graduated from the school and shipped out as a wiper.

At age 15, Sheppard went into foster care in Seattle. "When I was 17, I was placed in Mary O'Donnell's home and have been with her since," said Sheppard. He said that O'Donnell is so loving and caring, he doesn't consider her "foster Mom, she's Mom."

What Sheppard needed in his life was a humanitarian with a heart of gold, and one found him. "Henry was placed in a foster home with at-risk youths," said O'Donnell. "Some of the kids were going through detox and had been in and out of detention. Henry is a great student with lots of drive. I couldn't let this very special boy stay in that situation."

According to O'Donnell, she worked with social services to have Sheppard moved into her foster home.

When he graduated from high school, Sheppard went to community college. But, according to O'Donnell, "Henry's the type of person who likes to pay his own way through life and was ready to make a decision."

"I wanted a rewarding career now without spending a lot of time in class right away and owing money later to pay for it," explained Sheppard. "I wanted to make my way now and also have time for education. My brother is in the Air Force and I looked at that, but it wasn't for me."

Sheppard said he considered many other options until Rich Berkowitz, director of Pacific Coast Operations for the Transportation Institute in Seattle heard about him and showed him a video about the apprentice program and the union.

"SIU looked straightforward to me and looked like it would give me a rewarding career with no false advertising," Sheppard noted.

O'Donnell added that Sheppard liked the relatively flexible work schedule enjoyed by mariners because it would enable him to make money and still have time to take college courses. She also said Sheppard liked the idea of being able to work his way from the bottom up.

"The apprentice program looked good so I started on my unlicensed apprenticeship at the Paul Hall Center for my first 12 weeks," said Sheppard. He noted he was so excited about starting his career and receiving training at the SIU-affiliated school, based in Piney Point, Md., he kept a diary of his experiences.

"Overall I feel that this program is very well-suit-

ed to its intended purpose of preparing trainees for shipboard life. There is nothing you do or learn here that doesn't directly apply to living and working on an ocean-going vessel. The rules are a bit tedious at times, but are intended to weed out those who wouldn't be able to handle life on a ship. If you can't handle the three months you spend at Piney Point (for the first phase of training), the odds are pretty good you wouldn't last long in a union that requires you to ship



Seafarer Henry Sheppard credits the union and its affiliated school with providing straightforward opportunities to rewarding careers at sea.

for a [certain minimum amount of time in order to accumulate seniority]. The staff at the school is really concerned with helping out trainees as much as possible and helping them be the best they can be."

Sheppard described the first phase of the program as "a lot of hard work, but also very gratifying because I know that I am working toward a greater goal and what I hope to be a gainful career as a mariner."

"I think he will upgrade at the school every chance he gets," said O'Donnell. "The Paul Hall Center was perfect for him and I think I would be for other foster kids."

After Sheppard finished the first segment of his apprentice training, he was assigned to serve on the *Cleveland*, a bulk cargo ship. His mission: humanitarian aid to Africa.

"I never thought I'd be on a humanitarian aid mission but it was great to give something back and move forward in my career," exclaimed Sheppard. "It's very rewarding... I'm glad I found out about the SIU. I was looking for a career in which you get out of it what you put into it."

"Henry is very excited and his level of self-confidence has grown tremendously. He talks a great deal to his friends about his new life and loves the camaraderie onboard ships," said O'Donnell. "It looks like a perfect life for not only kids who grew up in foster care but everyone looking to make a difference in their lives."

Sheppard concluded, "All of the help I've received from brothers in my union has given me direction and put me on to a great career."

Horizon Kodiak Crew Teams Up to Construct Shipboard Fitness Room

Exercise may be little more than an annually unfulfilled resolution for some, but no one needs to sell the benefits of physical fitness to Seafarers aboard the *Horizon Kodiak*.

SIU members and officers aboard the vessel already know the many plusses associated with working out – so much so that they recently pitched in to build a nicely equipped shipboard gym.

Horizon Kodiak Recertified Steward **Brian Burchette** (who also has a background as a personal trainer) pointed out that staying in shape is particularly important for mariners "especially with the rigors at sea that we endure on a daily basis. Also, with the newly added pre-employment physicals that Horizon Lines and other companies now utilize, I believe it is imperative that we as Seafarers make a

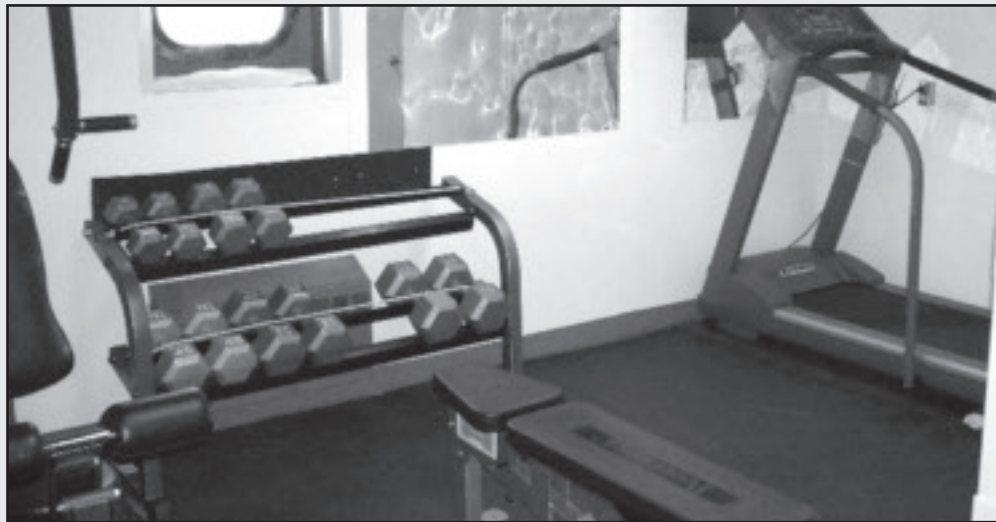
concerted effort to better ourselves.

"As we are all aware, unlike a land job, there is no sick leave when on a vessel," he continued. "You are either fit for duty or not fit for duty. For the most part, keeping ourselves healthy and fit goes hand-in-hand with being able to provide for our families."

With that in mind, Burchette approached the vessel's captain and brain-

stormed about the feasibility of building an exercise room. Eventually the idea was approved, and everyone aboard did their part to convert a store room into a gym, complete with free weights, a weight machine and a treadmill.

Burchette said the new furnishings aren't being wasted. "As they said in the movie *Field of Dreams*, 'If you build it, they will come!'"



The workout room is a welcome addition.



Only when posing for a LOG photo do Seafarers remain still in the *Horizon Kodiak*'s exercise room. Pictured from left to right are Bosun Garry Walker, GSU Mike Linus, Recertified Steward Brian Burchette, AB Anwar Alsharif, AB Kareem Ahmed, DEU Mohamed Aboubaker, Chief Cook Tammy Bingisser (seated), Electrician Alfonso Bombita Jr. and QMED Dan Thomas. AB Mark Pesola is taking the photo.

Mariners Need TWIC by Sept. 25, 2008

The following information, available on the U.S. Transportation Security Administration's (TSA) web site, covers the steps necessary to acquire a Transportation Worker Identification Credential (TWIC). This information has been sent to all SIU halls and will be repeated in upcoming issues of the *Seafarers LOG*.

The deadline for U.S. mariners to obtain a TWIC is Sept. 25, 2008. Therefore, the union urges Seafarers to apply for the new card, which eventually will be required of all U.S. mariners who need unescorted access to secure areas of U.S. ports and vessels.

The requirement comes from a federal law called the Maritime Transportation Security Act of 2002.

Seafarers should check with their port agents and/or utilize the TSA con-

tact information that follows for the latest information on the TWIC program, including the "TWIC Quarterly Deployment Plan," which is a list of cities where TWIC enrollment centers are or will be located. Updates also periodically appear on the SIU web site (www.seafarers.org, normally in the "Heard at Headquarters" section).

Seafarers are advised that although pre-enrollment for the TWIC is optional, both the agency and the first individual SIU members who have applied for the card strongly recommend it.

FOR MORE INFORMATION

On the web: www.tsa.gov/twic

By phone: TWIC Program Help Desk, 1-866-DHS-TWIC (1-866-347-8942)

By email: credentialing@dhs.gov

STEP-BY-STEP INSTRUCTIONS

■ Pre-Enroll

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

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

■ Gather Documentation

As part of the TWIC application process, individual applicants must supply documentation verifying their identity. A list of acceptable documents was printed on page 4 of the January edition of the Seafarers LOG and is available on the TSA's TWIC web site. A valid merchant mariner document/z-card is acceptable, as is an unexpired passport.

■ Enroll

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

■ Pick up TWIC

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

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

When visiting that site, there are different ways to access the most recently updated list of enrollment centers. There is a link near the top of the home page; there's also one within the TWIC "FAQ."

As they become available, additional addresses will be published in the *LOG* and faxed to the union halls. The TSA is expected to announce the locations of many more enrollment centers in the weeks and months ahead.

Seafarers should note that while the *LOG* is publishing an updated list of enrollment centers each month, there are differences from issue to issue besides simply adding new addresses. A number of previously published addresses have been modified or replaced by the TSA, for example (everything from a different suite number in the same building to an outright new facility replacing a previously announced one).

Alabama
250 North Water Street
Mobile, AL 36602-4000

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

1830 Embarcadero Avenue
Suite 104
Oakland, CA 94606-5230

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

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

Suite 300
13201 San Pablo Ave.
Richmond, CA 94806

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

2000 Marina Vista Dr.
Martinez, CA 94553

Connecticut
75 Crystal Ave.
New London, CT 06320

Delaware
1 Hausel Road
Wilmington, DE 19801-5852

Florida
955 Tallyrand Avenue
Jacksonville, FL 32206-6049

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

975 North America Way
Miami, FL 33132-2004

2604 E. 7th Ave.
Tampa, FL 33605

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

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

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

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

Georgia
5214 Augusta Rd
Garden City, GA 31408-1606

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

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

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

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

970 Kele Street
Suite 102
Lihue, HI 96766

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

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

Hampton Inn
11 Winners Way
East Peoria, IL 61611

Suite 153
1635 W. First Street
Granite City, IL 62040

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

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

Louisiana
Safety Council for Louisiana
Capital Area

8180 Siegen Lane
Baton Rouge, LA 70810-1914

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

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

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

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

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

163 Hildreth Street North
Bangor, ME 04401

TWIC Enrollment Centers

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

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

Suite 2106
3225 Old Washington Rd.
Waldorf, MD 20602

Massachusetts
28 Damrell St.
Suite 104
Boston, MA 02127-2775

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

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

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

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

863 North Pine Road
Essexville, MI 48732

430 S. Water Street
Marine City, MI 48039

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

396 N. State Street
St. Ignace, MI 49781

Suite 105
1020 Hastings Street
Traverse City, MI 49686

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

1310 Port Terminal Road
Duluth, MN 55802

Holiday Inn
1500 Hwy 71
International Falls, MN 56649

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

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

Suite D
1223 30th Ave.
Gulfport, MS 39501

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

New York
102 Smith Boulevard
Albany, NY 12202-1067

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

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

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

One East 2nd Street
Oswego, NY 13126-1177

North Carolina
Suite 107
5704 Oleander Drive
Wilmington, NC 28403

311 Atlantic Beach Causeway
Atlantic Beach, NC 28512-7359

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

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

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

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

4830 State Road
Ashtabula, OH 44004-6214

Oklahoma
5350 Cimarron Road
Catoosa, OK 74015-3027

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

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

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

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

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

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

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

Texas
7433 Leopard Street
Corpus Christi, TX 78409

Ford Convention Center
Tyler Room
5155 IH-10 South
Beaumont, TX 77705-4213

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

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

1000 Foust Road
Brownsville, TX 78521

1750 FM 1432
Victoria, TX 77905-0000

301 Highway 146 N.
Texas City, TX 77590-6630

411 West Main Street
Port LaVaca, TX 77979

Virginia
Suite F
814 Greenbrier Circle
Chesapeake, VA 23320

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

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

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

8327 Summit Park Rd
Ste. D
Anacortes, WA 98221

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

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

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

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



Seafarers from the tug *Ensign* and SIU Patrolman Ashley Nelson (second from left)



SIU Vice President Contracts George Tricker (standing) discusses negotiations with crew members from the *Pioneer* and the *Centurion*.

The *Crowley Sentinel* reaches its dock after a trip back to Florida from Puerto Rico.



Crowley Boatmen Approve Contract

As reported on page 3, Seafarers employed by Crowley recently approved a new four-year contract calling for wage increases and other improvements while maintaining medical benefits. Some of the approximately 200 Seafarers covered by the pact are pictured on this page along with SIU officials.



Chief Mate Robert Venable (above) aboard the *Crowley Sentinel*



SIU VP Contracts George Tricker (third from left) gets member input aboard the *Crowley Sentinel*.



Chief Engineer Willie Pettwa (left) makes his way upward from the engine room.



Crew members of the tug *Sea Breeze*



Crowley Patriarch crew members are pictured with SIU Jacksonville Safety Director Karl Leiter (far right).

SIU-Crewed USNS Gilliland Loads U.S. Army Equipment

The Seafarers-contracted *USNS Gilliland* loaded more than 150,000 square feet of U.S. Army equipment March 15-18 in Antwerp, Belgium, according to the U.S. Military Sealift Command (MSC).

The *Gilliland* is a large, medium-speed, roll-on/roll-

off vessel, abbreviated as LMSR.

MSC reported that the materiel – trucks, trailers, tanks and other combat support equipment – belongs to the U.S. Army's 2nd Brigade Combat Team, 1st Infantry Division. The *Gilliland* is delivering the cargo to the Middle East to be used in support of Operation Iraqi Freedom.

Since Sept. 11, 2001, MSC ships (many crewed by SIU members) have delivered more than 101 million square feet of equipment in support of Operations Enduring and Iraqi Freedom. That is enough cargo to fill a line of railroad cars stretching more than 2,400 miles from Washington, D.C., to Las Vegas, Nev., according to MSC.

"Serving the men and women deployed to Iraq and Afghanistan by getting their equipment to them on time

is one of our key missions here at Sealift Logistics Command Europe," said Capt. Nicholas Holman, commander of that branch. "These soldiers, sailors, Marines and airmen depend on MSC to deliver the tools they need to do their job promoting freedom and democracy in the Middle East and around the globe."

The *Gilliland* is one of 19 civilian-crewed LMSRs belonging to MSC and is ideally suited to carry oversized military equipment. At 954 feet long, the ship has 380,000 square feet of cargo-carrying capacity, equivalent to almost eight football fields.

The *Gilliland* is named after Korean War Medal of Honor recipient Corporal Charles L. Gilliland who sacrificed his life to cover the withdrawal of his unit from enemy fire on April 25, 1951, near Tongmang-ni, Korea.

Servicing SIU-Crewed Vessels In The Port of Tampa

Editor's Note: SIU Safety Representative Kevin Marchand earlier this year spent nearly a week servicing Seafarers-contracted vessels as they called on the Port of Tampa. The photos on this page show some of the rank-and-file members in their work environments.

Coast Range



Members of the *Coast Range* crew off-load equipment from the vessel's deck (above) while Recertified Bosun Marvin Zimbro (left in inset at left) and AB Travis Stringer II enjoy lunch. Chief Cook Bernard Butts (inset, above right) takes a break from his duties in the galley.

Overseas Philadelphia



Bosun Michael Brewley (left) and Recertified Steward Justo Lacayo meet in the galley of the *Overseas Philadelphia*.

Sulphur Enterprise



Members of the *Sulphur Enterprise* crew gather after a shipboard meeting. Pictured are Bosun Joseph White, AB William Ray Jr., DEU Carl Turner, AB Zsuzsanna Balla, Chief Cook Audrey Brown and SA Nelson Bernardez.

Chemical Trader



AB Shelby Rankin (above, left) stands watch on the *Chemical Trader* while DEU Jose Encarnacion (above, right) gives the thumbs up. Chief Cook Jimmy Cordova (below, left) and Steward Exl Ronquillo take a break in the dining area.



ITB Mobile



Steward Virgilio Donghit (left in left photo above) and UA Kenneth LeDeoux complete some paperwork in the galley of the *ITB Mobile* while shipmates AB Dionicio Mejia (left in photo at left) and GUDE Montree Nakwicheh stand cargo watch. In photo above, Bosun Timothy Jackson (left) and AB James McCormick return to the vessel after going ashore.



Tug Enterprise

Ordinary Seaman/Cook Carlos Taylor (left) and AB Bradley Thomas send greetings from aboard the *Tug Enterprise*.

Sea Venture



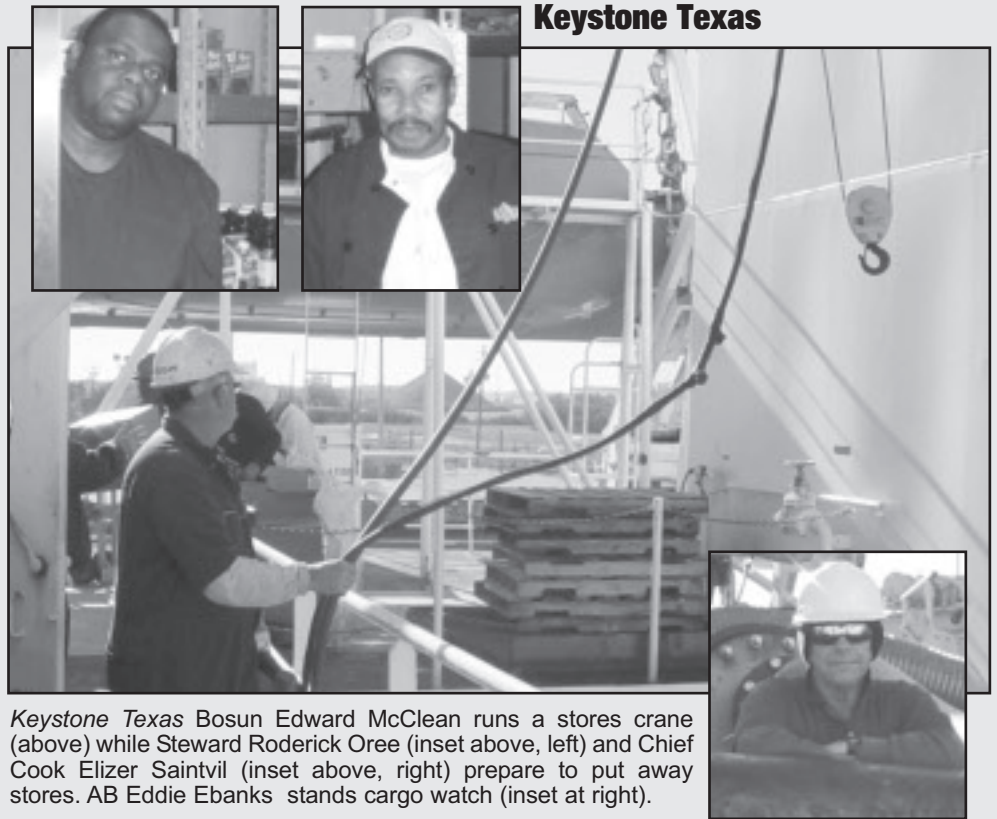
Members of the *Sea Venture* crew gather on deck following their meeting with the SIU rep. Pictured (from the left) are Bosun Thomas Mincey, AB George Saltz and AB Courtney Denley.

OSG Tug Honour

Ordinary Seaman/Cook Michael Hufana (left) and AB Kelly Marsh reported to the stern of the OSG Tug *Honour* following their union meeting.



Keystone Texas



Keystone Texas Bosun Edward McClean runs a stores crane (above) while Steward Roderick Oree (inset above, left) and Cook Elizer Saintvil (inset above, right) prepare to put away stores. AB Eddie Ebanks stands cargo watch (inset at right).



MTD Executive Board Meeting

Military Leaders Powerfully Declare Support for U.S. Mariners, U.S. Ships

With rank-and-file Seafarers in the audience, two key military leaders who addressed the MTD executive board meeting Feb. 28-29 near San Diego left no doubt about the high esteem in which they hold the U.S. Merchant Marine.

Major General Kathleen Gainey, commander, U.S. Military Surface Deployment and Distribution Command, and Vice Admiral Ann Rondeau, deputy commander, United States Transportation Command (TRANSCOM), each offered powerful words of support and appreciation for the reliability of U.S. mariners.

They also made it abundantly clear that America's national security is best-served by maintaining a strong American-flag fleet with American crews.

Two dozen or so SIU members (including members of the union's Government Services Division) were guests at the meetings, which altogether drew more than 200 people per day.

Speaking not only about mariners but also other members of unions affiliated with the MTD, Gainey stated, "You are critical to our nation. All of us in uniform appreciate you in the maritime trades."

She noted the long history of America's civilian mariners, literally dating to the country's earliest days.

"The merchant marine has always been there beside us," Gainey said. "You have always been there when we needed you, and you have always delivered. It doesn't matter whether it was in harm's way or whether it was in peace. You've always been there. Your partnership has never faltered. Your willingness to be there was never conditional. You've always delivered and been there for our service members around the world. There's no amount of thanks that I could give you, because I'm here to tell you, having deployed twice, I know how critical it is that we get that equipment and those

"The history of the Maritime Trades Department for us is really important. It's part of what we are as a nation... This is important to us in uniform. Why is that? Because you produce results."

--Vice Admiral Ann Rondeau, Deputy Commander, U.S. TRANSCOM

supplies on time. You deliver and we know we can count on you."

Gainey said it is important that all segments of the maritime industry "keep the dialogue open on the key issues: port security, strategic sealift, rebuilding our ports ... and ensuring that we keep a strong, strong maritime force with American-flag carriers."

She mentioned the relatively new program in which protective vehicles known as MRAPS are being delivered (often by Seafarers-contracted ships) to U.S. troops overseas. Pointing out the efficiency of sealift, she noted that some of the decision-makers originally advocated airlift for the new military vehicles.

"If it was your son or daughter (waiting for delivery), you, too, would have wanted it there the fastest way possible," Gainey said. "We were able to show them we can deliver" quickly by ship, and those deliveries have reinforced the value of American-flag vessels supporting our troops.

Gainey repeatedly referred to the effective "partnership" between the military and the commercial sector. She said deliveries to the warfighter have "significantly improved" because of that partnership, adding that "performance statistics" bear out the speed and reliability of American-flag ships.

"We in U.S. TRANSCOM are fully committed to the commercial-first policy," Gainey declared. "If we don't, then we will not have the maritime fleet

that we need to support this nation when we would even go to a larger-scale war. You are the backbone and we know that. We always try to utilize the liner service as the first option to meet the required delivery date for our warfighter. And we're looking to even expand that business.... It's all about leveraging the strength that you have and the partnerships you have with other organizations. Partnership is what is going to make us strong, keep us strong, and make sure that this nation is free."

She concluded that when she was researching the MTD prior to the meetings, she was very impressed by "how critical you are to the defense of this nation ... the value of an organization that brings together all of these specialties. You are that fourth arm of Department of Defense and you are critical to this nation, and this is what makes America great."

Rondeau credited MTD and SIU President Michael Sacco as "a man of his word" who "is a guy that is helping move things forward" for the U.S. maritime industry.

She noted that she comes from a union family – a background that helps her appreciate the importance of the MTD. The department's history and current efforts are "important to us in uniform," she said. "Why is that? Because you produce results."

Rondeau shared a number of statistics reflecting the large amount of military cargo transported in recent years aboard



Vice Admiral Ann Rondeau says U.S. mariners "truly have answered the nation's call."

U.S.-flag commercial ships as well as civilian-crewed Military Sealift Command vessels. "You truly have answered the nation's call," she said.

She twice referred to the March edition of the *Seafarers LOG* – once expressing her agreement with a letter extolling union membership, and then pointing out a quote from SIU Recertified Bosun David James. The bosun, who has sailed on multiple voyages for Operation Iraqi Freedom, recently said, "SIU members are here to support the troops."

After sharing that quote with the audience, Rondeau recalled a scene from just a few days earlier, when 1,000 or so troops in Iraq had gathered to watch a movie. In accordance with protocol, the National Anthem was played before the show – but problems with the sound system kept interrupting.

She estimated that if something similar were to happen in a private theater in the U.S. filled with 18-to-22-year-olds, "you're going to get at the very best some laughter and at the worst some profanity like you haven't heard in a while. But (back in Iraq) the room was dead quiet on the third time of them trying to run the recoding of the National Anthem. At that point, one voice starts, another voice starts, and (soon) 1,000 soldiers, sailors, Marines and airmen sang 'the rockets' red glare, the bombs bursting in air...' and they sang to the end.

"These are people who have been there for a year or two. So I would say to David James, SIU or MTD union members who are here to support the troops: Those men and women are worth your investment. They're worth what you give them and you give them a lot, because together we're not just involved – we are committed."



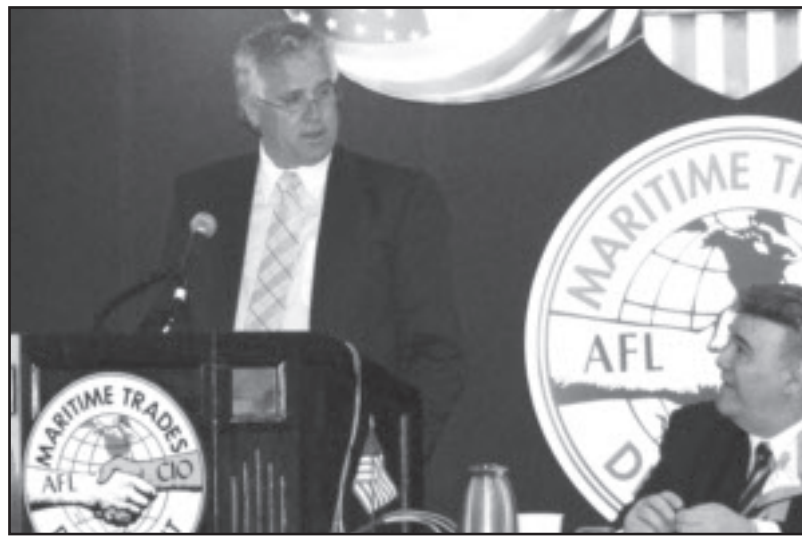
MTD and SIU President Michael Sacco welcomes Maj. Gen. Kathleen Gainey.



Board members and guests show appreciation for remarks by one of the speakers.



U.S. Rep. Neil Abercrombie



Maritime Union of Australia National Secretary Paddy Crumlin (left) addresses the board as MTD President Michael Sacco listens.



AFL-CIO Secretary-Treasurer Richard Trumka

Grassroots Action, November Elections Crucial for America's Working Families

Guest speakers at the most recent meeting of the AFL-CIO Maritime Trades Department's executive board urged labor officials and rank-and-file members alike to elect pro-worker candidates in November.

U.S. Rep. Neil Abercrombie (D-Hawaii), AFL-CIO Secretary-Treasurer Richard Trumka and Maritime Union of Australia National Secretary Paddy Crumlin each noted the importance – and effectiveness – of grassroots political action when it comes to empowering working families.

Both Abercrombie and Trumka pointed to the erosion of U.S. workers' rights and stated that the best way to start rectifying that decades-long trend is by supporting pro-worker candidates.

Abercrombie said it's a plain fact that the majority party sets the agenda in Congress. Therefore, he said, working families must elect and support – and hold accountable – representatives who will look out for their interests.

"We've got to put American workers back in the center of the political agenda," said Abercrombie. "Every single vote counts, and the difference in whether or not the working people in this country are going to come back to the center of the agenda is going to be whether labor turns out in this election and sees to it that the Electoral College goes the right way."

The congressman noted he recently read a biography of Franklin Delano

Roosevelt. Abercrombie said that during World War II and the years that immediately followed, there was strong support for the working class at all levels of government. He said the nation clearly would be best served by returning to that standard.

He reviewed the day's newspaper headlines and explained how the weakening economy hurts working families. Illustrating corporate greed and the weakening of workers' rights, he mentioned a recent contract negotiation in which newspaper reporters were asked by the company to accept only a one percent wage increase in conjunction with health care cuts, despite soaring company profits.

"If the United States is going to be strong in the world, we have to be strong ourselves," Abercrombie said. "We have to have a sound economy. We have to have workers that understand not only that prosperity depends on them, but that productivity is going to stay with them when they earn it by their productivity."

"The most productive and important thing we can do right now is organize," he concluded. "Let's get this movement organized for November so there's no question in anybody's mind that America is back. When America's workers are in charge, America is back."

Trumka presented a startling series of statistics showing the enormous (and still growing) income gap in America. He cautioned that this isn't a new develop-

ment, but rather one that dates back to the 1970s.

"Our economy was failing working families long before there was a housing crisis and mortgage crisis and a stock market crisis," Trumka said. "These crises are in fact the direct result of imbalances in our economy that already existed. That has been propelled by neo-liberal economic policies that have been grinding down working families for the last 30 years."

"Why is it so hard for so many workers to make a decent living in the richest country in history at its most rich point in time?" he continued. "We work more hours than any other developed country, but massive job loss has created widespread economic insecurity. The U.S. economy generates more than 13 trillion dollars a year in income but health care and retirement benefits are vanishing. For the last 30 years wages have been going down and it's meant longer working hours, higher consumer debt, and a greater reliance on home equities just so that families could keep up with their bills. It doesn't have to be this way because the economy is not like the weather. The economy is a set of rules; those rules are made by people we elect. Those rules decide winners and they decide losers and it's up to us to elect people that start adopting rules that make all of us winners."

As he showed the board data reflecting the struggles of working families,

Trumka emphasized, "The policies that have been adopted over the last 30 years have two things in common: They shift power from workers to employers and they create fewer jobs. The increased power of employers has allowed them to outsource our work and deregulate our industries. They privatize our government, they deny wage increases, and they walk away from their obligations to provide health care and retirement security for employees."

Among the statistics he shared: Since 1973, household income for richest Americans has increased anywhere from 353 percent to more than 500 percent. By comparison, the poorest Americans' wages have gone up only three percent; for those squarely in the middle range of earnings, the increase has been 23 percent.

"What you're seeing is where we used to grow together as a nation, right now we're growing apart economically, socially and politically," Trumka said. "The productivity-wage relationship was the foundation of the social contract negotiated between labor and employers after World War II. Today the imbalance of power has ruptured that relationship and the social contract with America's workers is being shredded."

Trumka concluded by saying the labor movement must be at the forefront of efforts to "change the direction of our country.... None of it is possible, though,



See *Working Families*, Page 14

'Nuts & Bolts' of MTD

The AFL-CIO Maritime Trades Department consists of 24 international unions (including the SIU) and 19 port maritime councils in the United States and Canada representing more than five million working men and women. The MTD executive board met Feb. 28-29 near San Diego, where board members and guests tackled many vital issues facing the maritime industry and all working families. The articles on pages 11-14 are based on remarks and policy statements presented at the meetings. These photos show some of the board members and guests.



SIU VP Dean Corgey (left), SIU VP Nick Marrone



MEBA President Don Keefe



Maersk VP Ed Hanley (left), SIU VP George Tricker



ILA President Richard Hughes



U.S. SIU A Port A



Rank-and-file Seafarers and officials



SIU of Canada President Roman Gralewicz (right), Executive VP Michel Desjardins



Boilermakers VP Warren Fairley



CWA VP Ralph Maley



GMP President John Ryan

From Many Perspectives, Maritime Industry Shows Great Promise, Faces Key Challenges

A wide array of guest speakers at the MTD executive board meeting voiced support, enthusiasm and appreciation for the American maritime industry while not glossing over the many challenges faced by its different components. Offering perspectives from various segments of the industry (in order of appearance) Thomas Barrett, deputy secretary of U.S. Department of Transportation; U.S. Maritime Administrator Sean Connaughton; General Ken Wykle (USA ret.), president, National Defense Transportation Association; Fred Harris, president, National Steel and Shipbuilding Company (NASSCO); Thomas Crowley, CEO, Crowley Maritime Corporation; and Admiral Thad Allen, commandant, U.S. Coast Guard.

Barrett reaffirmed the Department of Transportation's belief that a strong U.S. Merchant Marine is essential to the defense and economic development of the nation. "We are committed to supporting American-flag shipping.... If we're successful, America will be successful," he stated. Referring to President Bush's strong support for the Jones Act, Barrett outlined the DOT's vision for the future and expressed his own admiration for the men and women of the U.S. Merchant Marine. Noting that he had served 35 years in the U.S. Coast Guard, Barrett added, "You can't spend as long a time in the Coast Guard as I did without building an enduring and very deep respect for American mariners. I see it (the contributions they make to American society) every day."

According to Barrett, America's defense and economic health depends on its maritime industry. The nation's network of waterways moves 2.2 billion tons of domestic and foreign cargo. Ninety-five percent of our international trade moves by water. International trade will double within the next 20 years.

Barrett said the DOT believes America's economy depends on enhancing systems performance, particularly the maritime element. "I don't think that the economy can continue to grow without making seaways more efficient," he observed. Connaughton noted that the maritime industry has made remarkable progress over the past year and gave strong support to maritime programs moving forward. Those initiatives and actions include the Jones Act, cargo preference, the Maritime Security Program, port modernization, shipbuilding, maritime LNG and LNG development.

Connaughton expressed optimism about the marine highway initiative, known as short sea shipping. The energy bill signed late last year contains provisions establishing a formal marine highway program within the federal government.

Even though this is something that we've been pushing, now, we're having statutory recognition about the fact that the coastwise laws, coastwise vessels and trades are something that's vital to our transportation system," is key, Connaughton said.

Connaughton added, "There was one sentence in that law that really is important for us as we look forward to a new transportation reauthorization bill and funding. For the first time we see in legislation that they look for the waterways as part of our national service transportation system. That opens up an enormous amount of possibilities.... We're very, very close to several new operations and I

think that we're going to be able to make this all happen and see projects, see (new) jobs and see congestion being relieved because of this new marine highway program."

Wykle also emphasized the abundant possibilities for greater utilization of domestic waterborne transportation. He cited several studies that show the United States is facing a transportation crisis and urged the federal government and the private sector to enter into an historic partnership to better use America's abundant water resources.

The NDTA's stated mission is "to foster a strong and an efficient global transportation and distribution system." For years, it has been arguing that the federal government has been promoting air, rail and highways, but not water-based transportation.

According to Wykle, there have been two major transportation revolutions since the founding of the nation—the development of the transcontinental railways in the 19th century and the rise of the interstate highway system, which was devised in the 1950s.

However, the highway system is "old and decaying. Demand is increasing." Moreover, investment is not keeping pace.

Wykle believes that America needs a third transportation revolution. It needs to make greater use of its oceans, lakes and inland waterways. Unlike highways and rails, waterways do not have to be built; they already exist. He said that waterborne transportation is inherently more efficient, cost-effective and environmentally friendly than most other modes of transportation.

The most serious challenge in achieving this third revolution is getting out the word, he added. Government officials, labor unions, grassroots organizations and maritime companies need to educate the American public about what's at stake, Wykle said.

"We need to create a (new) generation of U.S.-manned coastal ships," he stated. "We need to reestablish the United States as a competitive ship builder and create thousands of new family-wage jobs."

Harris is a former licensed mariner who sailed with a number of SIU members. He noted that NASSCO's parent company, General Dynamics, has "tens of thousands of union workers."

The San Diego-based shipyard, which employs 4,700 people, carries great relevance for the SIU. NASSCO currently is constructing T-AKE ships for the U.S. Navy (vessels that are being crewed up by members of the union's Government Services Division) as well as commercial tankers for Seafarers-contracted U.S. Shipping. Previously, the yard built vessels for SIU-contracted TOTE and Alaska Tanker Company, respectively. Years ago, it also built the CIVMAR-crewed hospital ships *USNS Mercy* and *USNS Comfort*.

Harris said the T-AKE vessels are "great ships for the U.S. government. They are multi-capable ships. They carry fuel oil, ammunition and bombs, dry cargo, frozen stores.... We have 11 under contract."

He pointed out, however, that two more of those vessels recently were removed from the federal budget. "We need to work hard — and I would ask for you to work with us — to make sure these ships are put back in" the budget, he told the board.

Harris praised the shipyard workers, noting they are doing a great job with quality and turnaround time. "I'm proud of them and this is the best shipyard I've ever worked in," he said. "I can't tell you enough about the people in the shipyard and what they've contributed — not only with the work they do, but the spirit and the culture that they bring."

He needs more of them, though. Harris said that he anticipates growth at the yard and wants to hire hundreds more employees.

He concluded by vowing to work with Congress "for as long as



DOT Deputy Secretary Thomas Barrett



U.S. Maritime Administrator Sean Connaughton



General Ken Wykle (USA ret.), president, NDTA



U.S. Rep. Neil Abercrombie (center) with U.S. Maritime Asst. VP Bryan Powell (left) and SIU Asst. Agent Joe Vincenzo



Novelty Workers President Mark Spano



TCU President Robert Scardelletti



Crowley Maritime Corp. CEO Thomas Crowley



USCG Commandant Admiral Thad Allen



NASSCO President Fred Harris

See *Perspectives*, Page 14

MTD Executive Board Meeting



Guest Speakers Voice Perspectives on Future Of Maritime Transportation

Continued from Page 12

I'm able, to support the U.S. maritime industry – both in supporting U.S. seafarers at sea and in building U.S. ships.”

Crowley described the excellent cooperation that exists not only within his company but among its contracted unions, including the SIU. He gave special credit to MTD and SIU President Michael Sacco, calling him a mentor “and even more importantly, demonstrating unparalleled leadership in our industry with a passion that's matched by no one.”

He added, “Our longstanding relationships with labor have evolved into strategic partnerships based on mutual understanding and respect. We've seen how, working together, we can accomplish much more than working alone or against each other. We are all part of the Crowley team.”

Crowley said the company continues its unwavering commitment to safety while also contributing to the renewal and growth of the Jones Act fleet. In the last decade, they've built 26 manned and 12 unmanned vessels. Currently under contract for construction are 22 additional vessels (11 manned, 11 unmanned).

However, he also voiced concern about ensuring adequate shipboard manpower in the years ahead. He discussed the company's wide-ranging recruiting efforts and complimented the unlicensed apprentice program run by the SIU-affiliated Paul Hall Center for Maritime Training and Education.

He said that dwindling entry-level positions are taking a toll on the industry. “We need to work with our union partners to

develop flexible ways to expand this capacity and pipeline.... I think it's critical that we reduce barriers to entry. We need to improve and modernize the U.S. Coast Guard's licensing requirements.”

Allen addressed those requirements along with maritime security and the myriad challenges it presents. He said he is an agent of change within the agency and noted he and other Coast Guard leaders are taking an honest look at how to improve all facets of the operation.

“We know we're getting better. We know we're not where we need to be,” Allen said. “You have my personal assurance that we will attend to this and make it better, and make it the class act that we want to provide you and that you deserve.”

“Unless we can change to become a more flexible and agile organization, we're going to risk something that we don't want to have happen, and that's the great good will in this country for the Coast Guard.”

The commandant said the agency is working with port captains regarding the Transportation Worker Identification Credential (TWIC) program. He mentioned an upcoming meeting with the port captains and declared, “Sooner or later, we have to come back and tell the industry, are we on track to meet the date, and are we prepared to do something about the date if we are not on track?”

Allen also discussed what he called an “archaic rulemaking process” that affects the industry; he's got a task force looking into possible improvements.

He said he plans to continue dealing with all segments of the industry in a very open manner.

Political Action Vital For Working Families

Continued from Page 13

unless we do our job in this election and take back control of our government and our elected officials for working families.”

Crumlin, whose position with the MUA is equivalent to that of a union president in the U.S., also serves as an official with the International Transport Workers' Federation – a global organization consisting of nearly 700 transport unions. He focused on a U.S. maritime law (the Jones Act) as an example of why political action is so important for workers. He noted that all segments of the U.S. maritime industry repeatedly have united to stand up for the Jones Act when it has been attacked by so-called free traders whose apparent motivation has nothing to do with security or working families and everything to do with making a quick buck.

The law stipulates that cargo moving between U.S. domestic ports must be transported on vessels that are built, owned, flagged and crewed American. It is widely recognized as a regulation which bolsters national and economic security. It also helps preserve tens of thousands of jobs, if not more. Without grassroots support, its status would be in question, at the very least.

“The Jones Act really is the global benchmark for maritime cabotage,” Crumlin said. “It underpins all of the regulations and the [protection] of labor but also the national interest in regards to not only labor standards but security, economic development, the ability to develop a genuine economy in the interests of working men and women. The Jones Act really does lead the way, and it's bipartisan. That's a very important message.”

He credited MTD President Michael Sacco and others for demonstrating the soundness of working with those who support the industry, regardless of political affiliations. “Political cycles come and go. Our industry must remain,” Crumlin observed.

He recounted problems faced by Australian workers because of weak or unenforced cabotage laws. However, he noted, the old government regime in that country has been voted out of office, which bodes well for the future.

Crumlin wrapped up his comments by stating that bilateral trade agreements remain very important to workers around the world. “We have some big challenges to be able to translate the protection of our own national industries and the development of proper standards and safe minimum manning requirements elsewhere in the world,” he said. “This is where the ITF comes in. For example, we recently developed a consolidated maritime convention that extends protection to mariners who otherwise never would have had it. We had strong U.S. support. That is a remarkable achievement, and it could not have happened without U.S. intervention – and the U.S. intervention could not have been achieved without the strength and the solidarity and the determination of the AFL-CIO and all the labor leaders in this room.”

SIU CIVMARS Help Recover 2 Downed U.S. Air Force Jets

The U.S. Military Sealift Command (MSC) on March 24 reported that the rescue and salvage ship *USNS Grasp* – manned by members of the SIU Government Services Division – had completed recovery operations for two U.S. Air Force F-15C fighter jets in the Gulf of Mexico.

According to MSC, the jets crashed mid-air over the Gulf approximately 50 miles from Eglin Air Force Base, Fla., Feb. 20. Recovery efforts began March 1 when the *Grasp* arrived in the vicinity of the crash site to locate the wreckage, and ended March 22 when the last recoverable debris from the second aircraft was lifted onto the ship's weather deck. Salvage operations, which could normally have been conducted within a week, were delayed by severe weather conditions that twice sent the ship back to port.

The first aircraft was recovered March 12 from a depth of 177 feet and the second aircraft was recovered March 22 from a depth of 185 feet. More than half of each aircraft was salvaged including their engines, data collecting devices (flight recorders) and main computers. These items are vital to the Air Force's investigation to determine the cause of

the crash.

The salvage operations were conducted jointly by the *Grasp's* crew of 28 civil service mariners and 20 sailors from Mobile Diving and Salvage Unit Two, based at Naval Amphibious Base Little Creek, Va. MDSU Two is not permanently assigned to the *Grasp*, which also carries a detachment of three sailors to per-

form communications functions.

Since the exact position of the wreckage was unknown, the ship's civilian crew worked in cooperation with sailors of MDSU Two to locate the debris by combining the vessel's navigational information with data obtained from the dive unit's locating equipment. Upon arrival at each site, the *Grasp's* merchant

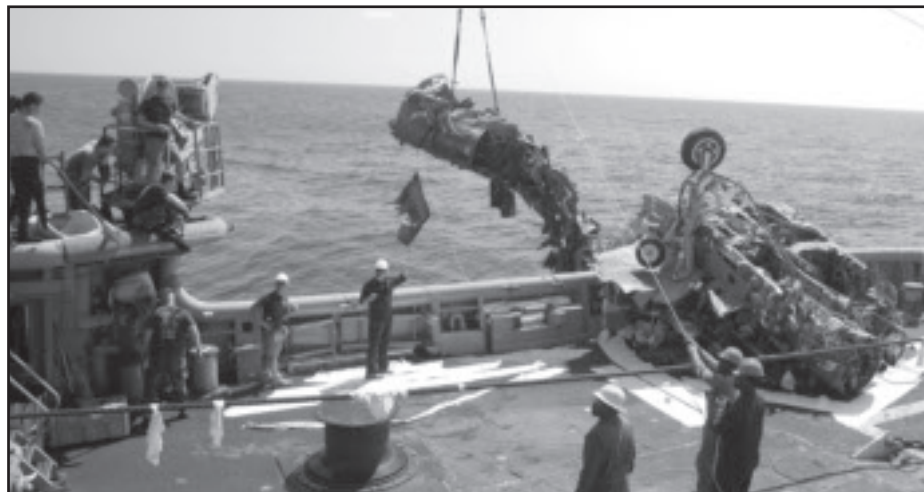
mariners anchored the ship directly above the wreckage and the divers submerged to prepare the debris for recovery. The *Grasp's* 40-ton boom then lifted the wreckage out of the water using a cable that was attached by the divers.

“This recovery operation was extremely difficult,” said the *Grasp's* civilian master, Capt. Jose Delfaus. “The wreckage was scattered across a wide area and the divers had to overcome dangerous depths and diving conditions. Some of the wreckage was so entangled that it took several dives to complete the mission.”

Four Air Force personnel, including a civilian wreckage photographer, were aboard the *Grasp* during the salvage operations to conduct the initial research and data analysis about the crash.

The mid-air collision claimed the life of one of the two pilots. The jets were assigned to the 33rd Fighter Wing at Eglin Air Force Base.

The *USNS Grasp* is one of MSC's four 255-foot salvage and recovery ships that can deploy rapidly to recover objects from the sea, tow stranded vessels and provide fire fighting assistance.



Crew members aboard the *USNS Grasp* use the ship's 40-ton boom to lift the engine of an Air Force F-15C fighter jet from the ocean floor as part of salvage operations that ended late last month in the Gulf of Mexico (U.S. Navy Photo).

NMU Pension, Annuity & 401(K) Plans

Trustee, Administration and Summary of Material Modifications for the Year 2007

The Board of Trustees - Co-chairmen

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Amendments & Other Items

NMU Pension Plan, Annuity Plan and 401(k) Plan:

During 2007, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Resolution to merge the NMU Annuity Plan and the SIU Money Purchase Plan effective October 1, 2007.
2. Provides an additional hardship provision to individuals who have suffered damage to their principal residence due to Hurricane Katrina to facilitate the repairs.
3. Provides for a 75% Participant & Spouse Pension Option.

4. Resolution to merge the SIU 401(k) Plan into the Seafarers 401(k) Plan effective January 15, 2008.

The Board of Trustees also adopted the following Merger Agreements:
1. NMU Annuity Plan into the Seafarers Money Purchase Plan effective October 1, 2007.
2. SIU 401(k) Plan into the Seafarers 401(k) Plan effective January 15, 2008.
3. NMU Pension Plan into the Seafarers Pension Plan effective January 1, 2008.

Administrator

Miriam Bove
NMU Benefit Plans
5201 Auth Way
Camp Springs, MD
20746

A LOS QUE HABLAN ESPANOL

Esta noticia contiene informacion importante sobre sus derechos como marino bajo los planes del Plan NMU Pension, Annuity, 401(k). Si tuviera usted dificultades para comprender alguna parte de esta noticia se la explicara la misma en espanol. Esta ayuda podra recibirla en persona en la oficina principal del Plan, ubicada en el numero 5201 Auth Way, Camp Springs, MD 20746. Las cartas en espanol deberan ser dirigidas a la oficina del Plan de Maryland. Las llamadas telefonicas para solicitar ayuda en espanol deberan tambien ser hechas a la oficina del Plan en Maryland, cuyo numero de telefono es: 1-301-899-0675.

May & June 2008

Piney Point.....	Monday: May 5, June 2
Algonac	Friday: May 9, June 6
Baltimore.....	Thursday: May 8, June 5
Boston	Friday: May 9, June 6
Guam	Thursday: May 22, June 19
Honolulu.....	Friday: May 16, June 13
Houston	Monday: May 12, June 9
Jacksonville	Thursday: May 8, June 5
Joliet	Thursday: May 15, June 12
Mobile.....	Wednesday: May 14, June 11
New Orleans.....	Tuesday: May 13, June 10
New York	Tuesday: May 6, June 3
Norfolk	Thursday: May 8, June 5
Oakland	Thursday: May 15, June 12
Philadelphia.....	Wednesday: May 7, June 4
Port Everglades	Thursday: May 15, June 12
San Juan	Thursday: May 8, June 5
St. Louis	Friday: May 16, June 13
Tacoma	Friday: May 23, June 20
Wilmington.....	Monday: May 19, June 16

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

Dispatchers' Report for Deep Sea

February 13, 2008 — March 15, 2008

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	3	2	1	0	0	0	0	3	4	3
Anchorage	0	10	1	0	2	0	0	0	10	1
Baltimore	7	3	2	4	1	0	1	8	7	3
Fort Lauderdale	10	20	4	9	4	1	5	18	23	7
Guam	1	3	1	1	2	1	0	1	9	4
Honolulu	9	12	2	5	1	0	5	11	16	3
Houston	39	27	7	32	14	4	19	63	46	5
Jacksonville	22	20	4	13	10	3	17	45	32	5
Joliet	0	3	0	2	4	0	0	1	0	1
Mobile	12	11	2	7	3	0	2	22	15	3
New Orleans	12	13	1	10	8	0	2	22	12	2
New York	40	29	6	33	10	1	15	67	51	8
Norfolk	12	16	8	10	9	1	4	6	17	11
Oakland	20	9	2	14	10	1	8	39	15	4
Philadelphia	1	3	0	3	2	0	1	4	3	2
Piney Point	1	7	0	0	7	0	0	1	6	0
Puerto Rico	7	9	0	3	3	0	6	15	16	1
St. Louis	2	3	0	2	1	0	0	1	7	0
Tacoma	30	24	6	22	12	2	6	56	34	6
Wilmington	29	24	6	25	11	2	11	59	45	7
Totals	254	238	49	228	132	17	98	507	431	84
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	2	0
Anchorage	0	3	0	0	1	0	0	0	4	0
Baltimore	3	5	0	2	3	0	2	6	6	1
Fort Lauderdale	4	10	2	5	4	0	2	12	11	3
Guam	1	1	1	2	3	0	0	0	3	2
Honolulu	5	2	0	5	1	2	4	13	2	0
Houston	14	14	4	16	5	1	8	20	13	3
Jacksonville	15	18	2	12	12	1	5	22	27	2
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	5	5	0	5	2	0	3	8	8	1
New Orleans	8	6	0	10	3	0	5	9	4	0
New York	19	9	5	10	7	1	4	30	13	5
Norfolk	15	11	1	5	3	0	5	16	17	1
Oakland	11	5	1	9	5	1	4	10	9	1
Philadelphia	3	1	0	2	0	0	1	6	1	0
Piney Point	1	1	0	0	0	0	0	3	2	0
Puerto Rico	1	3	0	0	0	0	2	8	5	0
St. Louis	1	4	0	0	2	0	1	1	6	0
Tacoma	16	13	0	7	12	0	6	22	18	3
Wilmington	10	11	3	6	9	3	5	16	15	3
Totals	132	122	19	96	72	9	57	202	165	25
STEWARD DEPARTMENT										
Algonac	1	0	1	1	1	0	0	1	1	2
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	2	0	2	1	0	2	1	2	0
Fort Lauderdale	6	11	1	5	5	0	4	6	11	1
Guam	2	5	0	1	1	0	0	2	4	0
Honolulu	13	5	0	7	2	0	1	14	6	0
Houston	22	11	2	14	8	1	8	32	11	1
Jacksonville	19	9	1	15	5	2	5	22	15	0
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	9	2	0	3	1	0	2	10	4	0
New Orleans	4	2	0	8	5	0	2	4	3	1
New York	23	10	0	20	5	1	9	33	12	0
Norfolk	8	9	2	5	11	0	2	10	13	4
Oakland	22	5	0	15	1	0	8	39	7	0
Philadelphia	1	0	0	3	0	0	0	2	1	0
Piney Point	4	1	0	1	0	0	0	4	1	0
Puerto Rico	3	2	0	1	1	0	1	4	3	0
St. Louis	0	0	0	0	0	0	0	1	0	0
Tacoma	17	9	1	12	0	2	12	28	11	1
Wilmington	27	8	0	26	2	0	6	31	14	1
Totals	181	91	9	139	49	6	62	244	119	11
ENTRY DEPARTMENT										
Algonac	2	1	3	0	0	0	0	2	2	4
Anchorage	0	3	0	0	0	0	0	0	7	0
Baltimore	0	1	0	0	1	0	0	0	1	1
Fort Lauderdale	0	6	10	0	1	2	0	0	7	9
Guam	0	2	4	0	3	0	0	0	4	5
Honolulu	5	6	6	1	0	1	0	4	8	9
Houston	3	21	3	4	10	5	0	6	33	3
Jacksonville	6	14	6	1	8	2	0	7	27	11
Joliet	0	1	0	0	0	0	0	0	1	1
Mobile	0	3	1	0	2	0	0	1	6	2
New Orleans	1	6	2	2	5	0	0	2	4	3
New York	4	26	4	5	10	1	0	8	40	12
Norfolk	0	4	12	0	1	5	0	2	20	18
Oakland	4	14	14	2	8	2	0	5	17	18
Philadelphia	0	1	1	0	0	0	0	0	1	1
Piney Point	0	7	24	0	8	20	0	0	2	25
Puerto Rico	0	2	24	0	1	0	0	0	4	3
St. Louis	0	1	2	0	2	1	0	0	1	2
Tacoma	3	16	5	0	4	1	0	6	21	9
Wilmington	4	12	3	0	6	0	0	5	18	8
Totals	32	149	103	15	70	40	0	48	224	144
Totals All Departments	608	611	181	448	309	70	229	940	883	251

**Seafarers International Union
Directory**

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram,
Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

606 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

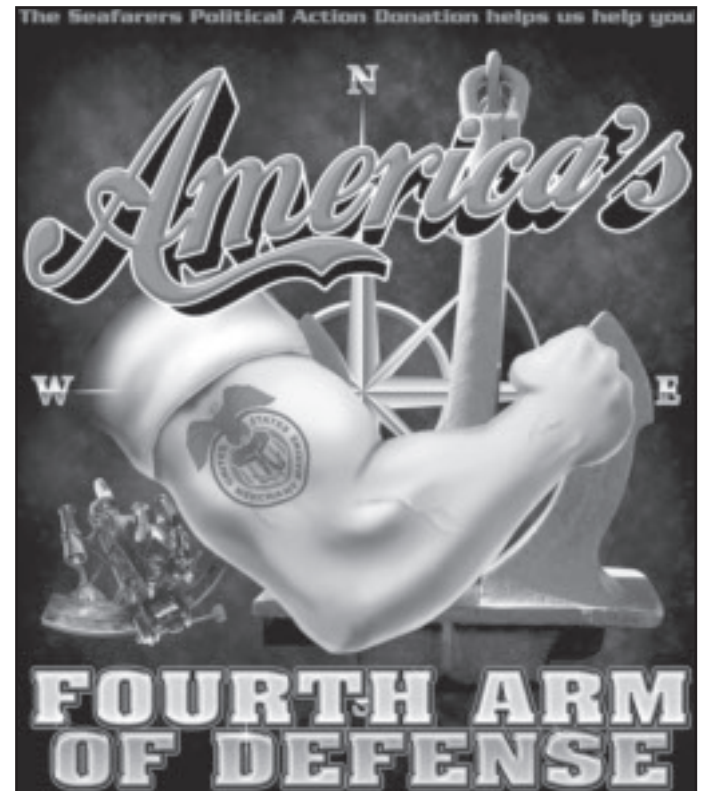
3411 South Union Ave., Tacoma, WA 98409
(253) 272-7774

WILMINGTON

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



The new SPAD T-shirt (modeled above) features the SIU logo on the front pocket and artwork on the back (shown at right).



The Shirts are in the Mail – Really

*Newly Designed SPAD
T-Shirts Being Sent
Beginning this Month*

Starting this month, SIU members who contribute to the voluntary Seafarers Political Activity Donation (SPAD) fund will receive a SPAD T-shirt by complet-

ing a very brief form available at the union halls.

Here's how it works: Any member who donates to SPAD when they file for a vacation check (and who wants one of the shirts) will be given a form asking for basic information including the applicant's name, shipping address and shirt size. The port agent then will submit that form along with the vacation application.

Shirts will be mailed from the union's headquarters building, located in Camp Springs, Md.

There is a limit of one shirt per member. Shirts will be mailed until the supply runs out (anticipated to happen around mid-year).

Seafarers are advised to check with their port agents for additional information.



Happy Birthday, Bosun!

Captain J.E. Belcourt, master of the SIU-crewed *MV Green Point*, recently submitted this photo in recognition of Bosun Richard Dobbyn's 70th birthday. "Bosun Dobbyn has been a true asset on this good ship, and we appreciate all he has done," noted Belcourt. Standing left to right are Chief Cook Julio Lobo, Belcourt, Deck Maintenance Cordero and Dobbyn.

PIC-FROM-THE-PAST

Submitted by retired Seafarer Charles Slick of King George, Va., this photo is of himself (second from left in back row) and some of his shipmates aboard the *SS Stoney Creek*. The photo was taken in 1950 as the vessel was traveling from Baltimore to South America to pick up oil. According to Slick, oil at that time was selling for \$18 per barrel. Others in the photo include John Breene (right in front row), Jack Tomen (left in back row) and Frank Bonna. The identity of the mariner shown second from left is not known.

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





DEEP SEA

JAMES BURKE



Brother James Burke, 67, became an SIU member in 1967. He initially sailed aboard the *Neva West*. Brother Burke was born in Virginia and

worked in the engine department. He upgraded his skills in 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Burke's most recent voyage was on the *Flickertail State*. He makes his home in Virginia Beach.

ANDREW LOPEZ

Brother Andrew Lopez, 60, was born in Houston. He joined the union in 1966.



Brother Lopez first shipped aboard the *Globe Traveler*. The engine department member enhanced his seafaring abilities often at the Piney Point school. Brother Lopez's last vessel was the *Commitment*. He continues to live in the state of Texas.

MOHAMED MOFLEHI

Brother Mohamed Moflehi, 66, embarked on his career with the Marine Cooks & Stewards (MC&S) in 1980 while in the port of San Francisco. Brother Moflehi originally sailed on the *Santa Lucia* as a member of the steward department. He is a native of Yemen and upgraded frequently at the Seafarers-affiliated school in Piney Point, Md. Brother Moflehi's last voyage was aboard the *President Truman*. He is still a resident of Yemen.

EDWARD MURRAY



Brother Edward Murray, 65, first went to sea in 1964 on the *USNS Potomac*. He was born in Pennsylvania and shipped in the engine department. Brother Murray last worked aboard the *Overseas Ohio*. He lives in Little Egg Harbor, N.J.

LUCIEN PIERSON

Brother Lucien Pierson, 70, donned the SIU colors in 1990. His first ship was the *Equality State*; his last the *Westward Venture*. Brother Pierson was born in Gonzales, La. He attended the SIU-affiliated school on four occasions.

Brother Pierson calls Denham Springs, La., home.

STEVEN SUN



Brother Steven Sun, 70, signed on with the union in 1972 while in the port of San Francisco. His earliest trip to sea was on the *President McKinley*. Brother Sun is a native of China. He most recently sailed aboard the *Lurline* as a member of the steward department. Brother Sun enhanced his skills often at the maritime training center in Piney Point. He resides in Salinas, Calif.

Brother Sun is a native of China. He most recently sailed aboard the *Lurline* as a member of the steward department. Brother Sun enhanced his skills often at the maritime training center in Piney Point. He resides in Salinas, Calif.

JAY THOMAS

Brother Jay Thomas, 54, joined the union ranks in 1969. His maiden voyage was with Intercontinental Carriers. Brother Thomas frequently took advantage of educational opportunities offered at the Paul Hall Center. His final voyage was aboard the *El Morro*. Brother Thomas makes his home in Jacksonville, Fla.



BRUCE WRIGHT



Brother Bruce Wright, 63, joined the SIU in 1961. The engine department member was born in Vallejo, Calif. Brother Wright originally shipped on the *Steel Record*. He upgraded on numerous occasions at the union-affiliated school. Brother Wright last worked aboard the *Alaskan Frontier*. He is a resident of San Francisco.

Brother Wright last worked aboard the *Alaskan Frontier*. He is a resident of San Francisco.

SHAIF YAF AIE

Brother Shaif Yafaie, 65, became a Seafarer in 1965. His initial trip to sea was on the *SS Rambam*. Brother Yafaie was born in Arabia and sailed in the engine department. His last voyage was aboard the *Charleston*. Brother Yafaie settled in Brooklyn, N.Y.



Brother Yafaie was born in Arabia and sailed in the engine department. His last voyage was aboard the *Charleston*. Brother Yafaie settled in Brooklyn, N.Y.

INLAND

PETER BRYANT

Boatman Peter Bryant, 65, was

born in Maine. He joined the SIU ranks in 1974.

Boatman Bryant shipped primarily on Mariner Towing vessels during his seafaring career. He makes his home in Westbrook, Maine.



LOREN HAYES



Boatman Loren Hayes, 62, started his SIU profession in 1992. The Florida native worked mainly aboard vessels operated by G&H Towing Company. In 2001, Boatman Hayes enhanced his skills at the Piney Point school. He lives in Freeport, Texas.

GREAT LAKES

DAVID BARBER



Brother David Barber, 56, donned the union colors in 1969. He originally worked on the *American Ocean* as a member of the deck department. Brother Barber was born in Flint, Mich. He frequently

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.

attended classes at the union-affiliated school in Piney Point, Md. Brother Barber most recently shipped aboard the *Buffalo*. He resides in Brunswick, Maine.

RICHARD BOCKERT

Brother Richard Bockert, 71, began sailing with the SIU in 1970. His first vessel was the *Steel Age*; his last the *Walter J. McCarthy*.



Brother Bockert was a member of the deck department. He upgraded his seafaring abilities on three occasions at the Paul Hall Center. Brother Bockert lives in his native state of Iowa.

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

LAWRENCE CHAPMAN



Brother Lawrence Chapman, 63, joined the NMU ranks in 1964 in the port of New York. He first sailed on the *Ocean Evelyn* as a member of the steward department. Brother Chapman was born in Mobile, Ala. He most recently worked aboard the *Cape Kennedy*.

WALTER DARENSBOURG

Brother Walter Darensbourg, 65, became an NMU member in 1997 while in the port of New Orleans. His initial voyage was on the *Zoella Lykes*. Brother Darensbourg shipped in the steward department. He is a native of Louisiana. Brother Darensbourg's final trip to sea was aboard the *Lykes Motivator*.

JAMES VON HAESLER

Brother James Von Haesler, 62, was born in San Francisco. He donned the NMU colors in 1983, originally sailing from the port of San Francisco. Brother Von Haesler's first ship was the *Mallory Lykes*. Brother Von Haesler was a member of the engine department. His last voyage was aboard the *Cleveland*.



PERRY YARBER



Brother Perry Yarber, 58, began his NMU career in 1965. He initially shipped from the port of Jacksonville, Fla. Brother Yarber's earliest voyage was on the *Hess Petrol*. He worked in both the steward and deck departments. Brother Yarber was born in Florida. His last ship was the *Keystone Texas*.

Reprinted from past issues of the Seafarers Log.

1945

A Japanese suicide plane, which hit smack in number 3 hold, could not stop the SIU men on the *SS Kyle V. Johnson* from participating in the invasion of Luzon. A number of soldiers and the steward were killed, and a hole torn in the side, but after an emergency patch was made in the side of the vessel, it was able to continue in the convoy.

The ship was given credit for shooting down six Japanese planes, with the members of the crew helping man the guns. The crew was commended by the Army officers and General MacArthur for their splendid behavior and action during and after the attack.

1956

SIU crewmembers of the *Steel Advocate* who took part in a dramatic rescue of two fliers from shark-infested Pacific waters were awarded a special blue pennant for "meritorious rescue operations" by the National Security Council.

The rescue took place about 1,100 miles west of Hawaii. A commercial cargo plane went down with five men, but only two sur-

vived after being in the weather for 44 hours. They were being approached by sharks when they were spotted by the ship's bosun. A smooth-running rescue followed and the men were quickly brought aboard.

1978

The latest in what has become a grim history of flag-of-convenience tanker wrecks involves the 233,000 dwt *Amoco Cadiz*. The foreign-crewed ship, registered under the Liberian flag, went aground off the coast of France.

Despite efforts to minimize pollution, several days later the *Cadiz* broke in two and spilled her entire load of 68 million gallons of crude oil into the ocean.

1999

The SIU-crewed *USNS Gordon* was prepositioned and anchored when crew members spotted two United Arab Emirates fisherman waving and clinging to a mostly submerged 12-foot boat in high wind and choppy seas. Reacting quickly, the *Gordon* launched an inflatable boat and saved the two men. The rescue lasted only 28 minutes.

Rear Admiral Gordon Holder, commander of Military Sealift Command, described the rescue as "a perfect example of seamanship in the finest tradition."

This Month In SIU History

Final Departures

DEEP SEA

JUAN BARRERA



Pensioner Juan Barrera, 58, died Nov. 11. Brother Barrera began sailing with the Seafarers in 1980. He initially worked in the inland division aboard Moran Towing of Texas vessels. Brother Barrera was born in Catarina, Texas and shipped in the deck department. His final trip to sea was on the *Maersk Alaska*. Brother Barrera was a resident of Naples, Fla. He retired in 1996.

JAMES BOONE

Pensioner James Boone, 78, passed away Nov. 17. Brother Boone became an SIU member in 1947. His maiden voyage was aboard the *Alcoa Roamer*. Brother Boone was born in Maryland. The engine department member most recently sailed on the *Bayamon*. Brother Boone went on pension in 1984 and called Parkville, Md., home.



MACK BRENDLE



Pensioner Mack Brendle, 79, died Nov. 9. Brother Brendle joined the union in 1951. He originally worked with Delta Steamship Lines. Brother Brendle was born in Bastrop, La. and shipped in the deck department. His final journey was with Michigan Tankers Inc. In 1979, Brother Brendle started collecting his retirement compensation. He resided in Monroe, La.

DELPHINE CHICA

Pensioner Delphine Chica, 74, passed away Nov. 30. Brother Chica was born in Hawaii. He launched his career with the MC&S (Marine Cooks & Stewards) in 1979 while in the port of San Francisco. Brother Chicas' first ship was the *Manukai*; his last the *Lurline*. He became a pensioner in 1989 and made his home in Pearl City, Hawaii.

VIRGIL DOWD

Pensioner Virgil Dowd, 81, died Nov. 25. Brother Dowd donned the SIU colors in 1961. His initial trip to sea was with Tankers & Tramps Corporation. Brother Dowd was born in Jefferson, Iowa. The deck department member most recently sailed aboard the *Westward Venture*. Brother Dowd retired in 1997 and lived in King County, Wash.



MARTIN KIMMEL



Pensioner Martin Kimmel, 72, passed away Nov. 20. Brother Kimmel joined the union in

1969. His maiden voyage was on the *Beaugard*. Brother Kimmel worked in the engine department. Prior to his retirement in 1996, the New York native sailed aboard the *Edward A. Carter Jr.* Brother Kimmel called Brooklyn, N.Y. home.

JAMES KIRCHNER



Pensioner James Kirchner, 81, died Oct. 18. Brother Kirchner was born in Jerseyville, Fla. He became an SIU member in 1944. Brother Kirchner's earliest trip to sea was on the *Achilles*. His last ship was the *Cape Clear*. Brother Kirchner went on pension in 1990. He was a resident of Liberty, Texas.

LESTER LARKIN

Pensioner Lester Larkin, 87, passed away July 12. Brother Larkin joined the SIU ranks in 1940. The engine department member was born in Lockport, Nova Scotia. Brother Larkin sailed aboard the *Alcoa Puritan*, *Steel Admiral* and the *Steel Advocate*, among other vessels. He became a pensioner in 1968 and settled in Woburn, Mass.



CECIL MARTIN



Pensioner Cecil Martin, 83, died Nov. 15. Brother Martin launched his seafaring profession in 1950. His maiden voyage was on an Alcoa Steamship Company vessel. Brother Martin worked in the steward department. His final trip was aboard the *Eugene A. Obregon*. Brother Martin lived in his native state of Alabama. He began receiving his retirement stipends in 1986.

WILLIAM MORRIS

Pensioner William Morris, 81, passed away Nov. 22. Brother Morris joined the SIU in 1951 in the port of New York. He originally sailed with InterOcean American Shipping Corporation as a member of the deck department. Brother Morris was born in New York but called Dundalk, Md., home. Before retiring in 1991, he shipped on an American Overseas Marine Corporation vessel.



ROLAND MUIR



Pensioner Roland Muir, 80, died Nov. 12. Brother Muir joined the union in 1953. His maiden voyage was on the *Steel Record*. Brother Muir was born in Maryland and shipped in the engine department. He was last employed on the

Inger. Brother Muir made his home in Kinsale, Va. He went on pension in 1983.

JOHN PIERCE



Pensioner John Pierce, 79, passed away Nov. 12. Brother Pierce donned the SIU colors in 1952. He initially sailed aboard the *Marymar*; his last vessel was the *USNS Wright*. Brother Pierce was born in Philadelphia, Pa. and worked in the deck department. He resided in Drexel Hill, Pa. Brother Pierce started collecting compensation for his retirement in 1988.

KENNETH RILEY

Pensioner Kenneth Riley, 72, died Nov. 4. Brother Riley joined the Seafarers in 1967. His first voyage was with Victory Carriers Inc. Brother Riley was born in Jersey City, N.J. He shipped as a member of the deck department. Brother Riley's final trip to sea was on the *Quality*. He was a resident of Jacksonville, Fla. Brother Riley retired in 1998.



NAPOLEON RIVAS



Pensioner Napoleon Rivas, 85, passed away Nov. 7. Brother Rivas became an SIU member in 1963. He was originally employed aboard an Elie Shipping Company vessel. Brother Rivas sailed in the engine department. His last ship was the *Overseas Arctic*. Brother Rivas went on pension in 1987 and lived in Edinburg, Texas.

JOHN WILLS

Brother John Wills, 47, died Nov. 23. He was born in California. Brother Wills launched his seafaring career in 1987, initially shipping on the *Patriot*. His most recent trip was aboard the *Innovator*. Brother Wills called Coarsegold, Calif., home.



JOSEPH ZELOY



Pensioner Joseph Zelay, 81, passed away Nov. 25. Brother Zelay began sailing with the SIU in 1951. His first voyage was with Alcoa Steamship Company. Brother Zelay worked in the deck department. He was born in Mississippi. Brother Zelay's final ship was the *Flickertail State*. He made his home in Gulfport, Miss. Brother Zelay became a pensioner in 1988.

INLAND

RUDOLF BLAZEVIICH

Pensioner Rudolf Blazeovich, 82,



died Nov. 19. Boatman Blazeovich joined the union in 1981. He primarily sailed with Crowley Towing & Transportation of Wilmington, Calif., as a member of the steward department. Boatman Blazeovich was born in Bosnia. He went on pension in 1990. Boatman Blazeovich lived in San Pedro, Calif.

PATSY FRANGO

Pensioner Patsy Frango, 83, passed away Nov. 4. Boatman Frango joined the Seafarers in 1942 while in the port of Norfolk, Va.



He originally shipped in the deep sea division aboard the *Atlantic Water*. Boatman Frango was born in Virginia. He most recently sailed with Moran Towing of Virginia. Boatman Frango started receiving compensation for his retirement in 1988. He settled in Virginia Beach, Va.

JOHN ROSSER



Pensioner John Rosser, 48, died Nov. 5. Boatman Rosser donned the SIU colors in 1977. He was born in New Orleans and sailed in the deck department. For the duration of his career, Boatman Rosser sailed on vessels operated by Crescent Towing & Salvage of New Orleans. He was a resident of Harvey, La. Boatman Rosser retired in 2006.

CHARLES TUCKER

Pensioner Charles Tucker, 74, passed away Oct. 4. Boatman Tucker was born in Alabama. He became an SIU member in 1951 while in the port of Mobile. Boatman Tucker initially shipped with ISCO Inc. He worked in the deck department. Boatman Tucker last sailed with Crescent Towing & Salvage of Mobile. He went on pension in 1998 and called Chickasaw, Ala., home.



GREAT LAKES

JOHN ANDERSON



Brother John Anderson, 54, died Nov. 21. He first went to sea in 1979 from the port of Algonac, Mich. Brother Anderson originally shipped aboard the *St. Mary's Challenger*. The deck department member's final vessel was the *Adam E. Cornelius*. He was born in England and resided in Toledo, Ohio.

FRANK LAPCZYNSKI

Pensioner Frank Lapczynski, 79, passed away Nov. 15. Brother Lapczynski joined the SIU in 1963 in the port of Ft. Lauderdale, Fla.

His earliest trip to sea was with American Steamship Company. Brother Lapczynski was born in Alpena, Mich. He was a member of the deck department. Brother Lapczynski most recently sailed aboard the *Alpena*. He started collecting his retirement compensation in 1993. Brother Lapczynski continued to live in Michigan.



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

Name	Age	DOD
Averella, Louis	80	Sept. 18
Blalock, Barry	88	Sept. 20
Bolden, Frederick	85	Sept. 20
Brennan, Hugh	82	Oct. 16
Bush, Ray	84	Sept. 15
Callaghan, Hugh	83	Sept. 28
Canyon, Willie	81	Oct. 26
Castillo, Hector	94	Sept. 3
Cuffie, Charlie	79	Sept. 22
Dooley, Henry	86	Sept. 24
Ellard, Edward	82	Oct. 3
Evans, Mabel	92	Oct. 21
Felder, Willie	89	Sept. 15
Franklin, Charles	81	Sept. 5
Frazier, Dewey	81	Oct. 17
Frenchwood, Don	65	Sept. 3
Garcis, Romualdo	82	Oct. 1
Gilbert, Joseph	74	Oct. 18
Gillespie, Thomas	79	Oct. 3
Graves, William	89	Oct. 26
Harrelson, George	84	Sept. 2
Higgins, Clarence	81	Sept. 2
Holland, Robert	87	Oct. 19
Jaks, Vernon	82	Sept. 11
Janahi, Anwar	74	Sept. 20
Lester, John	80	Sept. 30
Lieberman, Hyman	82	Sept. 18
Limardo, Carlos	83	Oct. 7
Mandahar, Margaret	62	Oct. 25
Okkonen, Kalevi	76	Sept. 10
Primitive, Morales	86	Sept. 6
Scott, Milton	88	Sept. 12
Spencer, Earl	93	Sept. 14
Tant, James	77	Sept. 21
Utosh, William	78	Oct. 12
Vega, Ismael	82	Oct. 17
Walters, William	84	Oct. 21
Watson, Edward	79	Sept. 4
Wilson, Preston	80	Sept. 21

Attention Seafarers:



The Seafarers Political Action Donation (SPAD) Helps Us Help You

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.

COMMITMENT (Maersk Line, Limited), Feb. 21 – Chairman **Edward J. O'Connor Jr.**, Secretary **Stanley J. Krystosiak**, Educational Director **Brian J. Sengelaub**. Chairman announced payoff on February 24 in Newark, N.J. He thanked crew members for keeping all areas in good order. Secretary reported a smooth, safe voyage and expressed his gratitude for help keeping ship clean. Educational director reminded mariners that the Paul Hall Center for Maritime Training and Education in Piney Point, Md., is there for them to take advantage of and encouraged them to upgrade whenever possible. No beefs or disputed OT reported. Recommendation was made to lower sea time requirements in order to qualify for benefits.

COURAGE (Interocean American Shipping), Feb. 14 – Chairman **Philip T. Parisi**, Secretary **Danta F. Slack**, Educational Director **William C. Knox**, Steward Delegate **Sharman Harper**. Chairman led a discussion on possible safety issues at sea. Educational director reiterated the importance of upgrading skills for the maritime industry. No beefs or disputed OT reported. Steward delegate requested clarification of working hours for steward department. President's report from the January 2008 *Seafarers LOG* was read and discussed. List of requests was posted for crew purchases.

ERIC G. GIBSON (APL Maritime), Feb. 10 – Chairman **Joshua A. Mensah**, Secretary **Rocel C. Alvarez**, Educational Director **Douglas S. Foley**. Chairman reported smooth voyage. Educational director reminded mariners to get TWIC card before September 2008. No beefs or disputed OT reported. Engine delegate stated ladder policy for reefer plug-in needs to be in writing. Crew would like a juice machine in galley. Members discussed concerns over shore passes not being issued in Bombay, India. Next ports: Jebel Ali, Fujairah, UAE, Karachi, Pakistan, and Bombay, India.

HORIZON CHALLENGER (Horizon Lines), Feb. 14 – Chairman **Antonio M. Mercado**,

Secretary **Mark A. Flores**, Educational Director **Neil A. Warren**. Chairman thanked all departments for safe sailing and for their help in keeping ship clean. Secretary asked departing crew to strip beds and clean rooms for next mariner. No beefs or disputed OT reported. Suggestion was made to increase pension benefits. Crew requested additional information on 401K plan. Steward department was thanked for a job well done. Next port: Houston, Texas.

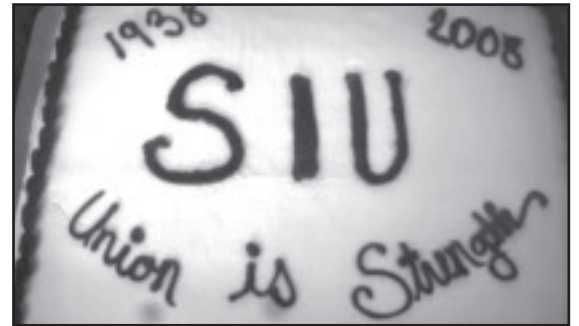
HORIZON KODIAK (Horizon Lines), Feb. 6 – Chairman **Garry D. Walker**, Secretary **Brian Burchett**, Educational Director **Alfonso D. Bombita Jr.**, Deck Delegate **Daniel P. Lovely**, Engine Delegate **Ralph D. Thomas**, Steward Delegate **Michael C. Linus**. Chairman expressed his gratitude for the opportunity to sail with this group of skilled mariners. He reminded crew members to make sure dues were paid on time to prevent any lapses in medical coverage. Secretary thanked crew for their assistance in helping get the gym up and running. Educational director advised Seafarers to enhance skills at the maritime training center in Piney Point, Md. Treasurer reported \$70 in ship's fund. No beefs or disputed OT reported. Bosun read and posted e-mail in crew lounge regarding 401K plan. Vote of thanks was given to Vern Poulson and his gang for all their assistance. Next port: Tacoma, Wash.

HORIZON NAVIGATOR (Horizon Lines), Feb. 17 – Chairman **Frank P. Hedge**, Secretary **Daniel Herrera**, Educational Director **Benny A. Orosco**, Deck Delegate **Wilfredo G. Caidoy**, Engine Delegate **Albert U. Dulig**, Steward Delegate **Marcus R. Rowe**. Bosun thanked crew for a safe and productive voyage. He reminded crew to separate trash, plastic and recyclables. Mariners were asked to secure belongings due to rough weather. Secretary advised Seafarers to keep dues paid up and to get a TWIC card ASAP as the deadline is September 25, 2008. No beefs or disputed OT reported. Treasurer noted \$1,300 in ship's fund. Steward department was thanked for excellent meals.

A Show of Loyalty Towards the SIU



A large contingent of rank-and-file Seafarers employed at Crowley Liner Service's Petty's Island N.J. Terminal (above) on Feb. 22 put their loyalty toward the SIU on display by holding a luncheon to celebrate the union's 70th birthday. As noted on the cake (right) which the mariners purchased for their celebration, the SIU originally was chartered in 1938. Crowley's SIU-crewed triple-deck RO/RO vessels offer weekly barge services between the Port of Philadelphia and San Juan, Puerto Rico.



Request was made for a microwave in crew mess. Next ports: San Juan, P.R., Jacksonville, Fla., and Elizabeth, N.J.

HORIZON SPIRIT (Horizon Lines), Feb. 10 – Chairman **Howard W. Gibbs**, Secretary **Jill M. Prescott**, Educational Director **Christopher Devonish**. Chairman urged seamen to give themselves plenty of time to get TWIC card. Educational director encouraged crew to enhance seafaring abilities at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Motion was made to reduce requirements for retirement and increase benefit amounts. Vote of thanks was given to the steward department for keeping ship clean and excellent food preparation.

HORIZON TRADER (Horizon Lines), Feb. 10 – Chairman **Amante V. Gumiran**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Deck Delegate **Luis F. Alvarez**, Steward Delegate **Larry L. Griffin**. Chairman announced payoff on February 15 upon arrival in Jacksonville, Fla. He complimented the crew on their great response to the unscheduled fire drill. Educational director suggested mariners upgrade their skills at the Paul Hall Center. Treasurer reported approximately \$985 in crew fund and \$1,000 in satellite TV fund. No beefs or disputed OT reported. Request was made to have the port of Jacksonville van transport crew members to the main gate as the current system is dangerous and inconvenient. Crew would like clarification pertaining to family emergency leave policy. Concerns were raised over the fact that some crew members still do not have keys to their cabins after several weeks aboard vessel. Crew asked for satellite radio, a new universal remote control and Region 8 DVD player for lounge. Steward department was thanked for preparing great meals. Next ports: Jacksonville, Fla., San Juan, P.R., and Elizabeth, N.J.

ITB PHILADELPHIA (USS Transport), Feb. 24 – Chairman

Michael A. Eaton, Secretary **Dana A. Paradise**, Educational Director **Willie J. Franks**, Deck Delegate **Christopher W. Jensen**, Engine Delegate **Tino Guity**, Steward Delegate **Farid Zaharan**. Bosun stated payoff to take place in Bayonne, N.J., on February 29. He also said he would inquire about contract and retroactive pay. Secretary encouraged all hands to help keep ship clean. Educational director urged crew to take advantage of opportunities available at the SIU-affiliated school. No beefs or disputed OT reported. Next port: Bayonne, N.J.

MAERSK MISSOURI (Maersk Line Limited), Feb. 10 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Hiawatha J. Williams**, Deck Delegate **Paul I. Castillo**, Steward Delegate **Brian T. McEleney**. Chairman reported good voyage and crew. He announced payoff in Elizabeth, N.J., on February 12 and went over ship's itinerary. Educational director advised members to make sure documents were up-to-date. No beefs or disputed OT reported. Next ports: Norfolk, Va., Charleston, S.C., and Port Tangier, Morocco.

MAERSK OHIO (Maersk Line Limited), Feb. 10 – Chairman **Thomas P. Flanagan**, Secretary **Robert J. Bostick**, Educational Director **Stephen J. Dillon Jr.**, Steward Delegate **Robert J. Bostick**. Chairman reported payoff would take place in New York on February 18 and reminded those departing vessel to leave fresh linen for reliefs. He also encouraged mariners to take advantage of new 401K plan. Educational director urged crew to check out what the Piney Point school has to offer and keep all necessary seafaring documents current. Treasurer stated \$1,000 in safety fund. No beefs or disputed OT reported. Steward department was thanked for a job well done. Bosun expressed his gratitude to all departments for their continued cooperation during voyage. Next ports: Norfolk, Va., and

Charleston, S.C.

SEALAND PRIDE (Maersk Line Limited), Feb. 9 – Chairman **Frank Lyle Jr.**, Secretary **Edward M. Collins**, Educational Director **Grant W. Schuman**, Deck Delegate **Reuben M. Brown**. Chairman announced payoff on February 11 in Charleston, S.C. He discussed the importance of working safely and wearing proper protective equipment. He also urged members to pay dues and contribute to SPAD (Seafarers Political Activity Donation) whenever possible. Secretary thanked crew for helping keep the lounge and mess-room clean. Educational director advised members to upgrade at every opportunity at the union-affiliated school. Treasurer reported \$1,500 in ship's fund. No beefs or disputed OT reported. Mariners were reminded that TWIC cards will be required as of September 25, 2008. Next ports: Charleston, S.C., Houston and Norfolk, Va.

SULPHUR ENTERPRISE (Central Gulf Lines), Feb. 4 – Chairman **Joseph J. White**, Secretary **Darryl K. Goggins**, Educational Director **Glenn G. Barnes**. Chairman urged crew members to check the *Seafarers LOG* or www.seafarers.org for the latest TWIC information. Secretary asked departing crew to leave rooms clean and supplied with fresh linen. Educational director encouraged members to check out LNG courses available at the Piney Point school. No beefs or disputed OT reported. Next ports: Tampa, Fla., and Galveston, Texas.

USNS BRITTIN (American Overseas Marine), Feb. 7 – Chairman **Greyson C. Brantley**, Secretary **Lawrence E. Winfield**, Educational Director **Antwan L. Legare**, Deck Delegate **Reed Algernon**, Engine Delegate **Milton R. Ballard**, Steward Delegate **Lizzie Robinson**. Chairman stated that all departments were doing a great job. He requested all crew members clean their rooms prior to payoff in New Orleans on February 9. Educational director encouraged mariners to enhance seafaring abilities at the Paul Hall Center. No beefs or disputed OT reported. Next port: New Orleans.



Share your ideas for news and feature items for publication in the Seafarers LOG by calling (301) 899-0675. Simply ask the operator for the Communications Department. E-mailed items may be sent to webmaster@seafarers.org.

Letters to the Editor

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

Proud SIU Memories

As a former member of the SIU from 1982-1997 and a graduate of Paul Hall Center trainee class 367, I have always embraced my seafaring experience with pride and honor.

My spirit is often tormented with the desire to return to shipping. Although I've gone through many positive evolutions, my core foundation of the man I've become today stems from my seagoing family and the great men and women I had the privilege to know and respect during my time sailing the various seas and oceans.

I bring this up in order to say: I am a proud American and I am truly proud of the honorable service the SIU provides, not only for this nation but the worldwide community. I continue to read the *Seafarers LOG* and am always amazed at how this great union with such vision continues to deliver for the military, the economic community and humanitarian interests. The SIU does so in a professional manner that is unrivaled.

Yes, I am proud to have had my start and my foundation in the Seafarers International Union, and for that I thank you. May God bless you all!

*Terrance Reed
R-1312*

Call for Grassroots Support

Please let your readers know that a bill is under consideration in Congress that would provide a monthly payment to U.S.

mariners who sailed during World War II. I didn't know about it until a friend told me.

This legislation – the Belated Thank You to the Merchant Mariners of World War II Act – passed the House of Representatives on July 30, 2007, and is now under consideration in the Senate. It's worth a try to keep checking on it and to keep asking for support.

*Bruce E. Knight
Chesapeake, Virginia*

Thanks to Port Agent

All of us who've had the distinct pleasure of having SIU Wilmington, Calif. Port Agent John Cox assist us in any way will understand his decision to "re-join" the industry. But (and that's a big but) he will be sorely missed. Why? His dedication to his assignments and fellow shipmates, and his going beyond the call of duty.

So many times, Mr. Cox's creativity in assisting us has led the majority of all seamen who have come into association with John to consider him an STES – Specially Trained Extraordinary Shipmate! And, more importantly, a great friend.

Aloha, mate, and Godspeed on your new career.

*AB S.A. Gardner
California*

Carrying the Message

This is why members of the maritime community belong with the American Merchant Marine Veterans (AMMV). We have successful battle experience with Congress in gaining recognition and winning against a cold legislature. We are pushing ahead to assure that our younger generation of mariners are given equal respect for their service as all uniformed

service members deserve. We will continue to publicize in the American media historical events, emphasizing the dedicated service our brave members gave in the past along with those serving today.

Precious few citizens know what you do, why you do it and it what it means for them. They are in the dark and we want to enlighten them.

Mariners deserve recognition as the sixth uniformed service providing support for all U.S. armed services. They serve with dedication in peace and wartime as all soldiers and sailors do. Mariners have been doing this continually for our country since 1775, serving George Washington and at every conflict, war and invasion since. The U.S. Merchant Marine flag is increasingly being honored at all national events where service flags are flown, including parades, patriotic events and national cemeteries – because we keep pushing. The U.S. Merchant Marine Medallion will be found in more VA hospitals, parks and public squares around the country because we keep pushing.

The dedicated merchant mariner, who served, suffered and died in these wars needs to be remembered for indispensable

service. Meanwhile, we continually remind Congress we deliver the goods for military action. During the past four years, merchant mariners, their families and friends have flooded Congress with hundreds of thousands of letters, faxes and phone calls in behalf of merchant marine legislation. Congress knows who we are, and we do not want to let them forget!

To strengthen this endeavor of recognizing mariners – and to benefit from it – you are invited to become a part of our history by joining the AMMV now. By sharing in our ambition for full recognition of today's U.S. Merchant Marine, you will receive our quarterly magazine as well as the monthly email report on current events. A nominal \$20 annual membership fee entitles you to the above plus full recognition at all AMMV events.

Contact AMMV headquarters at the number listed below for applications and "get acquainted" kits.

*A.J. Wichita
AMMV National President
Cape Coral, Florida
(239) 549-1010*

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

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

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

ineligible for medical benefits.

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

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

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 first few months of 2008. All programs are geared to improving the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 14 May 26	May 9 June 20
Automatic Radar Plotting Aids (ARPA) (must have radar unlimited)	April 14 June 16	April 18 June 20
21-Hour Bridge Resource Management (1,600 tons or less) (includes First Aid/CPR) (must have valid radar unlimited certificate)	May 12	May 16
Celestial Navigation	June 2	June 27
GMDSS	April 21	May 2
Lifeboatman/Water Survival	May 12 June 23	May 23 July 4
Radar	March 31 June 2	April 11 June 13
Radar Renewal (one day)	April 21 June 23	April 21 June 23
Specially Trained Ordinary Seaman	April 28	May 9
Bosun Recertification Course	May 12 October 14	June 2 November 3

Engine Upgrading Courses

Advanced Container Maintenance (Refer)	June 2	June 27
Basic Auxiliary Plant Ops	May 19	June 13
FOWT	April 21 June 16	May 16 July 11
Junior Engineer	July 7	August 29
Marine Refrigeration Technician	April 21	May 30
Pumpman	April 7	April 18
Welding	April 7	April 25

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Course	Start Date	Date of Completion
Welding	May 5 June 2	May 23 June 20
Safety Specialty Courses		
Advanced Fire Fighting (must have basic fire fighting)	May 5 June 30	May 16 July 11
Basic Fire Fighting	April 14 June 16	April 18 June 20
Basic Safety Training/STCW	April 7 May 12 May 26 June 30	April 11 May 16 May 30 July 4
Fast Rescue Boat	May 12 June 16	May 16 June 20
Government Vessels (Week 1)	May 19 June 23	May 23 June 27
Medical Care Provider	May 19	May 23
Tankerman Familiarization/Assistant Cargo (DL) (must have basic firefighting)	June 2	June 13
Tankerman (PIC) Barge (must have basic firefighting)	April 21	April 25

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 March 31.

Steward Recertification Course August 18 September 8

Academic Department Courses

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

Online "Distance Learning" Courses

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

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

*With this application, COPIES of the following must be sent: One hundred and fifty (150) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. **All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.***

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 4/08

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 699 – Unlicensed apprentices from Class 699 recently graduated from the water survival course. Those graduating from the course (above in alphabetical order) were Michael Anderson, Meghan Blocker, William Chamberlain, Daniel Cortez, Hubert Dennis, Louise Digman, Jack Forde, Tonya Gist, Austen Hess, Enchantress Johnson, Joshua Johnson, Matthew Martinson, Algernon Ramseur, Christopher Shivalier, Richard Vega and Pamela Wilson.



Water Survival — Graduating from the course on Feb. 22 (in no particular order) were: Paa Kwakye, Ali Nabil, Randy Knipfer, Roberto Silva, Adiner Alfaro, Pedro DeJesus, Howard Randle and Larry Bradley. Their instructor, Stan Beck, is far right. (Note: Not all are pictured.)



Welding – The following individuals (in alphabetical order) graduated from this course on Feb. 22: Carmelo Collazo, Kevin Niemiec, Vincent Figenick and Ed Majesky. Their instructor, Buzzy Andrews, is at far left. (Note: Not all are pictured.)

Academic, Computer Classes



Two students recently completed academic and computer training classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. After receiving their certificates for completion of the classes, they posed with their respective instructors. Tanya Bradley (above, center) poses with Rick Prucha and Peggy Densford after completing courses in Mathematics 101 and History 102. Jake Wheeler (below, left) poses with Prucha after finishing training in Windows XP and Excel 2002.



Basic Auxiliary Plant Operations – The following individuals (above in alphabetical order) on Feb. 22 completed the basic auxiliary plant operations course: Rachel Alarcon, John Albritton, Haeven Bautista, Ja'Quaral Carroll, James Fells, Abraham Goldberg, Creg Gumanas, Rupert Henry, Sean Keaton, Anthony Irizarry, Joel Jones, Ted Lampke, Christopher Landry, Denise Mendoza, Jeffrey Nicholson, Augustin Paulin, Marcos Ramos, Terry Taylor, Martin Watson, DeAndre Whitley, Pavis Whitley, Robbie Willis and Edwin Arroyo. Their instructor, Tim Achorn, is standing at far left. (Note: Not all are pictured.)



AB – The following individuals (in alphabetical order) on Feb. 15 received their certificates for completion of the able seaman course. Completing the class (above in alphabetical order) were Nicasio Arzu, Diego Barbosa, Patrick Brill, Charles Brown, Lawrence Cormier, Arthur Doherty, Cleveland Foy, Paa Dwakye, Edmund Livings, Joel Marcano, Walter Nodora, Garrett Phillips, Jumar Rapuet, Terrance Shinn, Daryl Spicer, Stefra Strauser, David Vandecar, Teena Werner, Jake Wheeler and Melody White. Their instructors were Barnabe Peligon and Stan Beck. Beck is at far right.

Paul Hall Center Classes



STCW—(GREAT LAKES-A) The following boatmen (in alphabetical order) from Great Lakes Towing graduated from this course on Feb. 15: Omar Al Asaadi, Abrahem Ali, Ahmed Al Shahloor, Ali Altalheem, Ali Aizawkari, David Andrews, James Beaudry, Michael Cushman, James Davidson, Brian DeMeritt, Jeffery Eckhart, Ali Elmadari, Frank Farnam, Craig Fizhugh, Ahmed Ganah, Sabbah Ghaleb, Albert Hamiel, Jeff Hester, Donald Jaegle and Jeffery Johnson. SIU Port Agent Chad Partridge is kneeling in front row, second from the left.

STCW — (GREAT LAKES-B) The above boatmen (in alphabetical order) from Great Lakes Towing on Feb. 15 completed this course: Yehia Kaid, Franklin Kosiboski, Scott Krajniak, Mike Lafcille, Darren Lahale, Charles Lesley, Daniel Lind, Doyle Ling, Mark MacRury, Waleed Mohsin, James Norick, Andrew Nowak, Salem Omer, Daryl Overby, David Rivera, Walter Sipper, Paul Smetana, James Smith, Steven Werda and Mussa Yahya. SIU Port Agent Chad Partridge is standing third from left in the front row.



Advanced Fire Fighting - The following individuals (in alphabetical order) on Jan. 25 completed this course: Tawrence Abrams, John Benson, Donald Byrd, Kevin Carraby, Alshea Dixon, Arnaldo Fernandez, Vincent Figuénick, Tesfaye Gebregziabher, Pedro Santiago, Scott Sevret, Edward Shamburger, Gary Torres and Barry Williams Jr. Their instructor, Tom Cessna, is at far left.

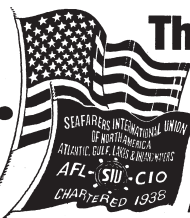


Advanced Fire Fighting – These G&H Towing boatmen on Feb. 15 graduated from the advanced fire fighting course. Members of the class (above in alphabetical order) were Dennis Mariveles, Santos Reyes Jr., Brian Saba, Britt Saha, Jesse Sendejas, Jason Shead, Jeffrey Vanderburg, Gary Watkins Jr., Nathan West and Steve Williams. (Note: Not all are pictured.)



Junior Engineering – Receiving certificates for their completion of the junior engineer course on Feb. 29 (above, in no particular order) were Dario Dizon, Timothy Johnson II, Carlo Johnson, Michael Johnson, Michael Jones, Theodore Gonzales, Martin Hamilton, Sandra Baker Neigebauer, Drew Barth, Michael Lais, Miguel Abad and Dennis Rivard. Their instructor, Jay Henderson, is far right. (Note: Not all are pictured.)

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 that arrangements can be made to have other students take their places.



The *American Tern* (right) and icebreaker *Oden*



AB Michael Ratigan (right) and Petty Officer 3rd Class Cynthia Casillas, USN, monitor a cargo offload from the *American Tern* Feb. 8 at the National Science Foundation's McMurdo Station in Antarctica.

SIU Ships Deliver in 'Deep Freeze'

Seafarers Contribute to Success of Yearly Resupply Mission to Antarctica

Two SIU-crewed vessels recently delivered vital cargo in Operation Deep Freeze, the annual resupply mission to the National Science Foundation's McMurdo Station in Antarctica.

The ice-strengthened tanker *Lawrence H. Gianella* (operated by Ocean Ships, Inc.) and the dry cargo ship *MV American Tern* (Osprey Ship Management) did their respective parts to help ensure the operation's success. The mission itself was overseen by the U.S. Military Sealift Command (MSC).

According to the agency, the *American Tern* delivered a year's worth of equipment and stores. The ship arrived Feb. 8 and, as soon as its brow dropped, 59 U.S. Navy Sailors from a cargo-handling battalion began working around the clock to offload 12 million pounds of equipment and supplies for the 1,500 researchers and support personnel who work on the continent each year. The vessel departed Feb. 12.

Earlier, the *Gianella* arrived at McMurdo's ice pier Jan. 28 and delivered nearly six million gallons of fuel to power the station's generators, vehicles, helicopters and research boats before departing Feb. 3.

"The pack ice was very thick this year and never opened completely until late February," noted Captain Robert Lee, master of the *Gianella*, who forwarded the photos accompanying this article. "Also, the Southern Ocean storms were active as usual, serving up 30-foot seas almost daily. The conditions were harsh, but the AMO-SIU crew members were up to the task. Some appeared a bit green around the gills coming through the storm belt of the Southern Sea, but that's expected in the roughest ocean of the world. None complained and all continued to do their job in a very professional manner."

He added, "Upon arriving at McMurdo Station, the hectic

schedule of discharging cargo, refueling other vessels, cleaning tanks, loading storm ballast and giving ship tours to scientist and local workers all happened efficiently and without incident.... It was a job well done indeed."

"Without the cargo delivered by our ships each year, McMurdo would not be able to function," said Rick Appling of MSC's Sealift Logistics Command Pacific.

Utilizing Seafarers-contracted vessels, MSC delivers more than 70 percent of the dry cargo and 100 percent of fuel that is taken to the continent each year.

Equally important, however, is the cargo that MSC takes off of the continent, the agency pointed out. This year nearly five million pounds of items ranging from precious ice core samples to all the waste that McMurdo Station has accumulated over the past year were loaded onto the *American Tern* before it departed.

On its last day in port, the *American Tern* successfully transferred fuel to the Swedish icebreaker *Oden*, which arrived in the area in advance of the two MSC ships and broke a channel through about 18 miles of ice that blocked the ships' access to McMurdo.

SIU members sailing aboard the *American Tern* during the mission included the following: Bosun **Hernando Bansuelo**, AB **Vincent Hamm**, AB **Jack Jackson**, AB **Michael Ratigan**, AB **Erick Toledo-Colon**, AB **Chris Wilson**, DEU **Ali Zaidan**, OMU **Daniel Amesbury**, OMU **Jose Deoferio**, OMU **Joshua McDaniel**, Steward/Baker **John Gruebel**, Chief Cook **David Brown** and SA **Charles Mitchell**.



The Seafarers-crewed *Gianella* discharges cargo and refuels the research vessel *Nathaniel Palmer*.

Sailing aboard the *Gianella* were Bosun **Trevorous Ellison**, AB **Stag Rye**, AB **Yves Goiset**, AB **James Hall**, AB **Clifton Doonis**, DEU **Victor Stewart**, Pumpman **Darrell McDonald**, QMED **Lamar Parker**, QMED **James Summers**, Steward/Baker **Mary Brayman**, Chief Cook **Alfonso Eligio**, GSU **Regina Miguel**, GSU **Ali Salim** and Unlicensed Apprentice **Christopher Shivalier**.



Sights near the station include penguins and orca.



Seafarers and officers are pictured aboard the *Lawrence Gianella*.