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Volume 72, Number 12

December 2010

Seafarers Log

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

Season's Greetings



Bosuns Complete Recertification
Page 6

Beck Notice
Page 7

Scholarship Info
Page 8



President's Report

Thanking Supporters and Looking Ahead

Last month, I promised that no matter what happened on Election Day, the SIU would waste no time in advocating for our union and our industry to new officeholders and their staffs, not just in the nation's capital but all across the country.

As of this writing, some three weeks after the elections, I can say the SIU indeed has lived up to that promise. We are already promoting you, the rank-and-file membership, and the overall importance of maintaining a strong U.S. Merchant Marine. We will continue doing so.



Michael Sacco

But before 2011 arrives, I must salute on behalf of the SIU the combined decades of outstanding work of three true champions of our industry who unfortunately weren't re-elected. Congressmen Jim Oberstar, Ike Skelton and Gene Taylor served the public with diligence and integrity. They remain

great friends of the SIU, and I simply cannot say enough to thank them for standing up for American mariners throughout the years.

Fortunately, despite some tough losses for our industry, a large number of pro-maritime, pro-worker legislators from both parties will be returning to office. We will work with them and with the dozens of new members of Congress to do everything possible to promote and protect the U.S. Merchant Marine.

Social Security

One of many topics addressed in exit polls was the public's opinion on Social Security. I think it's worth pointing out that voters overwhelmingly are against privatizing Social Security and raising the Social Security retirement age.

The AFL-CIO put it best: Social Security is strong and should be strengthened, not cut. The biggest threat to Social Security is the representatives in Washington who continue to play politics with this issue.

In fact, in some ways the misinformation in the news media about this benefit reminds me of recent attacks on the Jones Act. Critics won't let facts get in the way on either issue.

The bottom line is that the most recent report by the Social Security Board of Trustees clearly shows Social Security remains in strong shape for the long term. This is something that affects all Americans and it's a subject the labor movement will stay on top of.

Happy - and Safe - Holidays

This edition of the *LOG* went to press right before Thanksgiving. With the winter holidays and the end of another year upon us, I offer my best wishes to all Seafarers and their families for a happy, healthy and, above all, safe holiday season. Whether you're on the beach or aboard ship or retired, may you enjoy the blessings of the season.

Also, to our members who are sailing in support of our troops, I extend a heartfelt thank you and I salute your fine work. You are upholding our proud tradition of serving as part of the nation's fourth arm of defense. You all have my utmost confidence and respect, as do our men and women in the armed forces, and I wish all of you a speedy, safe return home.



Volume 72, Number 12

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The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.



Pictured from left are James Caponiti, assistant administrator, U.S. Maritime Administration; Daniel B. Branch Jr., Navy League national president; Tom Crowley, chairman, president and CEO of Crowley Maritime; and Rear Adm. Mark Buzby, commander, MSC.

Tom Crowley Receives Prestigious Vincent T. Hirsch Maritime Award

Tom Crowley Jr., chairman, president and CEO of Seafarers-contracted Crowley Maritime Corporation, recently received the Vincent T. Hirsch Maritime Award for outstanding leadership from the U.S. Navy League.

U.S. Navy Rear Adm. Mark Buzby, commander, Military Sealift Command, presented the award Oct. 28 in Jacksonville, Fla., during the Navy League's 2010 national convention.

The award read in part: "He has provided exceptional service as an active participant of joint industry and Department of Defense groups working to provide strategic sealift for the United States in times of national need. During the 2010 Haiti relief efforts, Crowley Maritime worked closely with the U.S. Transportation Command to reopen cargo operations in the devastated port facilities, allowing humanitarian relief into the earthquake-ravaged country while successfully completing the largest post-disaster (cargo) lightering operation ever. The U.S. Merchant Marine and maritime industry will be forever grateful for

his contributions to the maritime strength of the nation."

According to the Navy League, the Vincent T. Hirsch Maritime Award "is named for a patron of the merchant marine and past national president of the Navy League. This award is presented to an individual in private or public life whose efforts and/or achievements have contributed substantially to an increased public awareness of the vital role of a privately owned U.S.-flag merchant fleet, both to the United States defense establishment and to the nation's economic well-being."

The Navy League is a civilian organization "dedicated to the education of our citizens, including our elected officials, and the support of the men and women of the sea services and their families."

SIU-contracted Crowley was founded in 1892. The company offers an array of services including petroleum and chemical transportation, harbor ship assistance, ocean towing and barge transportation, and more.

On The Cover



Pictured from left to right on the front page (in the same order as the photo here) are upgraders Jessie Peed and Jess Cooper, and unlicensed apprentices Alexandra Jones and Warren Gorman. They are conveying season's greetings to, and on behalf of fellow Seafarers and trainees. The wreath was put together by the Paul Hall Center's arts and crafts department. The photo was taken aboard the training vessel *MV John F. Fay*, on a blustery October day in Piney Point, Md.



Federation: Election Day was About Jobs

Hours after Election Day, AFL-CIO President Rich Trumka said the fight for working families begins again immediately, calling the 2010 election "a mandate to create jobs and fix the economy."

"We are asking the president and every member of Congress to have the courage to act to create jobs – to stand up to corporate influence in our democracy, and to take bold steps to build an economy that works for everyone," Trumka said.

Voters suffering from high unemployment, home foreclosures and a faltering economy rejected business as usual in Washington, D.C., and demanded action. "Let's be clear," Trumka said. "Working people think there wasn't enough done to help average people, not that there was over-reach. They wanted results and they didn't see them."

By far, jobs and the economy was the top issue for voters – among union members and nonmembers – according to exit polls and an AFL-CIO survey conducted the night of Nov. 2 by Hart Research Associates.

"The election results were extremely disappointing for the millions of union families who voted in this election, and for the hundreds of thousands of union volunteers who spent hours working for working family candidates," Trumka said.

But Trumka pointed to union voters as the firewall in crucial Senate victories in Nevada, California and West Virginia. With an extraordinary ground campaign, union members voted 64 percent – 36 percent for union-endorsed working family candidates in the House. They voted for the re-election of Sen. Harry Reid by a 40 point margin, for Gov. Joe Manchin by a 24 point margin and for Sen. Barbara Boxer by a 44 point margin.



Seafarers Charles Wisler (left) and Scott Smith (right) greet AFL-CIO President Rich Trumka during an Oct. 30 rally in Philadelphia.

"This election was about the economy and jobs, plain and simple," Trumka said.

For the maritime industry, while many supporters in Congress won their respective elections, longtime backers U.S. Reps. James Oberstar, Ike Skelton and Gene Taylor were defeated. Notwithstanding the anti-incumbent sentiment across the country, those losses arguably were stunning.

"As we all know, elections have consequences and this year was certainly no exception," said SIU Political Director Terry Turner. "We lost some good friends: Ike Skelton, Chairman of Armed Services; Jim Oberstar, Chairman of Transportation and Infrastructure; Gene Taylor, Chairman

of Seapower, just to name a few. But, at the same time, we have continued to build our Republican relationships with the new incoming Chairmen like Buck McKeon of Armed Services, John Mica on Transportation and Industry and Frank LoBiondo on Coast Guard. However, with at least 60 new freshmen coming to Congress we have our work cut out for us."

Meanwhile, the AFL-CIO poll, conducted in the top 100 swing congressional districts, shows that voters overwhelmingly reject privatizing Social Security and raising the Social Security retirement age. They reject abolishing the Department of

Education and they oppose reducing or eliminating the minimum wage.

Voters in the swing congressional districts support a strong investment agenda to create jobs as well as an extension of unemployment benefits for jobless Americans. Fully 89 percent want to see tax credits for companies that create jobs in this country. An extraordinary 77 percent favor investing in rebuilding roads, bridges, schools and energy systems to create jobs. And 76 percent endorse investing in jobs to maintain U.S. competitiveness with China, India and Germany.

The AFL-CIO grassroots campaign was extensive: 200,000 union volunteers knocked on 8.5 million doors, distributed 19.4 million flyers while talking to workers at their work sites and made tens of millions of phone calls. Members received 24.6 million pieces of union mail.

Additionally, Working America, the community affiliate of the AFL-CIO, was active in 13 cities, nine states and more than 80 electoral races around the country.

But union volunteers' efforts came up against a flood of anonymous corporate spending through front groups that ran television ads attacking pro-worker candidates. News reports estimate that almost 75 percent of all contributions in this election cycle were by corporations.

Trumka said immediate priorities of union members include stepping up the fight to end outsourcing, supporting jobless workers, asking multi-millionaires to pay their fair share and putting that money to work to create good jobs and security for working families, and investing to build a 21st century infrastructure.

"We have an energized membership that's ready to fight, and we're going to give it everything we have," he said.

Seafarers Ratify Express Marine Contract

SIU members who are employed by Express Marine recently ratified a new three-year contract that includes wage increases and maintains benefits. Approved on Oct. 19 by a ratio of nearly three to one, the agreement covers approximately 50 Seafarers. It is retroactive to mid-June.

The SIU negotiating team included rank-and-file members **Riley Johnson** and **Greg Allman** and Philadelphia Port Agent Joe Baselice. Key assistance was provided by SIU Executive Vice President Augie Tellez and SIU Vice President Atlantic Coast Joseph Soresi.

"I would like to thank the membership, the Seafarers International Union and Express Marine for all the time and effort that went into bringing this contract together," Johnson said. "I believe we can now move forward into a competitive market and a prosperous future."

The new pact calls for wage increases

in the second and third years, maintains medical benefits at the top level, and also maintains pension benefits. Additionally, for the first time, Express Marine is signatory to the SIU 401(k) Plan.

In his November report to the membership, SIU Vice President Contracts George Tricker noted, "Undoubtedly due to the rough economic times, these negotiations proved to be very difficult. Several sessions took place, primarily at the company's headquarters in Camden, N.J. Despite the challenges, we secured a contract that boosts wages and maintains benefits. Congratulations to our negotiating team on a job well done."

SIU crews at Express Marine help transport dry bulk and liquid cargoes, primarily along the East and Gulf Coasts. The SIU represents the captains, mates and ABs, while the other crew members are represented by the Seafarers-affiliated American Maritime Officers.



Seafarers Riley Johnson (right) and Robert Arble, pictured aboard the tug *Honor* at the Mercer power plant near Hamilton, N.J., discuss the new contract.

Union Continues Anti-Piracy Efforts



SIU Exec. VP Augie Tellez (above) participated in the Nov. 10 meeting of the international Contact Group on Piracy off the Coast of Somalia, which gathered in New York City under the auspices of the United Nations. Representatives from approximately 50 countries as well as several international organizations were on hand for the all-day session; they continued the group's mission of developing and implementing counter-piracy strategies. In addition to attending the main meeting, Tellez participated in one of the four working groups, each of which regularly meets around the world. The Contact Group itself, a voluntary body, was created in January 2009, pursuant to UN Security Council Resolution 1851.





SIU President Michael Sacco (second from right), MSC Commander Rear Adm. Mark Buzby (center) and others met Oct. 27 at MEBA headquarters. Pictured from left to right are AMO President Tom Bethel, MEBA President Don Keefe, Buzby, Sacco, and MM&P Secretary-Treasurer Don Marcus.

MSC Commander: Civilian Mariners, Jones Act 'Vital to National Security'

The commander of the U.S. Military Sealift Command (MSC), Rear Adm. Mark Buzby, recently described civilian mariners and the Jones Act as "vital to our national security."

Buzby made that remark Oct. 28 during a meeting of the Washington branch of the International Propeller Club in the nation's capital. A day earlier, he met with the presidents of five maritime unions, including SIU President Michael Sacco, and other officials in Washington as part of a regular series of gatherings designed to facilitate communication and cooperation between the agency and maritime labor.

SIU Vice President Contracts George Tricker and SIU Counsel Deborah Kleinberg participated in the latter meeting, as did MEBA President Don Keefe, AMO President Tom Bethel, MFOW President Anthony Poplawski, SUP President Gunnar Lundeberg, MM&P Secretary-Treasurer Don Marcus and several others.

Buzby covered a wide range of topics in his speech to the Propeller Club, but one point of emphasis was the Jones Act. The Jones Act requires that cargo transported from one U.S. port to another be moved aboard ships that are crewed, built, owned and flagged American. Credible studies have proven that the law helps sustain roughly 500,000 American jobs and pumps billions of dollars into the U.S. economy

each year. It unquestionably helps maintain a reliable pool of well-trained, loyal, U.S. citizen mariners who are available to sail aboard military support ships in times of crisis. Additionally, most other industrialized countries have similar laws.

The MSC commander in his prepared remarks said that when it comes to backing the Jones Act, "From my standpoint, it's a no-brainer. We need a strong maritime industry, and part of a strong industry is highly trained merchant mariners, so many of whom are employed on Jones Act ships. We need a strong shipbuilding industry. We can't let the generations that follow us forget what America was capable of when the call went out for Liberty and Victory ships during World War II.

"We need the current shipping capacity to move the lifeblood of this country where it needs to go, when it needs to go," he continued. "The Jones Act supports all these things. It's vital to our national security, just as you are."

Buzby also provided an overview of MSC's current operations and goals. Among other topics, he discussed the prepositioning program, humanitarian missions, multinational training exercises and Navy shipbuilding. He said that as the agency takes on new missions, they will need more civilian mariners.

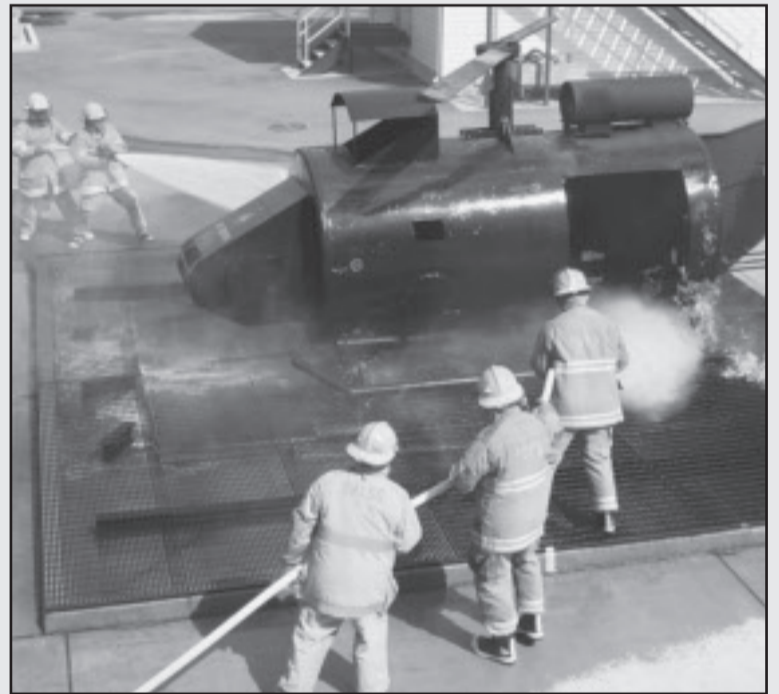
Union-Affiliated School Offers Military Sealift Command Readiness Refresher Program

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education is offering a five-day readiness refresher program designed to meet the needs of mariners who either already sail aboard Military Sealift Command vessels or are renewing requirements to sail on MSC ships.

MSC recently approved the curriculum, which includes a three-day, U.S. Coast Guard-approved basic safety training (BST) refresher component; one day of helicopter firefighting; and half-day refreshers covering damage control and chemical, biological and radiological defense (CBRD). The overall course also features marine environmental segments that may be taken after hours or via distance learning.

In addition to meeting the regular eligibility requirements for upgrading, students must have completed a full damage control course and a CBRD course, or must have completed the first week of the Paul Hall Center's government vessels class, in order to enroll in the new MSC Readiness Refresher program in Piney Point, Md.

Seafarers who plan to complete the BST refresher training at a facility other than the Paul Hall Center are strongly encouraged to make sure the class is approved by the Coast Guard. In light of expected regulatory changes, completing an unapproved BST refresher class may hamper members' efforts to renew their documents and/or licenses in the years ahead.



Helo firefighting is part of the new MSC Readiness Refresher course offered at the Paul Hall Center in Piney Point, Md.

Vertrep in Pacific



A Sea Hawk helicopter lifts cargo from the stern of the Seafarers-crewed U.S. Military Sealift Command dry cargo/ammunition ship *USNS Carl Brashear* during a vertical replenishment Oct. 25 in the Pacific Ocean. The *USNS Brashear*, crewed in the unlicensed positions by members of the SIU Government Services Division, is part of the Navy's T-AKE program. (U.S. Navy photo by Mass Communication Specialist 3rd Class David A. Cox)

AB Credits Paul Hall Center Training

Seafarer Recognized for Successful Firefighting Efforts

When Seafarer **Silvino "Bing" Masalta**, standing watch aboard the *Sealand Mercury* while the vessel was docked in a Polish shipyard, realized a fire had started in the vessel's generator room, he knew exactly how to respond.

Masalta said the firefighting training he received at the SIU-affiliated Paul Hall Center, combined with various shipboard safety drills,

gave him the skills and confidence needed to not only battle the blaze but also immediately alert others aboard the ship.

No one was injured, and the early-afternoon fire was extinguished in 26 minutes, Masalta said. The mid-July blaze was confined to the generator room.

Vessel Master Darren Collins, acting on the recommendations of two fellow officers, presented Masalta with a \$100 safety award because of the Seafarer's efforts. The award is part of a shipboard and shore-side safety program conducted by vessel operator Maersk Line, Limited.

Though he appreciated the recognition, Masalta said, "What's important to me is that we saved the people not only aboard the ship but also the Polish longshoremen, and we saved the property of the company. A few minutes of inaction could have led to the fire spreading all over.

"But it was very well-contained because of the crew's STCW training in Piney Point (where the Paul Hall Center is based) and our union. Everyone worked together, and the credit also goes to all the other crew members as well as the U.S. Coast Guard personnel who were there in Gdansk."

Masalta joined the National Maritime Union in 1993. That union merged into the SIU in June 2001.



AB Bing Masalta (right), pictured with Capt. Darren Collins, said the big bucks he received through Maersk's safety program were appreciated, but the important thing is no one was hurt.



SIU Members Honored at AOTOS Event

AMO President Bethel, Crowley Exec. VP Pennella Get Top Awards

The United Seamen's Service (USS) on Nov. 12 hosted its annual Admiral of the Ocean Sea (AOTOS) event, and SIU crews were among those recognized during the gathering in New York City.

American Maritime Officers President Tom Bethel and Crowley Maritime Corporation Vice Chairman/Executive Vice President William Pennella received the primary AOTOS awards. The SIU, AMO, Marine Engineers' Beneficial Association, International Longshoremen's Association, and International Organization of Masters, Mates & Pilots received "Special AOTOS Recognition Awards" for their organizations' efforts in Operation Unified Response, the disaster-relief mission in Haiti. Gen. Duncan McNabb, commander, U.S. Transportation Command, presented those awards.

Other honorees included the civil service mariners (CIV-MARS) from the hospital ships *USNS Comfort* and *USNS Mercy*. Members of the SIU Government Services Division fill the unlicensed positions on both ships. They received "Honored Seafarer" plaques, as did the officers and crew of *MV Taku* of the Alaska Marine Highway System and a Coast Guard petty officer who rescued an entire family from a lake accident.

Also, U.S. Military Sealift Command Executive Director Richard Haynes was given a Special AOTOS Recognition plaque as he plans his retirement after a 34-year career. Haynes serves as principal advisor to MSC Commander Rear Adm. Mark Buzby, who presented his plaque.

The plaque presented by General McNabb to SIU President Michael Sacco cited the service of Seafarers aboard a variety of vessels called upon for Haiti relief. The inscription noted the "speed and determination" of Seafarers who answered the call for help. It also credited SIU members for helping to uphold maritime labor's "centuries-old tradition of answering our

nation's call ... in the wake of the massive earthquake that struck Haiti."

Admiral Buzby presented the award to the *USNS Comfort*, which was in reduced operating status in Baltimore on Jan. 12 when the earthquake struck. Just 77 hours later, after receiving orders to activate, the *Comfort* deployed to the Caribbean nation.

The first Haitian patients were on board by Jan. 19 as two earthquake victims arrived via helicopters. Anchored off the coast of Port-au-Prince, the *Comfort* immediately began receiving injured patients from local hospitals and international medical facilities on Jan. 20.

Overall, medical personnel aboard the ship treated 871

See *USS*, Page 14



SIU President Michael Sacco (right) accepts a Special AOTOS Recognition Award from Gen. Duncan McNabb, commander, U.S. Transportation Command. The plaque was given in acknowledgment of SIU members' efforts in Operation Unified Response.



Tom Bethel
AMO President



Bill Pennella
Crowley Exec. VP



U.S. Rep. Donald Payne (center) is pictured with SIU President Michael Sacco (left) and SIU Exec. VP Augie Tellez.

NY Port Council Honorees Stress Jobs, Infrastructure

The three honorees at this year's Maritime Port Council of Greater New York/New Jersey and Vicinity annual dinner-dance all emphasized the need for a strong national infrastructure program that would create jobs and rebuild America.

AFL-CIO President Richard Trumka, Great Lakes Group President and CEO Ronald Rasmus and Congressman Donald Payne (D-N.J.) were recognized Oct. 30 in New York City for their support of working people throughout their careers. One highlight of their respective presentations was all three either hold or have held a union card.

In presenting the former president of the Maritime Trades Department-affiliated United Mine Workers of America to the audience, SIU and MTD President Michael Sacco declared Trumka is "old school in the best sense of the term. He is a true leader who has dedicated his life to the labor movement."

Trumka received the 31st Annual Paul Hall Award of Merit, which is named in memory of the late SIU and MTD president.

"To say that Paul Hall was a great man is an understatement," Trumka stated. "I am proud to be honored in the name of Paul Hall."

The AFL-CIO president called both of his fellow honorees "economic patriots. We have to get America to stand on its feet together. We need new ships built in the United States. We need infrastructure of a scale not imagined in 70 years. New York and New Jersey have to be world-class ports. We need to export products, not jobs!"

In conclusion, Trumka added, "There is nothing we can't do. We are union and we are proud!"

Rasmus received the 21st Annual Herb Brand Memorial Man of the Year Award from SIU Executive Vice President Augie Tellez (who is also an MTD board member) and from SIU Vice President Great Lakes Tom Orzechowski, a member of the Michigan Maritime Trades Port Council. The pair pointed out that Rasmus has been a fixture in the U.S.-flag maritime industry for almost 60 years, including 10 years at the Maritime Administration where he was instrumental in the passage of the 1970 Merchant Marine Act. They saluted Rasmus' role as a leader in hiring youth and veterans for his Cleveland-based business.

Rasmus said he felt "at home with this port council," as he was born in New York, graduated from SUNY-Maritime at Fort Schuyler and held a card with the Masters, Mates & Pilots. "I understand what it means to work for a living and to go to sea," said Rasmus. "I have seen the industry from many sides. I know the need for workers to be paid a living wage with health and other benefits. I know the value of the men and women who sail the ships and tugs, load and unload the cargo."

In reaffirming his support for the Jones Act, cargo preference and the Maritime Security Program, he added, "We need the maritime industry for jobs. It is much underrated and the new Congress has to be educated. I want see the American flag continue to sail on the high seas."

New York/New Jersey PMC Executive Secretary-Treasurer Peter Busacca introduced Congressman Payne as "exactly what one looks for in a leader. He is a true friend of labor."

The 12-term legislator (who would win re-election three days after the port council event) was named the PMC's Government Man of the Year. A member of the House Education and Labor Committee, Payne stated, "I have a lot of respect for men and women who work."

He recalled his years at the Port of Newark, where he was a member of ILA Local 1233 and where his father and grandfather worked.

"I try to explain to younger members how, as a stevedore, we lifted wood with hooks. They just look at me," he said to laughter. "We have to have opportunities for young people to work. I know the hard work people put it and that is why I'm 100 percent with Labor."

Port Council President and SIU Vice President Atlantic Coast Joseph Soresi opened the evening's ceremonies by thanking all those who attended as well as those who worked behind the scenes to make the dinner a success. He reminded all that the PMC will be celebrating its 50th anniversary in 2011.



Pictured from left to right are Great Lakes Group President and CEO Ronald Rasmus, SIU VP Great Lakes Tom Orzechowski, AFL-CIO President Richard Trumka, SIU President Michael Sacco, Port Council Executive Secretary-Treasurer Peter Busacca, SIU Exec. VP Augie Tellez and SIU VP Atlantic Coast Joseph Soresi.



For their class photo, the recertified bosuns posed with union officials following their graduation. Included (photo above) were President Michael Sacco (sixth from left), VP Contracts George Tricker (fourth from left), VP Atlantic Coast Joseph Soresi (third from right), Plans Administrator Maggie Bowen (second from right), Assistant VP Atlantic Coast Ambrose Cucinotta (right) and Baltimore Port Agent Elizabeth Brown (third from left).

Bosuns Complete Recertification in Piney Point

Seven SIU members reached a major milestone Nov. 8 when they received certificates for completing the bosun recertification course at the union-affiliated Paul Hall Center for Maritime Training and Education.

The credentials were presented during the union's monthly membership meeting at the school in Piney Point, Md. Completing the four-week curriculum—regarded as the premier training available for unlicensed deck department personnel—and addressing their brothers and sisters during the meeting were: Bosuns **Ray Nowak** (from the port of Tacoma, Wash.), **Donald Clotter** (Houston), **William Dowzicky** (Baltimore), **Paul Gohs** (Algonac, Mich.), **Wilfredo Velez** (San Juan, P.R.), **Frank Sena** (Wilmington, Calif.), and **David Brown** (Norfolk, Va.)

Besides taking part in hands-on exercises and classroom work at the Paul Hall Center, the bosuns met with managers and spokespersons from all ashore union administrative departments as part of their training experience. Discussions with these envoys about the union's health and benefits plans, contract negotiations and enforcement, and the *Seafarers LOG* significantly enhanced the deck department leaders' understanding of the many facets that must work in harmony to make the union strong.

Each of the union's newest recertified bosuns, during their remarks expressed their appreciation to the school's hotel staff for the accommodations they were afforded during their stay. They also thanked the school's vocation staff for the quality instruction presented in the classroom and lauded union officials for their exceptional leadership. Finally, each offered guidance and words of encouragement to the unlicensed apprentices and upgraders who were in the audience.

Ray Nowak

Nowak joined the SIU in 1980 and was a member of Class 322. He has upgraded at the school several times including training for able seaman, tankerman and basic safety.

Looking back on his career, Nowak said he is thankful for what the union has meant to and for him. "I had some bumps in the road during my journey to where I am today," he said. "I've seen the world and I learned how to drink like a seaman. But when it was time to do so, I got sober here at the school and I thank the union for that."

Despite past personal impediments, Nowak said he believes that everybody needs to have a stabilizing anchor in their lives. "Mine is the SIU," he said. "The union has allowed me the freedom to live my life as I choose. I work hard for extended periods and the reward is a long vacation."

Reflecting on being back at the school for recertification training, Nowak said, "The

experience of being back at Piney Point was very positive. I noticed a remarkable progression in the school from what it was 30 years ago when I came here the first time. It was nice to be here and visit with old shipmates, members, staff and apprentices.

"As a result of the bosun recertification training, I now have a much better understanding of contracts, pensions and medical benefits," he said. "I also have a better knowledge of the apprentice program. This newly acquired knowledge will enable me to provide definitive answers to crew members when they pose various questions relating to the union and shipping industry."

Nowak informed the trainees that a life at sea is not for everyone, but told them that just by being mariners they were part of something much larger than themselves.

"You are part of a great tradition. Respect that because it is something much bigger than you are," he said. "You have a tremendous opportunity here as a result of the hard work of those who came before you. Respect their sacrifices and make the most of it. When you get out there on a vessel, be good shipmates and work hard."

Nowak then challenged the trainees and upgraders to live by a credo that he personally has patterned his life after over the years: "Leave this place a little better place than it was when you got here," he said.

Donald Clotter

Clotter donned the SIU colors in 1989 in Houston and has upgraded at the school on four separate occasions.

"The SIU has been good to me," Clotter told the audience. "Since I became a member, I have seen many positive changes in my life and I'm grateful to those who have made these changes possible."

He saw the bosun recertification experience at Piney Point as very refreshing. "The recertification class helped provide me with more knowledge and information to pass along to the crew, my brothers and sisters aboard the ship," Clotter said. "Learning about contracts and benefits was a real help to me because you don't want to give wrong answers to people who ask questions on the ship."

"The education I received about our union was very positive and is something I definitely will use in the future," he continued. "The training, especially the communication skills instruction, will help me become a better mariner as I continue to upgrade my skills as a bosun."

Clotter lauded the vocational staff for the role they play at the school and for the wisdom they imparted on him personally. "All of the teachers here have great teaching skills and very positive attitudes. They are great at

what they do and I also think the entire union leadership is working extremely hard on behalf of its members," he said.

Turning his attention to the trainees, Clotter offered: "Study hard and make the most of the wonderful opportunities the school gives you."

"I also would like to thank the people who made it possible for me to have the opportunity to be in this class," he concluded. "They are President Mike Sacco, Executive VP Augie Tellez, VP Contracts George Tricker, VP Dean Corgey and Assistant VP Jim McGee."

William Dowzicky

Dowzicky is no stranger to the school or to the union. He joined in 1977 and first visited the southern-Maryland campus as an apprentice. Since those early days he has returned to the school for upgrade training as an able seaman. He also has completed his requirements in advanced firefighting and fast rescue boat.

"I have nothing but good things to say about the school and my experience of being here again, this time for bosun recertification training," he said. "I was especially impressed with the quality of the food, [excellent] accommodations and dedicated instructors. The union is doing a great job keeping the SIU and American-flag shipping afloat."

Commenting on the extensiveness of his training, Dowzicky said, "I learned more

about what the apprentice program is all about. I also learned about contracts and contract negotiations, what the union does in D.C. to help preserve and protect our jobs and the shipping industry, and how our SPAD donations are spent."

Dowzicky told the trainees to study hard, work hard when they go aboard vessels and to return to Piney Point to upgrade their skills as often as possible.

"You are in a great industry and wonderful union," he said. "So support your union by donating to SPAD when asked. It will help ensure the future of our industry and a life-long career for you all."

"I look forward to seeing all of you out there...good luck and Godspeed," he concluded.

Paul Gohs

Gohs joined the SIU in 2000 in the port of Piney Point. At that time, he was 18 years old. In addition to attending the school's unlicensed apprentice course, he returned to the campus to upgrade as an able seaman and later to undergo basic safety training.

"I would like to start by saying thank you to our union leadership," Gohs said as he addressed his sisters and brothers. "I'd also like to send thanks to the instructors for all of the hard work and dedication they put forth

See Seafarers, next page



Members of the bosun recertification class gather around Small Arms Instructor Robbie Springer (right) during a segment of their training.



Seafarers Note Progress of Union, Paul Hall Center

Continued from Page 6

every day not only for myself, but also for everyone here today."

Gohs said that the bosun recertification training was truly an enlightening experience for him. "My time here during this course has been extremely useful," he said. "It has been a wonderful learning experience as well as an enjoyable one. I have enjoyed meeting fellow members, sharing their experiences and listening to their advice."

"By attending this class I learned that no matter what questions or problems a Seafarer may encounter, he or she can get remedies for them," he said. "They (SIU members) can rely on the professional dedication of the union and its leadership to help them resolve any issue. It's a great resource to know who to contact for answers."

Gohs then shared an inspirational story involving Harry Lundeborg, the SIU's first president, and a successful organizing campaign in the 1950s.

"This is past that you will inherit and it will influence and shape the future you all will create," Gohs told the trainees. "Good luck and smooth sailing."

Wilfredo Velez

Velez was next to address the audience. "I've been part of the SIU since 1991," he said.

Like most of his classmates, Velez is not a stranger to Piney Point. After donning the SIU colors there as an unlicensed apprentice, he returned on four different occasions to enhance his skills.

"I began my career on tankers but have been sailing on container ships for the last 13 years," he said. "I have sailed to many places around the world including Japan, Korea, West Africa, Panama, the Lesser Antilles and various ports within the United States. Thanks to the union, I have been able to fulfill my goals in life, raise a family and own a home."

Commenting his bosun recertification training experience at the Paul Hall Center, Velez said, "I enjoyed all of the training. The small arms class was especially interesting... I never shot a gun before."

"It was also interesting to spend some time with the trainees, listen to some of their concerns and answer their questions," he said. "I especially enjoyed having a room to myself. During my previous trips here for upgrading, I had to share the room with someone else on a couple of occasions. The hotel and the quality of the staff is top of the line and the gym is well-equipped."

Velez then thanked the school staff and the union leadership for the good job they are

doing protecting American-flag shipping. "It (U.S.-flag shipping) is vital to the economy as well as the national security," he said. "It also keeps us working."

Turning his attention to fellow rank-and-file members, Velez urged everyone in attendance to contribute to SPAD "It's a big tool that we have to help us keep our jobs," he said. "The Jones Act always will be under attack and we have to keep contributing to SPAD to keep our industry alive."

Directing his attention to the trainees, Velez said, "While you are here, study hard. When you get on your first ship work hard, don't be late and don't be afraid to ask questions." He also emphasized the importance of upgrading by telling the trainees to "return to the school often to upgrade your skills."

"Stay focused on your goals and pursue your dreams," he concluded.

Frank Sena

Brother Sena has been sailing for 32 years, having joined the NMU when he was 26.

"I became a member of the SIU in 2001 in Wilmington during the merger," he told the audience. "All of my family - my uncles and cousins - are mariners, so I figured that it would be a good life for me, and it has been so far. The SIU has made a big difference in my life. It has allowed me to earn good money while having a great career. I have been able to create a good life for my family. I thank the union members, instructors and leadership for all of these things. You all have done a great job."

Sena said he was grateful for the educational opportunities the union has afforded him. "I was here for SCTW training before, so this is my second time at Piney Point," he said. "The overall experience this time was very educational because I gained a lot of useful information about the union's educational opportunities, history, and contracts. Also, I really enjoyed the small arms training; it taught us how to protect ourselves and our vessel while in other countries."

Besides the bosun recertification curriculum, Sena said he thoroughly appreciated meeting other Seafarers. "I really enjoyed meeting and interacting with other brothers and sisters while here, especially the unlicensed apprentices," he said. "I look forward to coming back here in the future to continue improving my skills."

His advice to the trainees was be committed to their jobs and stay on their toes at all times. "When you are on a ship, always be on time, never be late," he said. "When you are out there, you get no warnings... you get a letter and then you are fired and won't

come back for a couple of years. So work hard and stay together as a team."

David Brown

Though Brown ships out of the port of Norfolk, he joined the union in 1991 in Wilmington. He has upgraded his skills at the school on two previous occasions.

"I serve as bosun on the crane ship *Flickertail State*," he told the audience. "I work with some awesome shipmates and an overall great crew; I look forward to returning to work tomorrow."

Commenting on his training experience, Brown said, "I was impressed with the increased emphasis on shipboard safety and improving the quality of the personnel that the union is providing to the industry customers. We were instructed to become better listeners in all situations."

"Piney Point is a pleasant atmosphere in which to undergo an educational experience," he continued. "The landscape and structure are not unlike a fine college campus. The rooms and food are far superior. It is clear to me that no expense has been spared to make this an exceptional learning environment."

"From top to bottom, the personnel at the school are pros and facilities are top notch. The dedication is evident in the instructors, the support staff as well as in library and its staff. The transportation department is spot on and pleasant and room services are doing a fine job." Behind the scenes Brown said he was sure that someone had to write a script for the school's high standards. "I'm sure that they are proud of their work," he said.

"I'd like to take this opportunity to thank Mike Sacco and our leadership team for keeping the SIU on course," Brown said. "I have seen our contracts and job opportunities increase over the years. Likewise, pay, benefits and working conditions have improved dramatically, a result of your perseverance...thank you."

Brown then welcomed the trainees aboard. "You look like a good lot," he said. "My advice to you is to treat your opportunity here with pride and gratitude. When you get on your first ship, you are encouraged to ask questions; however, always keep your eyes and ears open."

Brown told the trainees that the requirements to remain in the maritime industry are very rigid and that they will become even more so during their respective careers. "Always stay informed and support your union," he said. "I urge you to participate in your union's affairs and to donate your fair share to SPAD to help further the SIU's agenda and maintain our industry presence."

Summary Annual Report For Seafarers Health And Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2009 to December 31, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$77,492,273 as of December 31, 2009 compared to \$88,144,176 as of January 1, 2009. During the plan year the plan experienced a decrease in its net assets of \$10,651,903. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$40,117,477. This income included employer contributions of \$32,267,499, pensioner contributions of \$502,100, realized gains of \$2,010,240 from the sale of assets and earnings from investments of \$5,226,955. Plan expenses were \$50,769,380. These expenses included \$9,644,622 in administrative expenses and \$41,124,758 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

The Seafarers International Union, AGLIWD/NMU assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD/NMU about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD/NMU.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate

in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2009 calendar

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

year, the fee cost associated with this representation amounts to 87.63 percent of the dues amount. This means that the agency fee based upon the dues would be \$438.15 (four hundred thirty-eight dollars fifteen cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2011 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2010 and November 30, 2011 will have this calculation applied to their 2011 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2012, your objection must be received by December 1, 2011.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2009.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the

amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel, Secretary-Treasurer



SHBP Offers Scholarships to Seafarers, Dependents

Qualified Seafarers and dependents who are interested in furthering their education now may apply for scholarships being offered by the Seafarers Health and Benefits Plan's (SHBP) 2011 Scholarship Program.

Eight awards totaling \$132,000 will be available under the 2011 program to qualified applicants to help offset the financial challenges associated with college and vocational studies. Three scholarships will be designated for Seafarers and five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year,

college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a post-secondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000 apiece.

Now is an ideal time to begin the application process. The first step is to send for the 2011 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, simply complete the form which appears below, and return it to the

address provided. As an alternative to requesting a scholarship package through the mail, they also are available at SIU halls.

Once the scholarship program booklet has been received, applicants should check the eligibility criteria to determine if they are qualified to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2011. Items that must be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible. Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as

part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package. A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2011. Doing so will virtually assure that the results reach the evaluation committee in time for review. Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Please send me the 2011 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name

Street Address

City, State, Zip Code

Telephone Number ().....

This application is for: Self Dependent

Mail this completed form to:

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

Union Plus Helps Union Families Achieve Dreams

Looking to get an education? Make sure you research all the scholarship opportunities that are available to you, especially those through your union and your Union Plus benefits.

The Union Plus Scholarship Program awards \$150,000 each year to union members, spouses or dependent children who are attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Applications for the 2011 scholarship program are due Jan. 30,

2011. Since starting the program in 1991, Union Plus has awarded \$3 million in educational funding to more than 1,900 union members, spouses and dependent children. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor. Visit UnionPlus.org/Scholarships to apply for a scholarship. There is no requirement to have participated in any Union Plus program in order to apply for these scholarships.

Monthly Membership Meetings Keep Seafarers Informed on Issues Affecting Their Livelihoods

Attending monthly membership meetings is a key avenue through which Seafarers can remain current on news that directly affects them.

Conducted in SIU halls around the country, these forums keep members aware of key union and maritime issues, many of

which could affect their livelihood and those of their family members.

Below is the schedule of meetings which will be held in 2011. Each issue of the *Seafarers LOG* also lists the dates for the next two monthly meetings that have been scheduled for each port.

2011 Union Membership Meeting Dates

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	3	7	7	4	2	6	*5	8	*6	3	7	5
New York	Tuesday after first Sunday	4	8	8	5	3	7	5	9	6	4	8	6
Philadelphia	Wednesday after first Sunday	5	9	9	6	4	8	6	10	7	5	9	7
Baltimore	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Norfolk	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Jacksonville	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
San Juan	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Algonac	Friday after first Sunday	7	11	11	8	6	10	8	12	9	7	*14	9
Houston	Monday after second Sunday	10	14	14	11	9	13	11	15	12	*11	14	12
New Orleans	Tuesday after second Sunday	11	15	15	12	10	14	12	16	13	11	15	13
Mobile	Wednesday after second Sunday	12	16	16	13	11	15	13	17	14	12	16	14
Oakland	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
Port Everglades	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
Joliet	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
St. Louis	Friday after second Sunday	14	18	18	15	13	17	15	19	16	14	18	16
Honolulu	Friday after second Sunday	14	18	18	15	13	17	15	19	16	14	18	16
Wilmington	Monday after third Sunday	*18	*22	21	18	16	20	18	22	19	17	21	19
Guam	Thursday after third Sunday	20	24	24	21	19	23	21	25	22	20	24	22
Tacoma	Friday after third Sunday	21	25	25	22	20	24	22	26	23	21	25	23

Certain meeting dates were changed from normal dates because of holidays:
 * Wilmington changes created by Martin Luther King Day and Presidents' Day holidays.
 * Piney Point changes created by Independence Day and Labor Day holidays.
 * Houston change created by Columbus Day holiday.
 * Algonac change created by Veterans Day holiday.



Former U.S. Rep. Neil Abercrombie (third from left), who went on to win election as governor of Hawaii, is pictured at the SIU hall in Honolulu with Seafarers (from left) Chief Cook Henry Wright, AB Luisito Balatbat and AB Tar Ahmed.



Governor Abercrombie (left) urges Seafarers not to underestimate the power of their respective votes. "Your vote matters," he said. "The votes of your family matter. The votes of your neighbors and friends matter."



SIU VP West Coast Nick Marrone (left) is pictured with U.S. Rep. John Garamendi (D-Calif.), who serves on the House Transportation and Infrastructure Committee and the House Armed Services Committee.

Grassroots Action Around the Ports

The photos on this page were taken during the final weeks leading up to Election Day. Throughout the nation, Seafarers mobilized to support pro-maritime, pro-worker candidates.



U.S. Rep. Steny Hoyer (D-Md.) (center, wearing light-colored shirt), whose district includes the Paul Hall Center for Maritime Training and Education, poses with students from the union-affiliated school during a campaign stop in southern Maryland.



U.S. Rep. Alcee Hastings (D-Fla.) (right), standing with Ft. Lauderdale Port Agent Kris Hopkins, told the audience America needs to maintain the Jones Act and the Maritime Security Program



Seafarers and other trade unionists listen to U.S. Rep. Debbie Wasserman (D-Fla.) Schultz, who took questions after her address.



Gathering for this photo at the union hall in Jacksonville, Fla., are (from left) SIU Asst. VP Archie Ware, SIU VP Gulf Coast Dean Corgey, U.S. Rep. Corrine Brown (D-Fla.), Chief Cook Shirley Bellamy, Patrolman Brian Guiry and Safety Director Ashley Nelson.



During an Oct. 15 get-together with Seafarers and other union members at the SIU hall in Ft. Lauderdale, Fla., U.S. Rep. Ted Deutch (D-Fla.) emphasizes the importance of voter turnout.



At the Ft. Lauderdale, Fla., hall on Oct. 21, U.S. Rep. Debbie Wasserman Schultz (D-Fla.) discussed the importance of the Jones Act and the Maritime Administration's marine highway initiative. She is pictured with Safety Director Kevin Marchand.



SIU Submits Comments on Recognition of Foreign Certificates

The SIU in late October responded to a Notice of Proposed Rulemaking issued by the U.S. Coast Guard concerning the agency's development of procedures to recognize STCW certificates issued by foreign countries.

A recent notice in the Federal Register stated, "Regulation I/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, (STCW) requires Parties to the Convention to establish procedures to recognize STCW certificates issued by or under the authority of another Party. In order to start this process, the Coast Guard is developing a policy regarding the United States' recognition of foreign certificates held by foreign maritime officers who may be employed on some United States flag vessels."

According to the same notice, Title

46 of the United States Code allows the employment of foreign citizens aboard certain U.S.-flag vessels – mainly certain offshore supply vessels and mobile offshore drilling units operating beyond U.S. waters, if it is determined that no qualified U.S. mariners are available.

The union's comments read in part, "The SIU expects that the Coast Guard's procedure and policy in recognition of seafarer competence certificates from other countries will at the very least mirror the requirements of the Convention, ensuring strict compliance with STCW requirements. In concurrence with other submissions to the docket, the SIU also advances that foreign STCW certificates should only be recognized by the Coast Guard as evidence that the mariner has met the minimum requirements of the STCW Convention. Before accepting such certificates as equivalent to U.S.

credentials where employment is permitted under 46 USC 8103(b)(3) – which only waives citizenship requirements, not professional competency – on certain U.S.-flag vessels, the mariner should meet U.S. requirements pertaining to holding a Transportation Worker Identification Credential (TWIC), drug testing, medical standards, maritime security, driver record check, etc. as required for American merchant mariners. In other words, the SIU strongly believes that every foreign mariner employed aboard a U.S.-flag vessel under the citizenship waiver statute must meet and satisfy every requirement that is applicable to a credentialed American counterpart to which he/she must comply before being employed aboard a U.S.-flag vessel. To do otherwise would create not only a double standard but possibly a safety

concern between American seafarers on U.S. vessels and foreign seafarers holding the same position."

The union's comments also included the following: "The SIU asserts that any Coast Guard acceptance of a foreign STCW certificate should clearly indicate the existing limitation to those vessels where the citizenship requirement has been waived.... The SIU appreciates the opportunity to comment and looks forward to working with the Coast Guard on the implementation of the Manila Amendments to the STCW Convention and anticipates the regulatory changes that would be needed to bring the United States into compliance with the STCW requirements so that U.S.-flag vessels will not be subject to detention in foreign ports due to allegations of improperly credentialed seafarers."

Reminiscing in Puerto Rico



Patrolman Brian Guiry sent along this early-November photo of retirees at the union hall in San Juan, P.R. Pictured from left to right are NMU DMAC Fundador Cruz (born in 1932), SIU Electrician Luis Roman (1934) and Marine Cooks & Stewards Messman Confesor Vargas (1924). "Somebody could make a great documentary interviewing these retirees," Guiry wrote. "They all have the best stories."

NMC Establishes Policy Governing Sea Time Credit for Mariners Serving on ROS Vessels

As previously reported, the U.S. Coast Guard's National Maritime Center (NMC) has established policy on "evaluating experience aboard commercial vessels that do not get underway or that get underway for only limited periods." These rules affect Seafarers who serve aboard ships that are in reduced operating status (ROS).

The Coast Guard policy boils down to this: Mariners receive credit for one day of sea time for every three days served on an ROS vessel. However, mariners will receive a maximum of 180

days' credit for ROS service in any five-year document renewal period, regardless of how many days are spent aboard an ROS ship.

According to the agency, service on ROS ships is credited without restriction on days when the vessel is underway.

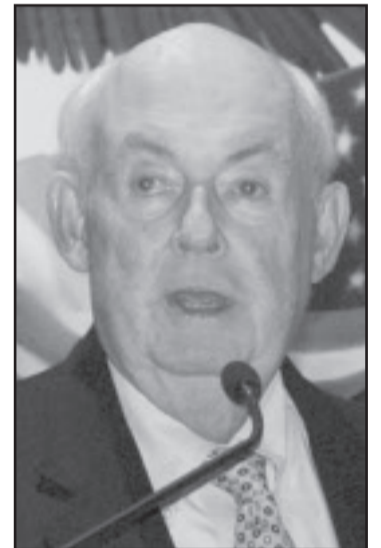
For more information, Seafarers may call the admissions office at the union-affiliated Paul Hall Center for Maritime Training and Education: (301) 994-0010, extension 5202, or visit the NMC web site at www.uscg.mil/nmc/.

AFL-CIO President Emeritus John Sweeney Will Receive Presidential Freedom Medal

President Obama on Nov. 17 honored one of labor's outstanding leaders with his announcement that John Sweeney, president emeritus of the AFL-CIO, will receive the Presidential Medal of Freedom. Sweeney served as president of the 12-million-member federation (whose affiliates include the SIU) from 1995-2009 and remains active as an advocate for working people.

"Of the many great individuals who have received the Presidential Medal of Freedom, none are more deserving than John Sweeney," said AFL-CIO president Richard Trumka, who served with Sweeney as secretary-treasurer and was elected to the top post in 2009. Sweeney was one of 15 recipients named last month. He will be honored at a White House ceremony early next year.

"No matter how high he rose, John lived the values that drew him to the labor movement as a young man, and he has never stepped back from his devotion to the working people who were the heart and soul of the working-class immigrant community where he grew up," Trumka said. "John's integrity, commitment and passion for the least among us has earned him an award that all of labor can be proud of."



John Sweeney served as AFL-CIO president from 1995-2009.

The Presidential Medal of Freedom is the highest civilian award in the U.S. It recognizes those individuals who have made "an especially meritorious contribution to the security or national interests of the United States, world peace, cultural or other significant public or private endeavors." Its recipients have included leaders ranging from Mother Teresa to John F. Kennedy.

Mariners, Navy Armed Guard Remembered



Earlier this year, the Canton (Ohio) Hall of Fame Chapter of the U.S. Merchant Marine Veterans and Navy Armed Guard Veterans of World War II purchased two flagpoles (pictured in photo at right) for the Ohio Veterans Memorial in Clinton, Ohio. One pole is dedicated to the U.S. Merchant Marine, while the other is posted for the U.S. Navy Armed Guard. The poles were purchased in June and were dedicated Sept. 12 during a well-attended ceremony; these photos were taken on the latter date. Standing at the podium during the ceremony is Eli Rantanes, retired member of the AMO, MEBA and MFOV.





Family of Cook/Baker Noel McLaughlin



Deacon Joe Connick, Retired BREC Hubert Cain, Port Agent Jimmy White



Family of FOWT George Ward



SA Larry Baker, BREC Calvin Miles

More Photos from SS Poet Ceremony

As reported in last month's *LOG*, the SIU hall in Mobile, Ala., hosted a memorial service on Oct. 24 – the 30th anniversary of the mysterious sinking of the Seafarers-crewed *SS Poet*. A new plaque was unveiled bearing the names of all 34 mariners from the ship's final voyage. Many of those seafarers hailed from Alabama and elsewhere in the Gulf Coast region. Among the more than 80 people in attendance were family members and friends of the crew, active Seafarers and SIU retirees, some of whom are pictured in the photos above, at left and right, and below.



Family of Oiler Claude Berry



Family of Steward Utility/2nd Cook Earl Whatley



Family of Chief Steward Eddie Sylvester

Remembering NY Waterway Seafarer Capt. Mark Summers

Capt. **Mark Summers**, an SIU member and NY Waterway employee since 1988, passed away May 17 after a brief illness, at age 53. Believed to have been the longest-serving Seafarer at NY Waterway, the U.S. Navy veteran was memorialized a few weeks later during a service in the Hudson River at Haverstraw, N.Y. The site was chosen because that's where Summers

normally operated his ferries. According to SIU New York Safety Director Mark Von Siegel, three NY Waterway boats participated in the June 5 service; they were filled with family members, friends and co-workers who paid their respects and shared stories about Brother Summers. The photos below show one of the ferries during the service, a memorial wreath and urn

used the same day, and Brother Summers standing on his sailboat.

A local newspaper remembrance described the late Seafarer as "beloved," and further said he "embodied ferry service for hundreds of commuters."

Thanks to SIU NY Waterway Captain John Clare for providing these photos





Union-Affiliated Paul Hall Center Conducts Shipboard Training



Capella (left), Algol

In addition to offering courses at its Piney Point, Md., campus, the Seafarers-affiliated Paul Hall Center for Maritime Training and Education also provides off-site classes, including shipboard training. Recently, Paul Hall Center Instructor Stan Beck conducted courses on SIU-crewed fast sealift ships along the East, West and Gulf coasts. Photos from Beck's travels appear on these two pages.

The courses included crane operations, forklift training and CBRD (chemical, biological and radiological defense) orientation. Taking part were Seafarers from the *Algol* and *Capella* in California, the *Altair* and *Bellatrix* in Louisiana, the *Pollux* and *Regulus* in Pennsylvania and the *Denebola* and *Antares* in Maryland. Maersk Line, Limited operates all of those vessels.

In a post-training letter to the crew mem-

bers and officers of the aforementioned ships, Beck praised their professionalism and attention to detail throughout the courses. He also wrote, "A well-deserved thank you to all from this instructor. It was a long trip but all personnel involved with the training made it one to remember. I extend a special thank you to each and every one of the stewards that fed the crews; your efforts did not go unnoticed."



These crew members from the *Algol* and *Capella*



Regulus



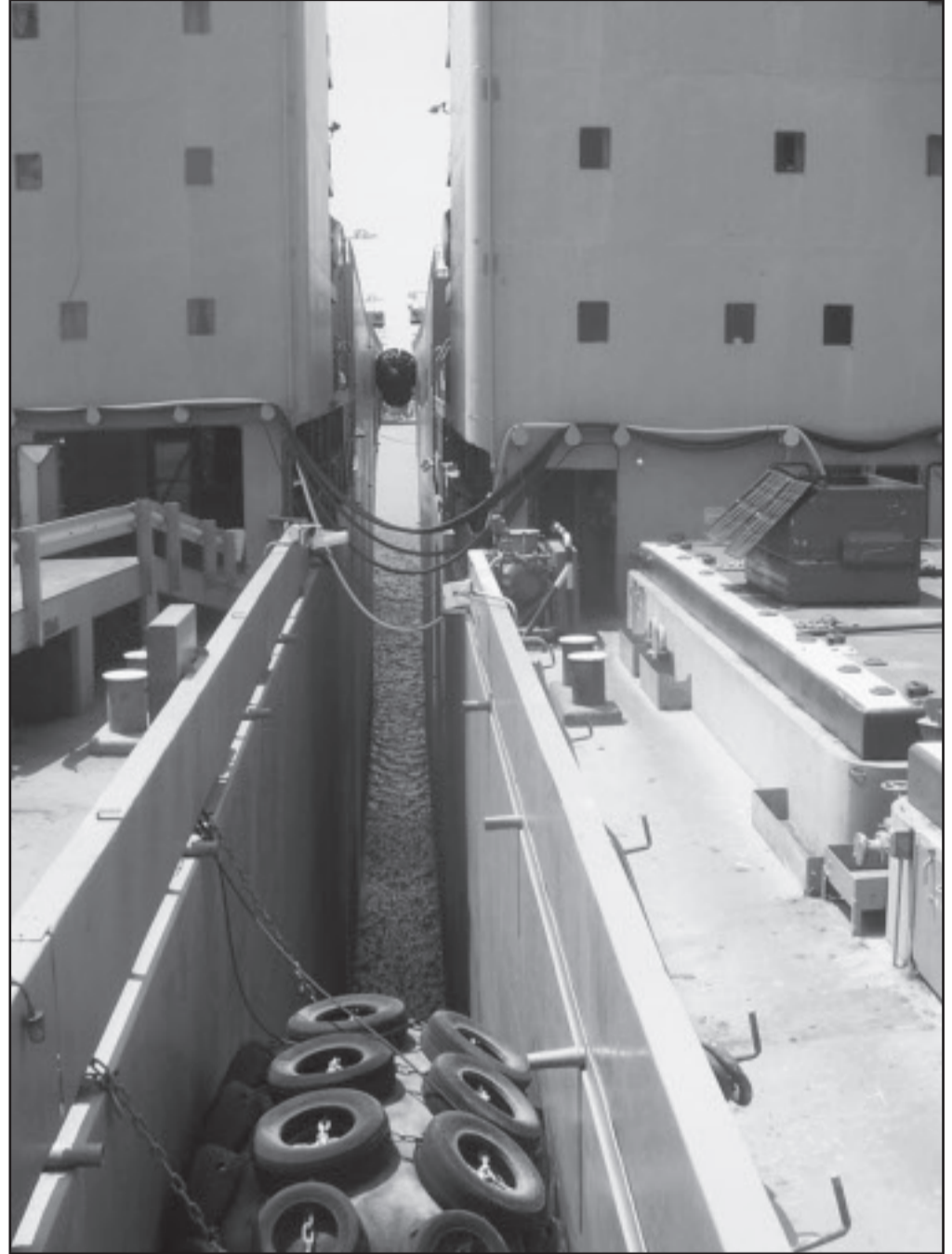
Pictured directly above are Seafarers from the *Pollux* and *Regulus*. Their training took place in Philadelphia.



SIU members from the *Denebola* and *Antares* completed their training.



Capella trained in Alameda, Calif.



Altair (right), Bellatrix



their instruction in Baltimore.



Gathering for this photo are Seafarers from the Altair and Bellatrix, who trained near New Orleans.



USS Recognizes SIU Crews During Event in NY

Continued from Page 5

patients and performed 843 surgeries during their mission. CIVMARS provided vital support to the medical team, maintaining a reliable supply of fresh water and electricity to the operating rooms and patient wards. The mariners also transported 45 patients to the ship's anchorage from shore and another 445 back to shore following their treatment. They also ensured the delivery of cargo ranging from blood supplies and medications to jet fuel, and maintained the *Comfort* as a livable space for 1,800 people.

The *Mercy* was docked near Ambon, Indonesia, when its chief mate noticed a fire aboard a nearby passenger ship. The blaze, which started in the engine room, potentially endangered other ships in the area.

Bosun's Mate **Cromwell Rafol** and AB **Anthony Jones** were among the CIVMARS from the *Mercy* who deployed aboard a rigid hull inflatable lifeboat to help fight the fire. They

assisted with the rescue of crew members from the abandoned passenger ship, too.

In accepting their AOTOS Awards, both Bethel and Pennella paid respect to the award recipients that preceded them and to American maritime labor.

Mariners "serve our nation's economic interests in ways that too many Americans are not aware of," Bethel said. "When they respond to natural disasters, as they did in Haiti and along our own Gulf Coast after hurricanes Rita and Katrina, they represent the human spirit at its most generous.

"When they deliver U.S. food aid to developing nations, they serve our nation's diplomatic interests," he added. "And when they crew up, operate and maintain government-owned and chartered sealift ships in defense emergencies, they serve U.S. national security interests, often without the recognition that goes so routinely and so appropriately to our armed forces."

SIU President Sacco presented Bethel's award. Pennella, the son of a longshoreman, said, "I have always

felt in awe of the social importance of the maritime labor movement. It allowed an entire generation of immigrants to join the middle class, educate their children and have a decent standard of living.

"I also strongly believe that if the labor movement had not fought hard to force corporations to share the wealth in the early 1900s, this great country could have faced a social revolution and unrest," he added. In honoring his late father, he said: "He taught me to respect all workers and I was always proud that in my career I was never responsible for a work stoppage or strike."

All proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine and those of other free world countries. A non-profit organization, the USS operates centers in eight foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

At the Hall in Norfolk, Va.



SIU VP Government Services Kermet Mangram (left) congratulates Seafarer Braden Horne upon receiving his full union book.



Marie Arnt (right) and Tiffany Swindell, employees of Hampton Roads (Va.) Transit, addressed Seafarers following the November membership meeting. They gave a safety presentation about a local light rail system scheduled to begin operations in May 2011. Port Agent Georg Kenny thanks the guests for their talk.



Port Agent Georg Kenny (left) presents Seafarer Rickey Yancey with his full book.

Union, School Fondly Remember UIW Members Spalding, DiPreta

The SIU, its affiliated organization the United Industrial Workers (UIW) and the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md., collectively are mourning the recent deaths of two highly regarded, long-time school employees.

Sam Spalding Jr., director of maintenance and Marge DiPreta, retired registrar/academic coordinator, both passed on in September, following battles with illnesses. Spalding, 56, died Sept. 17 while DiPreta, 65, passed away Sept. 18. Both were long-time UIW members.

Sam Spalding Jr.

Spalding was the retired maintenance director at the PHC, a position he had held since 1994. He joined the UIW in 1975 and remained a loyal member for the remainder of his life.

"Sam was such a great individual," said Don Nolan, PHC vice president. "His dedication to his job and to this school was second to none; his loyalty will be greatly missed.

"Sam was a wealth of information in a multitude of areas," Nolan concluded. "There's not a day that goes by since his passing that his name is not mentioned in conversation around the school."

David Hammett, who moved into the maintenance director position when Spalding retired July 2 at the school, also spoke of his late supervisor's unwavering commitment to his job and the school.

"I worked with Sam for more than 33 years and I can tell you that you'll never find a person who was more dedicated to their job and to this school than he was," Hammett said. "He was here every day without failure; he just wanted to make sure that everyone else in the shop (co-workers David Aud, Derek Buckler, Earl Byers, Kay Dean, Dave Frindt, Steve Greenwell, Mickey Hayden and Barry Roache) were also here and ready to do whatever was needed. Even after he retired and became ill, he'd call in just to see what was going on.

"Sam was a great boss and a friend to all of us," Hammett concluded. "Losing him is just like losing a family member...all of us will miss him a great deal."

"I have known Sam from the first day he started working at H.L.S.S.," said Jimmy Hanson, an instructor at the school. "He seemed a little serious and all work to me! Then one day we started hunting together and I saw the other side of Sam.

"That started a different kind of



Sam Spalding Jr.
Sept. 4, 1954 - Sept. 17, 2010



Marge DiPreta
May 28, 1945 - Sept. 18, 2010

relationship," Hanson continued. "We formed a great working and personal friendship. He took me trot lining for my first time. He showed me the ropes and I have been going ever since.

"There is not a day that goes by that I don't think about and miss Sam," he concluded.

Marge DiPreta

DiPreta, a native of Queens, N.Y., started working at the school in 1982. At various times, she was employed as clerk typist, library assistant and, ultimately, academic coordinator and reg-

tutor when he took college prep courses and spent personal time with him helping him deal with private issues. "These were just a few of the many things she did for me and thousands of other merchant seamen.

"Marge DiPreta was a beautiful, spiritual person who always glowed and made me shine at HLSS," Garrett said. "I truly believe with all of my being and heart that Marge DiPreta is the reason I am doing so well."

"My first experience with Marge was when I went to Piney Point for my interview," said Paula Werfel, a pension assistant in the SIU/UIW pension department.

"I was, as usual, lost. I was in the wrong place and Marge's smile and kindness made me feel...well...not so nervous," Werfel said. "From that day on, she checked on me quite frequently just to say hi and see if I knew where I was going.

"I will miss her smiling voice on the phone and I know she will be missed at the school," she concluded.

"I had the pleasure of knowing both Sam Spalding and Marge DiPreta as very close friends, on a personal level, and as co-workers," said Debbie Swann, a retired PHC administrative office manager. "I was working here at the school when both of them came onboard.

"Their passing has left a huge void in my life," Swann continued. "They were such generous, caring, and thoughtful people who would do absolutely anything in the world for anybody who needed help.

"My life has been better over the years because they were in it," she concluded. "I'm grateful for the many wonderful memories I can look back on."

"I had the pleasure of knowing both Sam Spalding and Marge DiPreta as very close friends, on a personal level, and as co-workers...I was working here at the school when both of them came onboard...Their passing has left a huge void in my life. They were such generous, caring, and thoughtful people who would do absolutely anything in the world for anybody who needed help."

--- Debbie Swann

istrar. She retired in February 2009.

"If you knew Marge DiPreta, you knew one of the greatest ladies in the whole wide world," said Nolan. "Her lifetime dedication was helping people. She did a great job here at the school and she will be greatly missed."

Seafarer **Samuel Garrett** said he first met DiPreta in October 1982. "She was the heart and soul of the academic department," he said. "Marge DiPreta became my friend, sister and mother who took very good care of me.

"Marge counseled me on achieving my goals...getting my high school diploma and attaining my QMED rating," he said. Garrett said DiPreta also



Seafarers Safe Haven Announces Openings For Retired Mariners

Seafarers Safe Haven at the Prospect Park YMCA in Brooklyn, N.Y., recently announced it has several permanent rooms available for retired mariners. These rooms are "complemented by a communal lounge with cooking facilities, a comfortable sitting area and a library," according to the organization.

The Seafarers Safe Haven announcement described the common areas as "fostering a strong community among the seafarers, and a sense of connection with the broader community of the Prospect Park YMCA. Residents can use the recreational facilities at the YMCA, and have access to surrounding institutions including the Brooklyn Botanical Gardens, Brooklyn Public Library and Prospect Park."

Applicants for Seafarers Safe Haven must meet the following eligibility requirements:

- Retired from active maritime service.
- Must have at least 10 years of sea time (vacation not to be included in sea time total) documented by discharges and U.S. Coast Guard records.
- Must be receiving Social Security and/or pension benefits. Income cannot exceed \$28,000 per year.
- Mariner "must be clean, sober and able to handle semi-congregate living."

For more information, please contact Herb Reiss, Director of Seamen's House, Prospect Park YMCA, 357 9th Street, Brooklyn, NY 11215, telephone 917-836-8494, email hreiss@ymcanyc.org.

Correction

In the October edition, Brother Steven Werda's obituary should have indicated that he sailed in the engine department, and that his first vessel was the *ST Crapo*.

January & February 2011 Membership Meetings

Piney Point.....	Monday: January 3, February 7
Algonac.....	Friday: January 7, February 11
Baltimore.....	Thursday: January 6, February 10
Guam.....	Thursday: January 20, February 24
Honolulu.....	Friday: January 14, February 18
Houston.....	Monday: January 10, February 14
Jacksonville.....	Thursday: January 6, February 10
Joliet.....	Thursday: January 13, February 17
Mobile.....	Wednesday: January 12, February 16
New Orleans.....	Tuesday: January 11, February 15
New York.....	Tuesday: January 4, February 8
Norfolk.....	Thursday: January 6, February 10
Oakland.....	Thursday: January 13, February 17
Philadelphia.....	Wednesday: January 5, February 9
Port Everglades.....	Thursday: January 13, February 17
San Juan.....	Thursday: January 6, February 10
St. Louis.....	Friday: January 14, February 18
Tacoma.....	Friday: January 21, February 25
Wilmington.....	*Tuesday: January 18, Tuesday: February 22

* Wilmington changes created by Martin Luther King Day and Presidents' Day holidays

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

Attention: Seafarers

**WHO TRUMPETS
MARITIME
INTERESTS?**



SPAD DOES!

Contribute to the Seafarers
Political Action Donation (SPAD)

Dispatchers' Report for Deep Sea

October 16, 2010 - November 15, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	6	2	8	10	1	2	14	8	2
Anchorage	2	2	0	1	2	0	2	2	5	1
Baltimore	4	7	0	6	7	0	6	7	9	2
Fort Lauderdale	13	10	3	11	6	0	6	13	22	5
Guam	5	3	0	2	4	0	0	7	6	0
Honolulu	11	3	1	6	4	0	4	20	7	2
Houston	45	16	1	40	11	0	17	95	51	7
Jacksonville	28	27	1	20	16	0	10	58	42	3
Joliet	3	5	0	4	5	1	0	3	5	0
Mobile	16	5	1	5	3	0	2	21	8	1
New Orleans	17	10	1	16	3	0	10	24	14	2
New York	49	18	5	35	10	1	20	87	43	9
Norfolk	14	27	6	17	17	1	10	23	48	12
Oakland	22	11	2	16	8	1	7	42	16	2
Philadelphia	4	8	0	2	4	0	1	11	12	0
Piney Point	4	6	10	0	2	6	0	3	7	2
Puerto Rico	9	9	1	4	6	0	3	13	14	1
Seattle	43	23	5	31	16	2	14	62	27	3
St. Louis	4	2	1	2	0	0	0	4	6	1
Wilmington	31	25	0	25	16	1	23	56	45	4
TOTALS	336	223	40	251	150	14	137	565	395	59
Engine Department										
Algonac	4	4	2	0	5	2	1	4	2	0
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	6	3	0	7	2	0	1	6	8	0
Fort Lauderdale	10	4	0	3	3	0	3	19	7	1
Guam	1	3	0	0	1	0	0	5	5	0
Honolulu	7	3	0	5	3	1	1	15	6	0
Houston	14	14	1	8	3	0	3	26	21	1
Jacksonville	21	19	0	15	14	0	6	36	34	0
Joliet	1	2	2	2	1	1	0	0	3	0
Mobile	5	3	0	5	1	0	3	13	7	0
New Orleans	4	4	2	6	1	0	0	10	8	2
New York	19	12	2	5	8	1	4	26	20	6
Norfolk	5	24	0	5	10	2	3	11	45	2
Oakland	10	9	2	6	7	0	7	18	11	4
Philadelphia	4	2	0	2	4	0	2	6	1	0
Piney Point	2	3	0	0	0	0	0	2	4	0
Puerto Rico	1	7	0	2	2	0	2	3	9	0
Seattle	12	8	0	12	7	1	7	26	19	0
St. Louis	2	2	2	1	2	1	1	2	3	2
Wilmington	6	12	2	5	11	0	7	17	37	8
TOTALS	134	139	15	89	86	9	51	245	251	26
Steward Department										
Algonac	3	1	2	1	1	2	0	5	1	0
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	3	0	0	5	3	0	1	7	2	1
Fort Lauderdale	5	4	1	9	5	0	3	10	8	2
Guam	1	3	1	0	2	0	0	2	2	1
Honolulu	10	1	0	6	2	1	3	20	6	1
Houston	17	5	0	17	3	0	5	32	11	0
Jacksonville	17	6	0	7	6	0	7	29	12	1
Joliet	1	1	2	1	2	0	1	0	0	2
Mobile	9	1	0	5	2	0	1	8	3	0
New Orleans	10	0	1	5	1	1	3	10	2	1
New York	22	11	0	23	3	0	10	41	14	0
Norfolk	6	8	0	10	5	0	2	12	18	0
Oakland	27	2	0	11	3	0	5	38	4	0
Philadelphia	4	2	0	3	1	0	4	4	0	1
Piney Point	4	1	0	3	1	0	1	3	0	0
Puerto Rico	3	3	1	2	3	1	1	4	1	0
Seattle	12	7	0	15	5	0	8	23	7	0
St. Louis	3	1	0	1	0	0	0	3	4	0
Wilmington	28	1	1	16	5	0	10	61	4	1
TOTALS	185	58	9	140	54	5	65	312	99	11
Entry Department										
Algonac	2	14	11	0	4	13	4	2	17	8
Anchorage	0	0	0	0	1	0	0	0	4	1
Baltimore	0	1	3	0	0	1	1	0	3	4
Fort Lauderdale	0	9	4	0	4	1	0	0	15	16
Guam	1	0	0	0	0	0	0	0	0	0
Honolulu	4	5	4	2	2	1	0	11	10	7
Houston	7	12	4	1	7	0	1	7	37	6
Jacksonville	2	18	14	1	12	4	1	5	34	20
Joliet	1	1	1	1	1	2	1	0	1	1
Mobile	3	3	1	0	4	0	0	2	8	3
New Orleans	1	5	1	0	3	0	0	2	7	6
New York	5	28	4	5	11	2	1	15	63	14
Norfolk	0	15	18	0	10	3	0	0	28	36
Oakland	5	16	5	2	7	4	2	5	34	10
Philadelphia	0	2	2	0	0	0	0	0	3	4
Piney Point	0	0	25	0	0	17	2	0	0	10
Puerto Rico	0	3	0	0	1	0	0	1	3	1
Seattle	4	10	4	2	12	2	2	10	14	8
St. Louis	0	0	0	0	1	0	0	0	2	0
Wilmington	3	8	7	3	5	2	4	11	26	20
TOTALS	38	150	108	17	85	52	19	71	309	175
GRAND TOTAL:	693	570	172	497	375	80	272	1,193	1,054	271



Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

**Tom Orzechowski,
Vice President Lakes and Inland Waters**

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

**Kermett Mangram,
Vice President Government Services**



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

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(907) 561-4988

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2315 Essex St., Baltimore, MD 21224
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422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

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(718) 499-6600

Government Services Division: (718) 499-6600

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(510) 444-2360

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Santurce, PR 00907
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(314) 752-6500

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's question was answered by SIU members in Baltimore. The first two responses were given at the union hall, while the others were provided aboard the USNS Fisher.

What are your plans for the holidays?

David Martz
Recertified Bosun

My plans for the holidays are to work to make all the overtime days. I like to work through the holidays. No other plans – my kids are all grown and gone. I'm at home at sea.



Peter Mensah
GVA

I used to spend my holidays in my home country, Ghana, with my family, and go to the African jungle and safari. Sometimes (now) I go to downtown Baltimore to visit the Inner Harbor with family; it's so beautiful. The holidays are an important time for a seaman to be with his family.



John Mendez
Bosun

Dinner with family and friends. The usual: too much turkey, too much stuffing, sleeping on the couch. I usually take off during the holidays

to be with family. There's always a little celebration here aboard the vessel. We have good crew morale. I'm also looking forward to the great holiday party at the Baltimore hall.



Sean Noel Richard
Chief Steward

My plan for the holidays, of course I will be working here aboard the vessel. My family is supposed to come down for the weekend. I will probably take that weekend off and show them around Baltimore.



Victor Febres
Wiper

My plans for the holiday are to work overtime. Study and prepare for my AB exam. Make some calls to the family and attend holiday parties on the vessel and at the Baltimore hall.



Pic-From-The-Past



This snapshot was taken in October 1952 at the SIU hall in Norfolk, Va. Dispatcher Joe Lupton (center) is behind the counter while the following Seafarers, pictured from left to right, are ready to throw in for jobs: Steward Johnny Hodges, AB Roswell Sanderlin, FOWT Bill Kuhl, FOTW Roy Cuthrell, AB V.L. Porter and Steward C.A. Newman.

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

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently

retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

SOO AHN

Brother Soo Ahn, 71, joined the union in 1990 while in the port of New York. He initially sailed with OSG Ship Management. Brother Ahn, who sailed in the engine department, was born in South Korea. He upgraded on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His final ship was the *Horizon Tiger*. Brother Ahn resides in Los Angeles.



LARRY AMBROUS

Brother Larry Ambrous, 62, became an SIU member in 1967 in Norfolk, Va. His first ship was the *Delaware*; his last, the *USNS Regulus*. Brother Ambrous worked in the deck department. He often took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. Brother Ambrous lives in Virginia Beach, Va.



ALESSANDRO BORGOGNO

Brother Alessandro Borgogno, 65, was born in Italy. He started sailing with the Seafarers in 1989. Brother Borgogno's first voyage was aboard the *Independence*. He last shipped in the steward department on an American Classic Voyages vessel. Brother Borgogno is a resident of Imperia, Italy.



CARL CAMPBELL

Brother Carl Campbell, 67, donned the SIU colors in 1979 while in New York. He originally sailed aboard the *Point Revere*. Brother Campbell attended classes on numerous occasions at the Piney Point school. The steward department member's final trip was on the *Patriot*. Brother Campbell calls Brooklyn, N.Y., home.



GLENN CHRISTIANSON

Brother Glenn Christianson, 54, signed on with the union in 1970

while in Piney Point, Md. He initially worked aboard a Michigan Tankers vessel. Brother Christianson was born in Seattle. He enhanced his seafaring abilities often at the Paul Hall Center. Brother Christianson most recently sailed on the *Liberty Pride* as a member of the deck department. He makes his home in Gig Harbor, Wash.



JOHN HOLMES

Brother John Holmes, 66, joined the SIU ranks in 1978. His first trip was aboard a vessel operated by Moran Towing of Texas. Brother Holmes was born in California and shipped in the deck department. In 2003, he upgraded at the union-affiliated school in Piney Point, Md. Brother Holmes' final voyage was on the *John Chapman*. He now resides in St. Petersburg, Fla.



RONALD HUYETT

Brother Ronald Huyett, 71, began sailing with the union in 1989 while in Seattle. His earliest voyage was aboard the *Anders*. Brother Huyett last shipped on the *El Yunque* as a member of the deck department. He attended classes on two occasions at the Piney Point school. Brother Huyett is a resident of Spearfish, S.D.



ALBERTO LIMA

Brother Alberto Lima, 71, started his SIU career in 2001 during the NMU/SIU merger. He sailed mainly with Central Gulf Lines aboard the *Energy Enterprise*. Brother Lima is a native of Portugal. He was a member of the deck department.



Brother Lima settled in Randolph, Mass.

ENRIQUE NUNEZ

Brother Enrique Nunez, 71, joined the union in 1999 while in the port of New York. He was first



employed on the *USNS Denebola* as a member of the engine department. Brother Nunez upgraded on two occasions at the Paul Hall Center. His final trip was with Ocean Shipholdings Inc. Brother Nunez lives in New York.

RICARDO QUINONES

Brother Ricardo Quinones, 60, signed on with the SIU in 1971. His earliest trip was aboard the *Warrior*. Brother Quinones was a frequent upgrader at the Piney Point school. The deck department member's final ship was the *Horizon Navigator*. Brother Quinones is a New York native and now makes his home in Lares, P.R.



MOHAMED RAWI

Brother Mohamed Rawi, 65, was born in Japan. He joined the Seafarers in 1976. Brother Rawi initially worked on the *Warrior* as a member of the deck department. He attended classes often at the SIU-affiliated school. Brother Rawi's most recent trip was aboard the *Sealand*



Commitment. He is a resident of Tamarac, Fla.

NOVERT WIMBERLY

Brother Novert Wimberly, 69, started sailing with the SIU 2006. He was primarily employed with Ocean Shipholdings Inc. Brother Wimberly upgraded on two occasions at the Piney Point school. He was born in Oklahoma City and sailed in the engine department. Brother Wimberly resides in Altadena, Calif.



INLAND

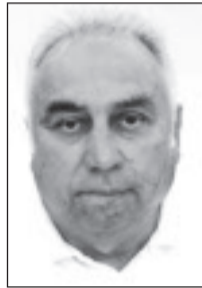
SHERWOOD FOSTER

Brother Sherwood Foster, 64, became a union member in 1969 while in Norfolk, Va. The Virginia-born mariner attended classes in 1997 and 2002 at the Paul Hall Center. Brother Foster mainly worked aboard vessels operated by Allied Transportation Corporation. He calls Stony Creek, Va., home.



CHESTER STEPHENS

Brother Chester Stephens, 60, began his SIU career in 1988. He shipped with Crowley Towing & Transportation of Jacksonville for the duration of career. Brother Stephens enhanced his skills numerous times at the union-affiliated school in Piney Point, Md. He settled in Plant City, Fla.



GREAT LAKES

CHARLES LAMB

Brother Charles Lamb, 57, was born in Michigan. He became a union member in 1978. Brother Lamb primarily shipped in the deck department of vessels operated by American Steamship Company including the *Detroit Edison* and *H. Lee White*. He enhanced his skills in 2002 and 2007 at the maritime training center in Piney Point, Md. Brother Lamb calls Rogers City, Mich., home.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1947

The addition of eight ships to the Cities Service fleet, which was announced by the company this week, brings to 16 the total tankers operated by the company. Three additional vessels are to be added shortly. Underway at this time is a National Labor Relations Board election to determine a bargaining agent for the unlicensed personnel of the fleet. The SIU now enjoys, according to unofficial reports of the observers, a substantial lead in the voting, and when the union is certified, the ships added since the start of the balloting will also be covered by the same election. Of the eight ships eligible to be voted when the balloting started, six have already been polled.

1957

Robin Line jobs started going back on the SIU rotary hiring board this week as the National Labor Relations Board certified the SIU as collective bargaining agents for the first four ships voted in the Robin Line fleet. Seafarer Ho Fung Chit was the first to be hired as he threw in for a passenger utility job on the *Robin Locksley* on Monday afternoon.... Negotiations are expected to get underway shortly with Moore-McCormack, the owners of the Robin Line fleet, on a new contract for the Robin ships.

1967

Continuing research to produce a better and

safer hull design has borne fruit and a new model has been tested that appreciably reduces slamming and may eventually replace the design that is now being used on most American freighters. The forebody of most American cargo ships is the U-shape, more or less unchanged since it was adopted around 1918. The new hull form tested is more of a U-V shape, closer in design to those used by designers abroad. Its development, by naval architect Harry S. Townsend, was prompted after it was discovered that the forward bottoms of all 10 ships of a new fleet of fast freighters had suffered damage which cost an average of \$50,000 a year in repairs on each of the vessels.

1977

Ships flying the so-called "flags of convenience" are continuing to take a high toll in disastrous oil spills, loss of life, and heavy insurance losses. The latest incident – potentially the worst maritime disaster ever – occurred this month when two Liberian-flag supertankers collided off South Africa. The ships were owned by Bethlehem Steel and under charter to Gulf Oil.

The collision between the *Venail* and the *Venpet*, both 325,728 deadweight tons, came Dec. 16. It occurred in clear weather and clam seas 20 miles off Cape St. Francis and about 80 miles south of Port Elizabeth. Fire broke out aboard both ships. But quick rescue efforts by a helicopter from Port Elizabeth and nearby ships saved 84 of the 86 crew members. Two men are missing. The unlicensed crew members of both ships are Chinese nationals.



Final Departures



DEEP SEA

RAMON AGUIAR

Pensioner Ramon Aguiar, 89, died August 26. He joined the union in 1944 while in New Orleans. Brother Aguiar was born in Puerto Rico and shipped in the steward department. He initially sailed with Louisiana Sulphur Carrier. Prior to his retirement in 1979, Brother Aguiar worked aboard the *Jacksonville*. He continued to call Puerto Rico home.



JERRY BORUCKI

Pensioner Jerry Borucki, 72, passed away June 20. Brother Borucki, a native of Poland, became a member of the SIU in 1974 while in the port of New York. He first sailed in the deck department of the *Mt. Washington*. Brother Borucki's final voyage took place on the *Overseas Nikiski*. He went on pension in 2009 and settled in Texas.

RODERICK COLEMAN

Pensioner Roderick Coleman, 66, died June 16. Brother Coleman signed on with the union in 1990. His earliest trip was aboard the *USNS Harkness*. Brother Coleman worked in all three departments during his career. He was most recently employed on the *Seabulk Energy*. Brother Coleman retired in 2009 and lived in Mobile, Ala.

CHARLES DEMOURELLE

Pensioner Charles Demourelle, 74, passed away August 13. Brother Demourelle was born in New Orleans. He started sailing with the Seafarers in 1965 while in the port of Houston. Brother Demourelle was a member of the engine department. His first ship was operated by Wall Street Traders. Brother Demourelle's last voyage was aboard the *Atlantic*. He was a resident of Houston.



GEORGE KONTOS

Pensioner George Kontos, 81, died June 29. Brother Kontos, a

member of the engine department, began sailing with the SIU in 1959 while in New York. His first trip was on the *Valiant Force*. Brother Kontos was born in Greece. Before retiring in 1993, he sailed aboard the *Long Lines*. Brother Kontos resided in Mardela Springs, Md.

JAMES MYERS

Pensioner James Myers, 76, passed away August 5. Brother Myers began his seafaring career in 1956 while in the port of New York. He originally sailed in the steward department aboard the *Alcoa Pennant*. Brother Myers was an Alabama native. His final voyage took place on a Sea-Land vessel. Brother Myers started collecting his retirement compensation in 1989. He made his home in Orting, Wash.

JACK SMITHY

Pensioner Jack Smithy, 81, died June 12. He joined the union in 1951. Brother Smithy initially worked with ISCO Inc. The engine department member most recently sailed aboard the *Producer*. Brother Smithy became a pensioner in 1995 and called Hamptonville, N.C., home.

TOMMIE VINES

Pensioner Tommie Vines, 58, passed away August 10. Brother Vines became a union member in 1969 in New York. He first shipped on the *Buckeye Atlantic*. Brother Vines worked in the deck department. His last trip was aboard the *Humacao*. Brother Vines lived in his native state of Alabama.



ROBERT WAGNER

Pensioner Robert Wagner, 81, died June 28. Brother Wagner signed on with the SIU in 1946. His earliest trip was on a Calmar Lines ship. Brother Wagner, who sailed in the deck department, was last employed aboard the *Defender*. He retired in 1994 and called Concord, Calif., home.



JAMES WILKERSON

Pensioner James Wilkerson, 57, passed away June 3. Brother Wilkerson began sailing with the Seafarers in 1969. He originally worked on the *Sea Maine*. The engine department member's last trip was aboard the *Liberty Sun*. Brother Wilkerson was a resident of New Orleans. He went on pension in 2008.

INLAND

JACOB BRYAN

Pensioner Jacob Bryan, 73, died June 15. Brother Bryan joined the union 1962. He initially shipped with Wheeling Steel Corporation. Brother Bryan was born in Baltimore. His final voyage was aboard a vessel operated by McAllister Towing of Baltimore. Brother Bryan, a member of the engine department, started collecting his retirement compensation in 1999. He settled in Houston.

JAMES NEUNER

Pensioner James Neuner, 70, passed away June 9. Brother Neuner started his seafaring career in 1993 while in St. Louis. He primarily shipped with Delta Queen Steamship Company. Brother Neuner was a member of the steward department. He began receiving his pension in 2003. Brother Neuner resided in Paducah, Ky.



ROBERT SINCLAIRE

Pensioner Robert Sinclair, 68, died June 7. Brother Sinclair signed on with the SIU in 1994 in the port of Norfolk, Va. He shipped aboard vessels operated by McAllister Towing of Virginia for the duration of his career. Brother Sinclair retired in 2005. He made his home in Wellford, S.C.



MARK SUMMERS

Brother Mark Summers, 53, passed away May 17. He joined the union in 1988 while in New York. He sailed with Port Imperial Ferry/NY Waterway throughout his career. Brother

Summers lived in Bayonne, N.J.

JOHN THOMAS

Pensioner John Thomas, 72, died June 9. Brother Thomas began shipping with the SIU in 1974. His earliest trip was on a Z Tug Management vessel. Brother Thomas sailed in both the deck and engine departments. His final ship was operated by Sheridan Transportation. Brother Thomas went on pension in 1999. He was a resident of St. Petersburg, Fla.



GREAT LAKES

WILLIAM SMITH

Pensioner William Smith, 91, passed away May 9. Brother Smith started his SIU career in 1962. He mainly worked aboard Great Lakes Towing Company vessels. Brother Smith became a pensioner in 1983 and settled in Rocky River, Ohio.

GLOUCESTER FISHERMAN

PHILLIP PARISI

Pensioner Phillip Parisi, 78, died August 2. Brother Parisi became a union member in 1979. He worked in both the steward and deck departments. Brother Parisi was born in Massachusetts. He retired in 1995 and called Gloucester, Mass., home.

NATIONAL MARITIME UNION

JOSE ACOSTA

Pensioner Jose Acosta, 80, passed away August 19. Brother Acosta was born in Texas. He became a pensioner in 1991 and resided in San Francisco.



LEE BENNETT

Pensioner Lee Bennett, 88, died August 2. Brother Bennett was a native of Honduras. He retired in 1971. Brother Bennett lived in Chalmette, La.

ANTONIUS BRANDVEEN

Pensioner Antonius Brandveen, 87, passed away August 16. The

Suriname native went on pension in 1994. Brother Brandveen made his home in Williamsburg, Va.



ERNEST RICHARDS

Pensioner Ernest Richards, 82, died August 18. Brother Richards, a native of New Hampshire, went on pension in 1966. He continued to make his home in New Hampshire.

VICENTE RIVERA

Pensioner Vicente Rivera, 85, passed away August 1. Brother Rivera was born in Puerto Rico. He started collecting his retirement compensation in 1990 and settled in Toa Alta, P.R.

JAMES SHEA

Pensioner James Shea, 86, died August 6. The Massachusetts-born mariner became a pensioner in 1981. Brother Shea was a resident of Bristol, N.H.

KUJAWA SYLVESTER

Pensioner Kujawa Sylvester, 87, passed away August 6. Brother Sylvester was a native of Maryland. He went on pension in 1969. Brother Johnson lived in Baltimore.



Editor's Note: The following NMU brothers have also passed away.

Name	Age	DOD
Andrade, Noel	87	Aug. 9
Benn, Edward	86	Aug. 8
Blute, John	79	Aug. 3
Boulogny, Phillip	87	Aug. 31
Chernow, Irving	99	Aug. 7
Cummins, Ralph	86	Aug. 25
Divita, Benny	92	Aug. 25
Freed, James	89	Aug. 26
Kalup, Edward	87	Aug. 23
Kew, Adrian	73	Aug. 11
McDougall, Brunildo	82	Aug. 4
Palmer, Perry	76	Aug. 6
Pratt, Harris	81	Aug. 24
Shargois, Joe	83	Aug. 23
Sirigos, Alex	93	Aug. 20
Spencer, Ricardo	74	Aug. 6
Trahan, Horace	81	Aug. 8
Wallace, Ivan	71	Aug. 2
Yorko, Edward	84	Aug. 8

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.

HORIZON TIGER (Horizon Lines), September 26 – Chairman **Lawrence Kunc**, Secretary **Terry Allen**, Educational Director **Victorino Viernes**, Deck Delegate **Dennis Hurley**. Chairman announced payoff at sea on October 5. He thanked crew for a smooth, safe trip and asked those departing vessel to leave rooms clean for the next mariner. He also went over proper attire for meal hours. Secretary reported that all messhall chairs had been reupholstered and asked that everyone help keep them clean. He expressed gratitude for crew members' help maintaining ship's cleanliness. Educational director encouraged mariners to attend classes at the Piney Point school to enhance seafaring abilities. He also reminded them to keep documents current. No beefs or disputed OT reported. Suggestions were made regarding dental and vacation benefits. New mattresses were requested for crew rooms. Next ports: Los Angeles and Oakland, Calif.

HOUSTON (USS Transport), September 12 – Chairman **John Lamprecht**, Secretary **Robert Wilcox**, Educational Director **John Groom**, Deck Delegate **Sunday Kwankwo**, Engine Delegate **Noel Magbitang**, Steward Delegate **Enrique Agosto**. Bosun talked about the importance of safety and thanked Seafarers for their hard work and professionalism. He reported vessel to go to shipyard in October and reminded crew to stay alert. Crew members were asked to clean foc'sles before signing off. Secretary expressed gratitude for crew helping keep pantry and messhall clean. Educational director encouraged seamen to upgrade whenever possible to improve skills and better their chances of moving up. Crew members were reminded to keep all necessary seafaring documents up-to-date. No beefs or disputed OT reported. It was announced that a laptop is available to crew on bridge for e-mail while in port or at anchor. Members requested new mat-

tresses and box springs for those who haven't already received them. Mariners were asked to keep laundry room clean. Next ports: Galveston, Texas, and Veracruz, Mexico.

RESOLVE (Crowley), September 19 – Chairman **Carlos Arauz**, Secretary **Robert Owens**, Educational Director **Odell Murray**, Deck Delegate **Curtrina Duck**, Engine Delegate **Darrell Goggins**, Steward Delegate **Robert Maschmeier**. Chairman thanked crew for a smooth voyage and hard work. Educational director advised everyone to upgrade at the SIU-affiliated school in Piney Point, Md., and make sure they stay up-to-date on their TWIC and MMD/MMC. No beefs or disputed OT reported. Recommendations were made pertaining to upcoming contract negotiations. It was noted that new washer was installed in crew laundry. Crew would like new DVD player, stereo for crew mess, stereo for gym and internet for computer. Steward department was thanked for cookout and great meals throughout voyage. Next port: Charleston, S.C.

USNS SAMUEL L. COBB (Ocean Ships), September 13 – Chairman **Aristeo Padua**, Secretary **Cesar C. Delacruz**, Educational Director **Randolph L. Sutton**, Deck Delegate **Marcus Rivera**, Engine Delegate **Damien Bautista**, Steward Delegate **Leonida V. Peligrino**. Chairman went over ship's itinerary and stated payoff to take place in Pensacola, Fla., on September 16. Secretary reported a great final trip aboard the *USNS Samuel L Cobb* with no injuries. Everyone has been participating in final voyage drills. Educational director encouraged crew to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. A vote of thanks was given to the steward department for an excellent farewell barbeque party. Next port: Pensacola, Fla.

BUFFALO (American Steamship Company), October 18 – Chairman **Timothy Koebel**, Secretary **Thoeophil Igielski**, Educational Director **Abdulmogno Said**, Deck Delegate **Ahmed Algalham**, Engine Delegate **Teddy Lampke**, Steward Delegate **Abdufatah Abdulla**. Chairman discussed SIU's strong lobbying efforts to defend and promote the Jones Act and Maritime Security Program; much of this activity on behalf of Seafarers is funded by SPAD (Seafarers Political Activity Donation). That little 50 cents a day is in fact a sound investment in the future of maritime. Chairman also talked about supplemental vacation benefits. No beefs; disputed OT reported in deck department. Crew members were reminded to use sheets on mattresses. Kudos to steward department for great meals with a special thanks to 2nd Cook **Igielski** for his fine baked goods. Request was made for direct deposit and new crew lounge sofas. Next port: Cleveland.

OVERSEAS ANACORTES (OSG Ship Management), October 3 – Chairman **Tony Beasley**, Secretary **Laura L. Deebach**, Educational Director **Cary G. Pratts**, Deck Delegate **James Singer**, Steward Delegate **Glenn Toledo**. Bosun informed crew members that his door is always open if they have questions or need help. He said certain ships now are running to Kuwait to pick up military cargo. Educational director encouraged fellow crew members keep documents up-to-date. No beefs or disputed OT reported. It was reported that satellite stereo with surround sound has been installed in gym. All mariners were asked to clean up after themselves.

CHARGER (Maersk Line, Limited), October 2 – Chairman **Gerry Gianan**, Secretary **Rolando M. Lopez**, Educational Director **Lua M. Tran**, Deck Delegate **David Fridstrom**, Engine Delegate **Adam Noor**, Steward Delegate

Aboard the MV APL Thailand



As evidenced by these photos which were sent to the LOG by Recertified Steward Joel Molinos, all is shipshape in the steward department aboard the *MV APL Thailand*. In the photo above, Molinos (center) poses in the galley with Chief Cook Nathalie Norie (left), and Assistant Cook Bernie Igot. In the photo below, Molinos takes inventory of his food stores in preparation for a 35-day run from San Pedro, Calif., to Japan, Korea and China.



Charles Mroczko. Bosun expressed his gratitude for a safe and accident-free voyage. He noted excellent performance from dayman stripping and waxing ladder wells and steward department for serving excellent meals. Chairman also talked about ship's upcoming schedule and payoff October 5 in Long Beach, Calif. Secretary thanked mariners for helping keep ship and messhall neat. He discussed proper use of microwave and cleaning procedures. Educational director urged members to enhance their skills, which can lead to better opportunities and advancement. He also encouraged crew to check expiration dates on documents and donate to SPAD (Seafarers Political Activity Donation). No beefs or disputed OT reported. It was noted that a new TV had been purchased along with a dartboard. Next port: Long Beach, Calif.

CHEMICAL PIONEER (USS Transport), October 1 – Chairman **Kelvin Cherington**, Secretary **Richard Riley**, Educational Director **Charles L. Jensen**, Deck Delegate **Leroy Reed**, Engine Delegate **Terrow Franks**. Chairman reported steward department doing a great job of feeding crew. Deck and engine departments were thanked for their hard work with cargo,

docking and anchoring. Bosun reminded Seafarers to get enough medication for roundtrips. The importance of attending union meetings to stay informed of changes was discussed. Secretary encouraged fellow mariners to keep going to Piney Point to upgrade skills. He also emphasized importance of keeping shipping documents current. Treasurer reported \$600 in ship's fund. No beefs or disputed OT reported. Motion was made to lower retirement age. It was noted that AC is in poor condition; rooms reach 80 degrees and crew members have trouble sleeping. Next port: Houston.

MAERSK GEORGIA (Maersk Line, Limited), October 9 – Chairman **Jerry Sobieraj**, Secretary **Darryl Goggins**, Educational Director **Jerome Culbreth**. Chairman read president's report from the *Seafarers LOG*. Secretary urged departing mariners to leave rooms clean and supplied with fresh linen for next member. Educational director reminded mariners to take every opportunity to upgrade their skills at the Piney Point school. No beefs or disputed OT reported. Crew discussed shipboard safety and work schedules. A vote of thanks was given to the steward department for taking good care of the crew.

New Tanker Calls on Tampa



The OSG tanker *Overseas Anacortes* was delivered in early September. This photo was taken shortly thereafter, when the double-hulled ship made its first call in Tampa, Fla. The vessel is the tenth in a series of tankers built at Aker Philadelphia Shipyard.



Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2009 to December 31, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$4,452,277. These expenses included \$953,811 in administrative expenses and \$3,498,466 in benefits paid to participants and beneficiaries. A total of 18,215 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$70,463,917 as of December 31, 2009 compared to \$61,624,942 as of January 1, 2009. During the plan year the plan experienced an increase in its net assets of \$8,838,975. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$13,291,252, including employer contributions of \$6,523,497, employee contributions of \$67,289, gains of \$1,793,976 from the sale of assets and earnings from investments of \$4,906,490.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance

with the minimum funding standards of ERISA.

Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment; and
3. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2009 to December 31, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$22,945,269 as of December 31, 2009 compared to \$20,653,499 as of January 1, 2009. During the plan year the plan experienced an increase in its net assets of \$2,291,770. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$60,307,285. This income included employer contributions of \$56,311,249, realized gains of \$837,667 from the sale of assets and earnings from investments of \$2,938,944. Plan expenses were \$58,015,515. These expenses included \$7,038,043 in administrative expenses and \$50,977,472 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers International Union AGLIWD 401(K) Plan

This is a summary of the annual report for the Seafarers International Union AGLIWD 401(K) PLAN, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2009 to December 31, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$538,760. These expenses included \$114,429 in administrative expenses, \$397,770 in benefits paid to participants and beneficiaries and \$26,561 in other expenses. A total of 9,082 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$7,987,769 as of December 31, 2009 compared to \$5,604,017 as of January 1, 2009. During the plan year the plan experienced an increase in its net assets of \$2,383,752. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$2,922,512, including employer contributions of \$1,515,604 and earnings from investments of \$1,257,154.

The plan has contracts with Massachusetts Mutual Life Insurance Company, and Ing Life Insurance and Annuity Company which allocate funds toward individual policies. The total premiums paid for the plan year ending December 31, 2009 were \$0.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance

with the minimum funding standards of ERISA.

Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment;
3. Insurance information including sales commissions paid by insurance carriers; and
4. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the main office of Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

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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.

MEMBER RIGHTS/LMRDA. The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights: Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

Copies of Collective Bargaining Agreements: Union members and nonunion employees have the

right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

Officer Removal: Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities
Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be

used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov.)

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.



Paul Hall Center Upgrading Course Schedule

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

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

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

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

Title of Course	Start Date	Date of Completion
Deck Department Upgrading Courses		
Water Survival	January 24	February 4
AB	February 7	March 4
STOS	January 10 March 21	January 21 April 1
Radar Recertification	February 8	February 8
GMDSS	January 31	February 11
ECDIS	February 14	February 18


Engine Department Upgrading Courses		
FOWT	January 10 March 7	February 4 April 1
Junior Engineer	January 10	March 4
Marine Refrigeration Technician	February 28	April 8
Machinist	January 31	February 18
Pumpman	February 21	March 4
Welding	January 10 February 7 March 7	January 28 February 25 March 25

Steward Department Upgrading Courses		
Chief Steward	January 10 April 11 July 11 October 10	February 18 May 20 August 19 November 18
Galley Operations	These modules start every Monday. The most recent class began Nov. 29.	

Title of Course	Start Date	Date of Completion
Safety Upgrading Courses		
Basic and Advanced Firefighting	February 7	February 18
BST/Basic Firefighting	January 31	February 4
21-Hour BST Refresher	February 14	February 16
Medical Care Provider	February 21	February 25
Government Vessels	February 28	March 4
MSC Readiness Refresher	February 17	February 18
MSC Small Arms	February 21	February 24
Vessel Security Officer	February 22	February 23

Unlicensed Apprentice Program – Phase 3		
Tank Ship Familiarization DL	January 17 March 14	January 28 March 25
STOS	February 21	March 4
BAPO	February 7	March 4

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



UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 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 _____
 Home Port _____
 E-mail _____
 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 _____

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

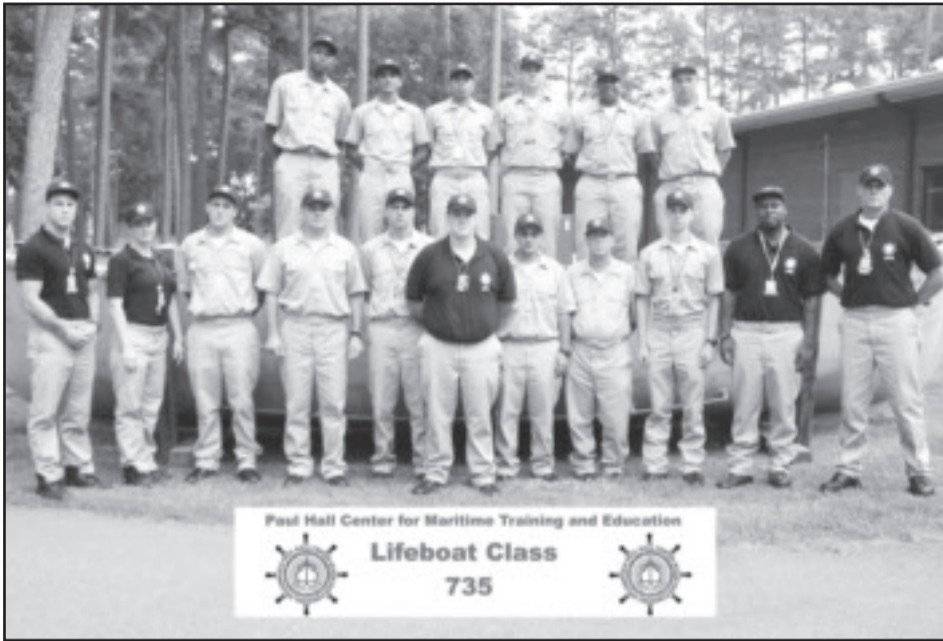
LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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. Not all classes are reimbursable. 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.



Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 735 – Eighteen unlicensed apprentices on August 20 completed their training in this 60-hour course. Graduating (above, in alphabetical order) were: Abdullah Alamri, Brett Arouette, John Burris, Melvin Cooper, Michael Deren Jr., Melissa Gooch, Howard Guilliams, Joseph Haines, Manuel Hernandez, Mark Jones, Robert Mackey, Matthew Maynard, Ronilo Monares, Corey Moore, Zeyad Muthala, Johnny Sawyer, Samuel Shuebrooks and Robert Tlalka. (Note: Not all are pictured.)



Water Survival – The following upgraders (above, in alphabetical order) completed their requirements for graduation from this course Oct. 8: Jose Deoferio, Vorden Ferguson, Romeo Ferrer, Nilo Gler, Antwaun Legare, Anthony Newbill, Rodante Niebres, Aaron Velunta and David Watkins. Bernabe Pelingon, their instructor, is standing on left.



Welding – Eight upgraders finished their training in this 103-hour course Oct. 15. Graduating and receiving certificates (above, in alphabetical order) were: Therman Ames, Bentley Arrundell, Chris Caporale, Joseph Humphrey, Bryant Hunter, Joseph Lafayette, Butch Lumansoc and Omar Rodgers. Their instructor, Buzzy Andrews, is standing at left in the back row.



Pumpman – The following upgraders (above, in alphabetical order) graduated from this course Oct. 15: Anthony Bartley, Abner Diaz Torres, Steve Haver, Yuriy Khitrenko, Joseph Krajnik, Louis Santiago, Frank Strong, Donna Sylvia and Jome Zerna. Class Instructor Jim Shaffer is standing at left in the second row.



Marine Refrigeration – Ten Seafarers enhanced their skills by completing this course Oct. 1. Graduating (above, in alphabetical order) were: Arkady Bichevsky, Daniel Borden, Francis Brown, David Castro, Yuriy Khitrenko, Peter Meglow, Robert Ott, Andrew Peparah, Joseph Sam and Frank Strong. Jay Henderson, their instructor, is at right.



ECDIS (Crowley) – The following individuals (above, in alphabetical order) completed this course Oct. 8: Randall Brinza, Charlie Carlson, William Harvell, Ryan Galloway, David Gilles, David Lane, Scott Mitchell, David Nimmer, James Richardson, James Robinson and Bruce Walsh. Class Instructor Brad Wheeler is at left.



BAPO – The following upgraders and Phase III unlicensed apprentices (photo at left, in alphabetical order) completed this course Oct. 8: Brandon Albro, Rafael Alvarez-Chacon, Leonilo Arano, Jason Billingsley, Terrance Bing, Russell Bravo, Lawrence Brooks, Charles Burnham, John Cacella, Moriah Collier, Donnell Criswell, Cort Hansen, William Harrison, Drihenne Kelly, Elliott Kolner, Andre MacCray, Ann Mensch, Kassim Mohamed, Tevryn Narcisse, Abdunaser Saeed, Osamah Saleh, Buck Sampson, Luis Santiago Sotero, Mark Santoli and Ricardo Vazquez. Class Instructor Tim Achorn is at left in the front row. (Note: Not all are pictured.)



Paul Hall Center Classes



Tank Ship Familiarization DL (Phase III) – Two classes of Phase III apprentices graduated from this 63-hour course Oct. 29. Completing their requirements (above, in alphabetical order) were: Antajuan Beasley, Major Brooks, Cleavern Brown, Damaro Carr, Corey Chandler, Timothy Cristopher, Christin Clanton, James D’Amico, Oleg Doskach, Joseph Dursse, Michael Fernandez, Brandon Fore, Gwendolyn Garcia, Christopher Geraty, Derek Gomez, Ismael Gonzales, Joseph Gref, Sean Hughes, John Ingold Jr., Alexandra Jones, Marvin Kirby, Lisa Lee, Dwain Liess, Lucion Liles, Richard Lubunyz, James Martin, Casey Matheson, Terrance Meadows, Saleh Mohamed, Jerry Morlett, Ryan Murphy, Anthony Parks, Timothy Parks, Sonny Perez, Joseph Piper, Michael Prater, Michael Ray, Michael Reed, Abelardo Reyes, James Ross, William Ruiz, Salah Saleh, Joseph Salgado, Mohammed Sarreshtedar, Kelsey Shaver, Ricky Sherfy, Rahjahn Sorey, Michael Souza, Stephen Valentine, Brett Van Pelt and Joseph Wattam.



BST – The following Seafarers (above, in alphabetical order) on Oct. 22 completed this course: James Battista, Henry Callahan, Earl Castain, Joaquim Figueiredo, Richard Gray, Charles Jackson, Andres Mano, Jack Matievich, Patrick McCarthy, Nels Nelson, Ronald Owens and David Parker. Class Instructors Joe Zienda and Dick Tyson are at the far left and far right respectively.



BST – Seven Seafarers completed their training in this course Oct. 22. Graduating (above, in alphabetical order) were: Dimitrios Papandreou, Chris Pompel, Sheldon Privin, Brian Pruitt, Mario Romero, Timothy Smith and Walter Taulman. Joe Zienda, far left, and Dick Tyson, far right, served as class instructors.



Tankerman Pic Barge – Sixteen upgraders graduated from this course Oct. 1. Completing their requirements and receiving certificates (above, in alphabetical order) were: Daryl Ballance, George Bennett, Timothy Bradstreet, Christopher Dickens, Andrew Hufana, Jimmie Joseph, Joseph Laine, Edison Lalin, Luis Martinez, Adams Mohammed, Jason Monk, Darryl Nelson, Bruce Raquet, Mykola Smirnov, Joseph Tucker and Liberato Viray. Class Instructor Mitch Oakley is at right.



Basic & Advanced Firefighting – Fourteen Seafarers finished their requirements for graduation from this course Oct. 29. Receiving certificates (above, in alphabetical order) were Therman Ames, Jess Cooper, Jose Deoferio, Carlos Eclevia, Vorden Ferguson, Isabelo Fernandez, Romeo Ferrer, Armando Garayua, Samuel Garrett, Nilo Gler, Christopher Sykes, Andrew Vanbourg, Liberato Viray and Erasmo Vizcaino.



BST (Hawaii) – The following individuals (above, in no particular order) on Sept. 25 completed this course in Barbers Point, Hawaii: C.Ryan Garge, John Lawrence III, Nicholas Almazon, Shena Williams, Kristin Knuckey, Kelvin Mateo, Zbigniew Owiesek, Meraflor Hendricks, Nicholas Gillespie, Angeles Dagli, Amber Harsh, Brittany Martin, Erica Martin, Konstantinos Sarras, Neill Shaughness, Miguel Martinez and Justin George.



BST (Hawaii) – The following individuals (above, in no particular order) on Oct. 2 finished this course at the Seafarers Training Facility in Barbers Point, Hawaii: Michele Gottlieb, Danzil Antao, Erwin Tagana, Eugenio Datuin, Jonathan Herrera, Pamela Brooks, Stephanie Pfeiffer, Edgard Ortega, Charles Turner, Stephanie Titus, Chante Holt, Nikkia Bouy, Victor Morales, Rhoderick Bongais, Wharlito Castigon, Jose Morales Bent, Jerium Gegato and Jose Barreto.



SHBP Scholarship Information
Page 8



Recertified Bosun Mike Keogh



AB Resat Diler



AB Brian Wagoner



GUDE James Anderson

Snapshots from Lakes Ship Burns Harbor

The photos on this page showing SIU members aboard the Great Lakes ship *Burns Harbor* were taken in late September, during a voyage from Burns Harbor, Ind., to Silver Bay, Minn. The ship is an iron ore carrier operated by American Steamship Company. The photos were supplied by Chad Partridge, SIU port agent in Joliet, Ill.

In mid-November, the Lake Carriers' Association (representing 18 American companies that operate dozens of U.S.-flag vessels in the region, including American Steamship) reported that iron ore shipments on the Great Lakes totaled more than 5 million net tons in October. That figure represents a slight decrease

compared to the previous month, but it also stands as a 30.5-percent improvement compared to October 2009.

The association further reported that October loadings at U.S. Great Lakes ports increased 28.3 percent compared to a year ago.

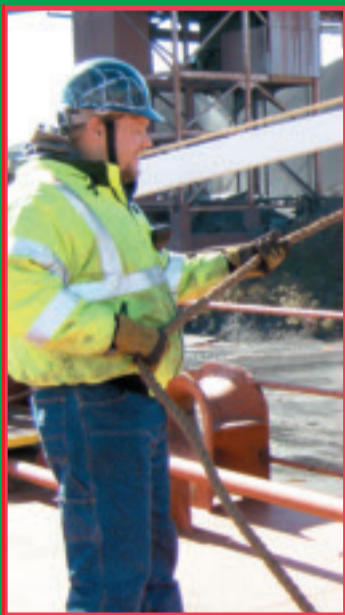
"Year-to-date the Lakes ore trade stands at 44 million tons, an increase of 90 percent compared to the same point last year," the LCA pointed out in a Nov. 9 news release. "However, the end-of-October total is still 2.5 percent off the five-year average for the January-October timeframe. Shipments from U.S. ports are up 92 percent compared to a year ago. Loadings at Canadian ports are 81 percent ahead of last year's pace."



Great Lakes Ship *Burns Harbor*



AB Leonard Thomas



AB David Greig



GUDE Dennis Pangan



GUDE Radi Hani



CNV Ricardas Juska



Gateman Pierre Norwood



UA Abdullah Alamri



SA John Povaser



Joliet Port Agent Chad Partridge