

The

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Seafarers Log

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Hawaii SUPERFERRY goes SIU!

The SIU-contracted fleet now includes Hawaii Superferry's *Alakai* (below), a high-speed vessel offering interisland service in the Hawaiian Islands. After a challenging debut, things are running smoothly aboard the 349-foot vessel, which has a service speed of 35 knots. Pictured at right aboard the ferry are (from left) AB Calvin Kaawa, SIU Asst. VP Bryan Powell and AB Tony Miana. Page 3.



Maritime Day Events Focus on Merchant Marine's Key Role



During National Maritime Day ceremonies in Washington, D.C., representatives of the military and the administration credited the U.S. Merchant Marine for its dependability throughout American history, including in Operations Enduring Freedom and Iraqi Freedom. The SIU participated in events hosted by (respectively) the U.S. Maritime Administration, U.S. Military Sealift Command, and the Propeller Club of Washington and Kings Point Alumni Association. Pictured in the group photo above (from left) following the MarAd ceremony are AMO President Tom Bethel, Maritime Administrator Sean Connaughton, SIU President Michael Sacco, U.S. Secretary of Transportation Mary Peters, SIU of Canada President Roman Gralewicz, Rhode Island State Senator Leonidas Raptakis, MSC Commander Rear Adm. Robert Reilly Jr. and U.S. Coast Guard Rear Admiral James Watson.



At left, Secretary Peters greets unlicensed apprentices from the Paul Hall Center who attended the ceremonies. At right, Unlicensed Apprentice Rickey Yancey carries the U.S. Merchant Marine wreath as part of MSC's remembrance. Among those standing in the background is General Norton Schwartz (dark uniform), commander, U.S. Transportation Command, who served as keynote speaker. Coverage of the D.C. ceremonies appears on pages 12-13.



President's Report

TWIC Concerns

I will leave it to others to debate whether problems were inevitable with implementing the Transportation Worker Identification Credential program, better known as TWIC.



Michael Sacco

What I know based on personal experience along with feedback from rank-and-file Seafarers, and based on internal industry communications and public media reports, is that the program is off to a rough start.

Since long before the TWIC final rule was issued, the SIU has been proactive in trying to help make the program as effective and as user-friendly as possible. We are continuing those efforts today and will do so in the months and years ahead – working cooperatively with other maritime unions and other stakeholders, and participating in key industry groups like the Department of Homeland Security's National Maritime Security Advisory Committee, abbreviated as NMSAC.

Still, it's ultimately up to the responsible agencies, particularly the Transportation Security Administration, and their contractors to make sure the program works properly. So far, there's a lot of room for improvement.

Recently, it became known that two-thirds of the machines used to produce the actual TWIC cards are broken. Through various communications including face-to-face feedback, we've learned that mariners sometimes aren't being notified when their cards are ready for pickup. In other cases, they're being told their TWICs are ready, only to travel back to the enrollment center and find out that's not the case. (I can personally relate to that last example.)

There have been problems with long waits on the toll-free TWIC telephone hotline and with computer crashes at the enrollment centers. Sometimes the fingerprint machines don't work. Cards have been issued with incorrect expiration dates. In some cases, employees at the enrollment centers haven't verified receipt of all the necessary paperwork with certain applications. In some port areas, the enrollment centers are located a long way from the facilities they're designed to serve.

Those are just some of what I'd call the basic problems the program has run into so far. There also are a number of fairly complex technical and procedural issues still unresolved.

By the way, I haven't even mentioned the card readers – which probably is a topic better reserved for another day, anyway.

None of this is intended to ridicule the program, or to toss out criticism for the sake of criticism. The SIU, as we've done all along, supports the goals of the TWIC program. And again, we're trying to be part of the solution as much as possible.

What I'm saying is, apply now. Don't wait. We have no choice but to secure our TWICs – it's the law, and the April 2009 deadline will arrive soon enough. As the saying goes, however, forewarned is forearmed.

Register and Vote

SIU members have long understood that grassroots political activities are vital to helping maintain a strong U.S.-flag fleet. In fact, political action is nothing short of a necessity. At every level, we've got to remain politically involved.

That's true all the time, but it's probably more apparent these days, since it's a presidential election year. In any case, I urge all Seafarers, pensioners and their families to make the most of this election season. Be active. Make sure you are registered to vote (and if you're not, please register). Read up on the issues and back the candidates who will support the U.S. Merchant Marine.

We have an important message – namely, that America is best-served by a strong, vibrant U.S. Merchant Marine. We can all help ensure that our message is heard in November and beyond.

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Seafarers' Safety Training Proves Vital In Chemical Trader Emergency Incident

SIU Members Praised for 'Awesome Response'

The fast action of SIU members and officers saved lives along with the integrated tug and barge (ITB) *SMT Chemical Trader*, more than 10 million gallons of gasoline and possibly a petroleum terminal during offloading of the "liquid gold" on May 22 in Tampa, Fla.

Ninety percent of the mariners who were aboard the *Intrepid* Personnel & Provisioning ITB were asleep when, at 1:50 a.m., a minor on-board explosion occurred along with a fire. "I saw a small fire on deck and grabbed an extinguisher," said Bosun **Victor Cooper**, who was one of the mariners on watch. "The fire was coming from a machinery space and I sounded the alarms."

In a commendation letter to the crew from the ship's Master Jeffrey Ritter, he noted that despite the incident occurring so early in the morning with most of the crew asleep, they responded quickly and had the fire out in 12 minutes. "In this time," explained the captain, "the crew managed to muster, suit up, run out the hoses, commence bulkhead cooling, secure the ventilation and, upon the captain's order, release the CO2."

Ritter said everyone aboard "responded in a quick, effective and professional manner."

A tug mate reportedly received second-degree burns



Some of the SIU crew members from the *Chemical Trader* are pictured in the aftermath of their speedy, efficient response to a ship-board emergency. Seafarers' actions arguably prevented a catastrophe.

from the heat in the machinery space but was quickly rescued by the crew that got him ashore for medical treatment. According to the bosun, he's recovering well. The investigation into the cause of the incident is ongoing.

"The response of the crew was awesome," said the bosun. "The training really paid off." Cooper was referring to the STWC and fire fighting training all of the unlicensed crew members have received at the SIU-affiliated Paul Hall Center for Maritime Training and Education and the weekly on-board drills that take place

aboard the *Intrepid* ITB.

"Our folks were excellent," added Cooper. "Even the Coast Guard members on the scene praised us for averting what could have been a very serious incident."

The other SIU members who were aboard the *Chemical Trader* on May 22 were ABs **Philip Gallagher, Anthony Moore Jr., Brian Gauntt, Ronald Webb, and Donald Clotter**, QMED **Troy Banks**, GUDE **Jose Encarnacion-Rivera**, Engine Utility **Florian Turcios**, Steward/Baker **Josue Iglesia** and Chief Cook **Manes Sainvil**.

NASSCO Delivers USNS Peary to MSC

Newer tonnage continued to enter the union's Government Services Division fleet last month as the U.S. Military Sealift Command took delivery of the dry cargo/ammunition ship *USNS Robert E. Peary* in San Diego. The agency accepted the ship June 5 at the General Dynamics NASSCO Shipyard, where the vessel was built.

Named in honor of Navy Rear Adm. Robert E. Peary, leader of

the first expedition to the North Pole, the ship is the fifth in the Lewis and Clark class of underway replenishment ships, with the designation T-AKE 5. The ships' primary mission is to deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups, allowing them to stay at sea for extended periods of time.



The *USNS Peary*, pictured recently in San Diego, is the newest addition to the SIU's Government Services Division fleet.

The T-AKEs are replacing some of MSC's aging, single-mission ships such as Kilauea-class ammunition ships and Mars- and Sirius-class combat stores ships that are nearing the end of their service lives.

At the end of July, the 689-foot *Peary* is scheduled to go on a short shakedown cruise where the ship's crew will test a range of shipboard operations. By the end of the summer, the *Peary* is expected to depart for its home port in Norfolk, Va., from where it will soon deploy on its first operational mission.

The *Peary* has a crew of civil service mariners working for MSC as well as a military detachment of 11 sailors who provide operational support and supply coordination. When needed, the *Peary* can also carry a helicopter detachment.

MSC operates approximately 110 noncombatant, merchant mariner-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



The *Alakai*, whose stern is shown above, is equipped with state-of-the-art safety and navigational equipment along with lots of amenities for passengers. The vessel also has a service speed of 35 knots which it partially shows off in the photo at right.



Alakai Joins SIU-Contracted Fleet

One of the newest additions to the Seafarers-contracted fleet is also one of the most distinctive vessels carrying an SIU crew.

Following certification of the SIU as the collective bargaining representative for employees sailing aboard Hawaii Superferry's *Alakai*, a four-year contract took effect earlier this year. The agreement brought numerous gains for crew members, including immediate, substantial wage increases followed by additional wage gains in each year of the pact. The contract also added vacation and holiday pay, medical benefits (including dental and vision), participation in the Seafarers Money Purchase Pension Plan and more.

Built at Austal USA in Mobile, Ala., the *Alakai* carries a crew of 25. The 349-foot, aluminum-hull ferry provides inter-island, round-trip service from Honolulu to Maui seven days a week. According to the company, the vessel, operated for Hawaii Superferry by Hornblower Marine, can transport 866 passengers and 282 cars. At least once, the *Alakai*, which has a service speed of 35 knots, carried cargo for the U.S. military.

As of mid-June, the *Alakai* (which means "ocean path") was offering two round trips per day, four days per week; and a single daily trip on the other three days. One round trip takes approximately 10 hours, counting about six hours of sailing time.

"This vessel represents the SIU's progress as we enter a new

era in marine passenger and vehicle transportation," said SIU Vice President West Coast Nick Marrone. "Coupled with national concerns of cleaner air and high fuel costs, this vessel signals the gateway to future travel and commuting options nationwide. Once again, the SIU is in the forefront."

SIU Assistant Vice President Bryan Powell, who led the union's organizing drive, added, "The organizing and recognition phases of this project were certainly some of the most lengthy, complex and challenging efforts that we've seen in recent times, but the results were very positive. This operation's success is a product of the hard work and persistence of all stakeholders."

"I am proud of what we have achieved so far and we absolutely recognize the hard work and commitment of the crew members who hung in there through all the trials and tribulations," Powell continued. "We all look forward to the expected delivery of the second vessel in 2009 and the continued growth and prosperity of the Hawaii Superferry project."

The ferry is equipped with state-of-the-art safety and navigational equipment, and its design incorporates the latest in environmentally responsible maritime technology. For example, the ferry's water-jet propulsion system has no exposed propellers.

According to the company, "One of the most important fea-

tures is the ferry's catamaran design, which enables family friendly, high-speed transport over Hawaii's open ocean waters. Modern catamarans have revolutionized high-speed sea transport along European shores, linking Great Britain to Ireland and joining isolated communities along the Norwegian coast, and our ships will accomplish the same here."

The *Alakai* has satellite navigation systems that track the vessel's position at all times. Automatic fire control systems are situated throughout, and all passenger and crew spaces incorporate fireproof and fire-resistant materials. The vessel's two catamaran hulls include eight watertight compartments, and the *Alakai* has the most advanced evacuation and life-raft systems available.

Finally, the *Alakai* boasts

plenty of passenger amenities. Among them are a passenger deck engineered for clear viewing; big-screen entertainment

choices; video games; educational and Hawaiian-themed programming; and three dining areas, all with appealing menus.



Chief Engineer Jay Long



QMED Orlando Pajarillo



Cabin Steward Faith Abang



Crew members participate in fire fighting exercises at the Seafarers-affiliated safety school in Hawaii.



This meeting took place as part of the process of verifying union representation aboard the ferry. Pictured from left to right are SIU VP West Coast Nick Marrone; SIU Asst. VP Bryan Powell; Dr. Bill Puette, director of the University of Hawaii's Center for Labor Education and Research (here serving as a neutral party); Robert Katz, Esq., legal counsel for the company; and Cynthia Ramsey, human resources coordinator for Hawaii Superferry.



Seafarers check out some of the gains contained in the new agreement with Intrepid Personnel & Provisioning.



VP Dean Corgey (standing in photo at left) and VP Nick Marrone (seated in photo above) answer Seafarers' questions about the new pact.

Negotiating Teams Secure Good Contracts in 'Tough Times'

Several SIU contracts recently have been ratified. Following are summaries of each.

3-Year Agreement Signed with Intrepid

SIU boatmen unanimously ratified a contract covering more than 100 Seafarers employed by Intrepid Personnel & Provisioning. The three-year agreement includes wage and subsistence increases along with increases in maintenance and cure, missing-man wages and reimbursement for lodging. It also maintains Core Plus medical benefits and a 401(k) plan. Pension credit rates will be maintained.

Intrepid Personnel & Provisioning moves petroleum products back and forth from the West Coast and the Gulf of Mexico. Intrepid has a total of six ATBs and ITBs under SIU contract with more on the way.

The SIU negotiating team included SIU Vice President West Coast Nick Marrone, SIU Vice President Gulf Coast Dean Corgey and members Capt. **George Sadler**, Chief Engineer **Robert Paul**

Joiner and AB/Tankerman **Bruce Murphy**.

3-Year Pact Inked with Penn Maritime

More than 100 SIU members recently overwhelmingly approved a three-year contract with Penn Maritime Inc. Penn Maritime operates barges and tugs and is the largest coastal transporter of heated asphalt products.

Contract highlights include annual wage increases, maintaining Core Plus health benefits, increases in "longevity pay," participation and company contributions in the 401(k) plan, and an additional holiday. The agreement also calls for short- and long-term disability, an increase in maintenance and cure, and bereavement involving maternal and paternal grandparents.

The negotiating committee included SIU Atlantic Coast Vice President Joseph Soresi, SIU Patrolman Joe Baselice and members **John Harvard** (representing mates), **Jeff Rydza** (engineers) and **Teddy Crockett** (ABs).

3 More Years with OSG Inland

SIU boatmen working for Overseas Shipholding Group, Inc. inland operations in Philadelphia overwhelmingly ratified a three-year contract calling for wage increases and other gains. The agreement covers nearly 100 Seafarers who operate tugs and barges primarily between Philadelphia and the Gulf Coast.

The contract includes gains in travel compensation, an increase in overtime pay rates and additional compensation for ABs on lightering vessels and Cooks/Ordinary Seamen who complete a mutually agreed upon class at the union-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md.

It also includes the addition of the Seafarers Money Purchase Plan at company expense, necessary company contribu-

tions to the Seafarers Health and Benefit Plan to maintain the top level of benefits and the necessary company contributions into the pension plan to maintain days of credit for days worked.

Nothing Petty for Seafarers at Petty's Island

More than 50 SIU members at Petty's Island agreed to a three-year pact with Crowley. Petty's Island is located in the Delaware River between Pennsylvania and New Jersey. The members there work with roll-on/roll-off ships and perform mechanical work on barges at Crowley's facility.

Some of the highlights of the "no loss" contract include pay increases over each of the three years, one additional personal

day off at the beginning of the third year of the contract, three days off for the death of a grandparent and/or grandchild and compensation for sick leave not used by the end of any contract period (to be paid out at the hourly rate at which it was accrued).

Members will now be able to participate in the Seafarers 401(k) through payroll deduction, and the company is increasing its contribution to the separate Seafarers Money Purchase Pension Plan. The union also secured from the company the necessary contribution to maintain medical benefits at the top Core Plus level. Finally, the union secured company contributions into the pension plan to maintain days of credit for days worked.



SIU VP West Coast Nick Marrone (left) and SIU VP Gulf Coast Dean Corgey review Intrepid contract highlights with members aboard the *Coastal Reliance*.

St. Louis Port Council Honors 3



Earlier this year, the St. Louis Port Council, affiliated with the AFL-CIO Maritime Trades Department, honored three individuals who live up to labor's ideals and who support America's working families. Pictured above at the April 5 event are (from left) SIU and MTD President Michael Sacco; Port Council VP Jack Martorelli; St. Louis Chief of Police Col. Joseph Mokwa, management man of the year; Circuit Attorney Jennifer Joyce, "able helmsman" award winner; Painters District Council No. 2 Business Manager Kevin Kenny, labor man of the year; St. Louis Building and Construction Trades Council Executive Secretary-Treasurer Jerry Feldhaus; and Port Council President Dick Mantia.

Pictured below are U.S. Rep. Russ Carnahan (D-Mo.), Feldhaus, Martorelli, Sacco, former U.S. Rep. Dick Gephardt and SIU Executive VP Augie Tellez.



Important Notice To All Seafarers

Trustees Announce Timely News About Changes To Eligibility Rules Covering Members' SHBP Benefits

As reported at the June membership meetings and on the SIU web site, the Seafarers Health and Benefits Plan Trustees, at a recent board meeting, have decided to change the eligibility rules. Beginning January 1, 2008, to be eligible for benefits, Seafarers must have 125 days of covered employment in calendar year 2007. The one (1) day in six (6) months rule is still in effect.

This change is a result of many factors. The Plan's financial situation is no longer critical because of the benefit changes instituted in 2005, the use of a

medical and dental network and the stabilization of medical costs. The Trustees also took into consideration the appeals that participants have made indicating that due to shipping rotations they were unable to achieve the 150 days needed to maintain their eligibility.

If a Seafarer had at least 125 days of covered employment during 2007 and had claims denied due to lack of eligibility, please resubmit them to the claims office. If members have any questions, please call 1-800-252-4674.

Report Outlines Steps to Boost U.S.-Flag Fleet

Organization Cites Critical Need for Strong U.S. Merchant Marine

The ability to utilize U.S.-flag commercial ships and American crews is essential to U.S. national and economic security interests, according to a report by the Navy League of the United States.

The Navy League is a non-profit organization of more than 65,000 members (including the SIU) dedicated to nonpartisan, enhanced public understanding of the missions and challenges facing today's Navy, Marine Corps, Coast Guard, and U.S. Merchant Marine, as well as advocating for the wellbeing of the men and women of each service. Much of the league's advocacy takes place on Capitol Hill, the Pentagon, in ports and communities.

The organization annually publishes its maritime policy through which it conducts research on the industry and makes recommendations. This year's report, titled "Preserving Sea Power – A National Imperative," gives details to why sealift capability, U.S. mariners and American-flag ships are vital to the U.S. both commercially and for defense.

According to the Navy League, 95 percent of the equipment and supplies required to deploy U.S. armed forces overseas is delivered by ship. U.S.-flag commercial and government-owned vessels, manned by U.S. citizen mariners, continue to play a significant and indispensable role in strategic sealift support for Operations Enduring Freedom and Iraqi Freedom. Such reliance on American-flag sealift will continue, the report concludes.

Additionally, the report explains even as the United States' need for reliable and efficient marine transportation continues to grow in domestic and international trade, the base of skilled U.S. citizen mariners is shrinking in proportion to the declining numbers of U.S.-flag commercial ships. This diminishing pool of mariners presents a crisis that threatens the nation's ability to project timely military power, said the report.

Following are some of the actions the Navy League supports to achieve the goals of maintaining and increasing the number of U.S.-flag ships and mariners.

- Utilize budgetary and legislative measures — including capital and operations-related changes in U.S. tax and maritime regulations — needed to maintain a viable U.S.-flag Merchant Marine.

- Completely fund the 60-ship Maritime Security Program. To replicate the lift capacity of this fleet would cost DOD \$8 billion in capital outlay.

- Maintain the Jones Act and Passenger Vessel Services Act. Oppose any legislative initiatives or trade agreements that would weaken these vital industry support mechanisms.

- Provide funding for the Title XI Ship Construction Loan Guarantee Program for the U.S. commercial industry, for both economic and national security reasons.

- Provide funding for the U.S. Merchant Marine Academy and federal programs at the state maritime colleges and maritime union/industry training facilities to ensure that sufficient numbers of licensed and unlicensed mariners are available to serve the nation's needs.

- Build upon efforts by the U.S. Coast Guard to expedite the licensing and documentation of U.S. Merchant Mariners while striking a balance between national security and maritime commercial interests.

- Enact legislation for the Department of Veterans Affairs to treat U.S. Merchant Marine veterans of action in World War II as they do all other veterans.

Marine Transportation System

The Navy League also echoes the Maritime Administration's call for improvements to a marine highway system. The league's report says the U.S. marine transportation system (MTS) consists of waterways, ports and their intermodal connections, vessels and vehicles that are crucial to the U.S. economy. As the world's trade leader, the United States requires a technologically advanced, secure, efficient and environmentally sound MTS, explains the league.

The MTS annually moves through 300 public and private ports and 25,000 miles of navigable waterways more than 2.3 billion

tons of domestic and international cargo worth \$2 trillion; imports 3.3 billion barrels of oil to meet energy demands; and transports 180 million passengers by ferry and more than seven million cruise ship passengers. An estimated 13 million people are employed in this industry.

Roughly one quarter of the world's trade flows through U.S. ports. The league states U.S. economic prosperity is dependent on international trade, of which 95 percent by volume moves by sea. Any disruption in this global supply chain would have a serious and immediate impact on the U.S. economy and, consequently, national security.

International and domestic trade is expected to double in volume by 2020, according to government research, creating greater congestion on overburdened land, port, water and freight delivery systems. Only a truly seamless, integrated, multimodal transportation system with an expanded marine highway system (sometimes called short-sea shipping) will meet the nation's growing needs. Some initiatives the league supports include:

- Efforts to ensure that the MTS is, and remains, adequate and safe to conduct maritime commerce and U.S. military deployments.

- America's marine highway initiatives such as an exemption of waterborne cargo trans-shipped between U.S. ports from the Harbor Maintenance Tax. This double tax is a major disincentive for increased waterborne transport.

- Dredging and marking river and harbor channels that connect U.S. ports to the rest of the world.

- Modernization of locks and dams to regulate water flow and facilitate commerce.

- Revitalization of the Title XI section of the Merchant Marine Act of 1936 to support replacement of existing Jones Act liner tonnage and support the investment required for short-sea shipping, including infrastructure in both large and small ports; and support for the needs of the shipyards that will have to efficiently build replace-

ment Jones Act vessels and those to be used to accommodate short-sea shipping.

The Big Picture: The U.S. Industrial Base

The Navy League and other prominent industry organizations have raised concerns about the deteriorating health of the nation's industrial base. The league's report cites examples of the difficulties in several prominent ship acquisition and construction programs which are a direct result of this weakened industrial base. The report explains the base has diminished over the past few decades and a concerted effort must be made to recover.

Historically, says the league, seafaring nations which at one time possessed a strong navy providing sea control wherever they desired, were shown to have lost that power when the nation allowed the industrial base to falter and finally wither to ineffectiveness. With several countries striving to become near-peer competitors in sea control, the U.S. must have a strong industrial base, according to the report.

The report points to shortages of skilled personnel and production as the key problems. Some of what the league urges includes:

- Government develop and institute an effective industrial base policy that addresses critical issues to ensure the capability to build and maintain an affordable fleet capable of surge to meet demands in a crisis.

- A stable and increased level of predictable funding for the ships.

- Capital investments in the existing infrastructure to allow industry to stay abreast of the latest technical advances, attract the best young engineers and skilled workers, and ensure it has the capability and capacity to surge repair, production and construction of the nation's fleet in a time of crisis.

- All parties (government and industry) to spend more funds to train and educate the workforce and endeavor to improve retention.

For the Navy League of the United States' full report and other maritime advocacy efforts, go to: www.navyleague.org.

ITF Inspectors Hone Strategies For Advancing Mariners' Rights

A dozen inspectors from the International Transport Workers' Federation (ITF) met last month at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education, where they collaborated on methods for promoting mariners' wellbeing around the globe.



The inspectors discuss regulations affecting shore leave for vessel personnel.

Convening in Piney Point, Md., the inspectors discussed shore leave for seafarers; the federation's campaign against flag-of-convenience or runaway-flag shipping; the benefits of ITF contracts, and more. They also briefly met with SIU President Michael Sacco and SIU Secretary-Treasurer David Heindel, who is first vice chair of the ITF Seafarers' Section.

A few of the inspectors traveled from overseas, while the rest are based in the U.S. Attending the meeting June 10-11 were Fabrizio Barcellona, Dwayne Boudreaux, Stefan Dombois, Jeff Engels, Ricky Esopa, Martin Larson, Enrique Lozano, Arthur Petitpas, Tony Sacco, Tony Sasso, Shwe Tun Aung and Shoji Yamashita.

The ITF is a global federation of 681 transport trade unions (including the SIU) which collectively represent 4.5 million workers in 148 countries.

A runaway-flag or so-called flag-of-convenience (FOC) ship is one that flies the flag of a country other than the country of ownership. According to the ITF, "FOCs provide a means of avoiding labor regulation in the country of owner-



These ITF inspectors met last month in Piney Point, Md.

ship, and become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions. Since FOC ships have no real nationality, they are beyond the reach of any single national seafarers' trade union.

"The ITF has therefore been obliged to take on internationally the role traditionally exercised by national trade

unions — to organize and negotiate on behalf of FOC crews. For 50 years the ITF, through its affiliated seafarers' and dockers' unions, has been waging a vigorous campaign against shipowners who abandon the flag of their own country in search of the cheapest possible crews and the lowest possible training and safety standards for their ships."



Some of the exercise participants make their way up the USNS Soderman's side port ramp.



Soderman crew members (above) worked hand in hand with soldiers during the exercise to ensure that they became familiar with the vessel's cargo handling capabilities and on-board gear.

SIU-Crewed Soderman Assists in Military Exercise

SIU members sailing aboard the USNS Soderman recently participated in Operation Spearhead Strike, a U.S. Army Logistics-Over-The-Shore training exercise in Virginia.

Conducted on the beaches of Fort Story in Virginia Beach, Va., the training (which took place May 5-9) was in preparation for Operation Pacific Strike, a larger military Joint Logistics-Over-The-Shore (JLOTS) exercise slated to take place later this summer in Camp Pendleton, Calif. During Operation Spearhead, some 700 soldiers from units attached to the U.S. Army's 7th Sustainment Brigade came together to hone their cargo handling skills aboard a large, medium-speed, roll-on/roll-off ship (LMSR). The Soderman, one of the Military Sealift Command's (MSC) 19 LMSRs, was used during the execution phase of the exercise. With the aid of the Soderman crew, soldiers gained valuable experience by practicing roll-on/roll-off and lift-on/lift-off procedures—the two cargo movements on an LMSR—in a real world environment. According to Soderman Chief Mate Samaro Bannister, few of the brigade's personnel had any hands-on experience cargo handling, not to mention the specifics of working with an LMSR, so the exposure and lessons learned during the exercise were invaluable.

Throughout the training, teams rotated through the various cargo handling options specific to the LMSRs, Bannister said. The crew deployed the Soderman's side-port ramp, which is connected to a platform on its uppermost continuous deck, he noted. This ramp was then lowered to an RRDF, a barge-like floating dock made of interlocking sections. Smaller vessels, including landing craft utilities and logistic support vessels, then docked along side the RRDF and deployed a rolling stock of vehicles that ranged from Humvees to tractors. These vehicles drove off the smaller vessels onto the RRDF and continued aboard the vessel via the deployed ramp. The vehicles were then staged at different locations throughout the vessel.

At the same time that roll-on/roll-off maneuvers were being conducted, the Soderman's hatches were opened via its cargo crane so that soldiers could practice lift-on/lift-off operations between multiple decks, Bannister said. Additional lift-on/lift-off operations took place on the Soderman's weather deck, lifting and lowering containers and vehicles from smaller vessels and floating platforms on the opposite side of the vessel.

Soldiers who participated in this exercise were able to experiment, practice and become familiar with the various configurations and loading options unique to



The USNS Soderman's side port ramp (right portion of photo above) is deployed so that an RRDF, the barge-like floating dock in the foreground, could be used during the training exercise.

LMSRs to optimize loading efficiency, Bannister concluded. Soderman crew members worked hand in hand with the soldiers throughout the exercise. Along the way, they explained the vessel's capabilities and the gear she carries. They also encouraged safe but innovative problem solving to overcome possible setbacks and snares that arise during these operations.

Seafarers aboard the Soderman during Operation Spearhead included: Bosun James D. Orlando; ABs Jackson B.

Cagle, Richard L. Trovillo, Jesus H. Olbes, Henry Brown Jr., and Godofredo Milabo III; Ordinary Seamen Isaac M. Diaz, Antonio G. Mitchell and John T. Williams Jr.; and QMEDs Richard L. Abbott, Robert J. Brown, Antuan M. Barnes and Kevin Quinlan. Also aboard were Wiper Ivan N. Perez, Chief Steward Kimberly B. Strate, Chief Cook Efrén Matias, SA Linda Rotter, SA Marco A. Cayetano and Storekeeper William J. Fortner.

CIVMARS Tow Decommissioned Submarine

Two SIU-crewed Military Sealift Command vessels earlier this year were involved in the successful tow of decommissioned nuclear submarine USS Hyman G. Rickover from Portsmouth Naval Shipyard in Kittery, Maine, to Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton, Wash.

The 255-foot rescue and salvage ship USNS Grapple and the 226-foot ocean tug USNS Sioux played key roles in the 10,000-mile relocation of the decommissioned Los Angeles-class attack submarine to the Pacific Northwest. According to the Military Sealift Command (MSC), the journey began April 8 when the USNS Grapple departed Kittery with the Rickover in tow. The Grapple and Rickover traveled 3,600 miles to the Panama Canal where, in accordance with Panamanian law, a canal pilot and tugboats guided the Rickover through the locks April 24-25. Then, the Grapple escorted the Rickover through the canal to the Pacific Ocean where the Sioux resumed the submarine tow and continued the journey to Bremerton. The Sioux and Rickover stopped in San Diego May 13-23. The U.S. Navy guided missile frigate USS Carr, guided missile destroyer USS Pickney and guided missile frigate USS Rodney M. Davis provided force protection escorts from Maine to Panama, from Panama to San Diego and from San Diego to Bremerton, respectively.

"We really enjoy towing submarines," Capt. Brad Smith, the Sioux's civil service master, told the agency. "When it came to Rickover, it was a pleasant tow. There

was good weather, and [the tow] was uneventful, which is everything you hope for when doing a mission like this."

The Sioux and Grapple are both crewed by SIU civil service mariners working for MSC – 20 aboard Sioux and 24 aboard the Grapple. The Grapple also carries a small military detachment. For the tow, a seven-person crew of Navy submariners also rode the MSC ships to monitor the Rickover and respond to any tow-related problems.

The Rickover is the 22nd of the U.S. Los Angeles-class attack submarines and the only one not named after a U.S. city. The submarine was commissioned on July 21, 1984, commenced inactivation March 1, 2007 and was decommissioned Dec. 17, 2007. The vessel's reactor was de-fueled at Portsmouth Naval Shipyard. Named in honor of Hyman G. Rickover, the father of the nuclear Navy, the Rickover played an instrumental role in submarine operations during the height of the Cold War.

While in Bremerton, the Rickover will go through a dismantling program overseen by the Navy. The submarine will remain moored at the shipyard until it is dry-docked for dismantling and disposal, which is currently scheduled for 2016.

The Grapple is one of MSC's four rescue and salvage ships, and the Sioux is one of four fleet ocean tugs. These ships tow other ships, lift heavy objects like downed aircraft and deploy divers for rescue and salvage operations.



The USNS Grapple (above right) tows the USS Hyman G. Rickover.

Attention Seafarers
Another New Ship!



SPAD
Works For You!

8 Bosuns Graduate from Recertification Course

Eight Seafarers last month completed the bosun recertification course at the union-affiliated Paul Hall Center for Maritime Training and Education. The three-week class is considered the school's top curriculum for deck department mariners.

Graduating from the course were **Mike Brewley, Paul Cadran, Jerry Costello, Carl Davis, James Darden, Zeki Karaahmet, Mark Lance** and **James Saunders**.

Like most other Paul Hall Center classes, bosun recertification blends practical training with classroom instruction. Students tackled numerous topics including fire fighting and other safety training, sealift operations, small arms, computer skills, water survival and more. They also met with representatives from the Seafarers Plans and various SIU departments. Near the end of the schedule, they met with officials from the AFL-CIO Maritime Trades Department in Washington, D.C.

In keeping with tradition, the bosuns briefly addressed fellow members, unlicensed apprentices and SIU officials upon graduation – in this case, during the June membership meeting in Piney Point, Md. They complimented the school personnel, thanked the union's top leadership for their support and advised the trainees to take advantage of the opportunities available through the SIU and the Paul Hall Center. (Though successfully completing the



Bosuns, family members and SIU officials are pictured last month at the Paul Hall Center.

course, Brother Brewley couldn't attend the meeting due to an urgent family matter.)

Darden was the first to the podium. "I heard (SIU President) Mike Sacco say years ago that we're a family," he said. "This union has not only been a family to me, but a family to my children. For that, I'm grateful."

Darden pointed out to the apprentices that the Paul Hall Center offers not only vocational training, but also academic support and a college degree program. He urged them to check into the various offerings.

Karaahmet, formerly an NMU member, hadn't attended the school prior to recertification, but he said the Paul Hall Center made a very positive impression on him.

"I fell in love with this school – the beauty of the campus, the

excellent fire fighting school," he noted. "It's all made possible by dedicated instructors. And to the union officials, you're awesome. I thank you a million times for a job well done."

A native of Turkey, Karaahmet noted that he formerly had sailed on foreign-flag ships where he only earned about \$500 per month. "Now, I'm part of this SIU family that provides me an opportunity."

He credited Sacco for "24/7" dedication to the organization, and also advised the apprentices to carry themselves appropriately both aboard ship and ashore.

Cadran graduated from the trainee program in 1989. He told the current class of apprentices, "Stick with it. At the ship, leave your ego and attitude at the gangway. Remember that and you'll be all right."

Lance, a 1974 graduate of the trainee program, said the recertification class will help him do a better job aboard ship. He said

Seafarers "have a lot to be proud of" and encouraged fellow members "to work more for the common good."

Reflecting on his career, Lance added, "It's been great seeing the world and making money, but the best is being on a ship with a good crew. That's what I wish for you all."

Davis noted that SIU Vice President Contracts George Tricker (then a port official) helped him join the SIU in 1991 "and it has been a wonderful 18 years. It's been a long, good run. The travel has been great."

He commended the instructors, staff and facilities at Piney Point, noting in particular the "top-notch" quality of the Joseph Sacco Fire Fighting and Safety School, which includes a small-arms range.

Addressing the apprentices, Davis said, "On board, a lot of us have been doing this for a long time. Come aboard to learn, and we'll teach you."

Saunders said the school and union "have done everything in the world for me. If you back the SIU, they're going to back you. We have the best organization in the world."

He encouraged the trainees to "stick with it. It works, and the officials stick behind you all the time."

Costello said he benefited from the various safety training and also renewed his appreciation for how politics affects not only the SIU but the whole American maritime industry. With that in mind, he emphasized "how important it is to support SPAD," the union's voluntary political action fund.

He said that visiting the Maritime Trades Department, housed at AFL-CIO headquarters, "provides good background on where we came from and how it all comes together through the MTD. Strength in numbers gives you a voice in Washington."



Safety training is a key component of the recertification course. Among the subjects covered are CPR (photo above), small-arms training (photo below) and fire fighting (photo at bottom right)



The bosuns praised the Paul Hall Center's Joseph Sacco Fire Fighting and Safety School, where this photo (above) was taken.





Members of the review team and school officials are pictured on the Paul Hall Center campus.

ACE Approves Paul Hall Center Courses

The American Council on Education (ACE) recently completed a successful review of 26 courses offered at the Paul Hall Center. The review was conducted by a team composed of eight educators with expertise in culinary arts, health and safety, deck and engine courses.

The review team examined 15 courses that had been previously approved and required renewed approval, and 11 new courses being offered, or courses that had never been submitted to ACE for approval.

The American Council on Education is a college credit-recommending service. What this means for Paul Hall Center students is, for example, unlicensed apprentices earn up to 13 college credits for Phase I of their training which can be used in the future toward a degree. Courses submitted to ACE are reviewed and are recommended for college credit.

There are two degrees that students (depending on their shipboard department) may earn at the SIU-affiliated school: Associate of Applied Science in Nautical Science Technology, and Associate of Applied Science in Marine Engineering Technology. Mariners may transfer these credits to higher learning institutions for consideration in pursuing their degree.

For more than 30 years the Paul Hall Center has utilized the benefits provided by the ACE College Credit Recommendation Service. Generally, this involves

having ACE assess new or rewritten curriculums at the school as they become available.

It has long been the policy of ACE that learning outside the classroom can be measured for college credit. For instance, since 1945, ACE's Military Evaluation Program has assessed formal military courses in terms of academic credit.

In 1974, the College Credit Recommendation Service was created to evaluate learning in business and industry settings. The Paul Hall Center called upon ACE in those early years to begin evaluating its courses in order to provide additional educational and training opportunities for its students and to verify the quality of the courses offered to the mariners.

Since this initial collaboration with ACE, the College Credit Recommendation Service has saved mariners thousands of dollars in college tuition as students have submitted their course work from the Paul Hall Center to meet college course requirements. Colleges and universities have also been well-served by the program, because qualified adults from the workforce have been motivated to complete their postsecondary education knowing that their previous studies and life experiences can convert into college credits.

It is important to note that each college or university determines which of the courses approved by ACE will be accepted toward a certificate or a

degree. Students planning to use their Paul Hall Center courses for credit, or wanting information on how ACE-recommended credits could assist them with their continuing education, should contact the academic department at the Paul Hall Center prior to submitting their transcript.

At the closing presentation of the most recent ACE approval, a team member evaluating the courses (a professor at a maritime university) stated the courses he reviewed were as good as the courses taught at his university, said Paul Hall Center Director of Training J.C. Wiegman. "For the instructors, management, and support staff to hear those words makes everyone very proud to work at the Paul Hall Center."

Members of the ACE review team included Dr. Clay Warren, Depew professor of communications, George Washington University, Washington, D.C.; Dr. Dori Finley, professor of nutrition and hospitality management, East Carolina University; Dr. Robert Dawkins, American Military University; Dr. Polly Buchanan, associate dean and coordinator of technology, Eastern Michigan University; Warren Whitley, battalion chief/deputy fire marshal, Prince William County, Va.; Dr. James R. Sherrard, professor/chairman, engineering technology, Three Rivers Community College, Norwich, Conn.; Dr. Frank Warnakulasuriya, senior lecturer

and lead department head, marine engineering technology, Texas Agriculture and Mechanical University; and Dr. Malcolm Allen, career and technology division, Community College of Baltimore County.

The following courses were reevaluated and approved: Galley Familiarization, Galley Operations, Certified Chief Cook, Advanced Galley Operations, Certified Chief Steward, Basic Fire Fighting (35 hours), First Aid/CPR (21 hours), Basic/Advanced Fire Fighting Combined (46 hours), Water Survival (60 hours), Tankerman Assistant Cargo (63 hours), Basic Safety Training STCW (40 hours), Automatic Radar Plotting Aids (ARPA), Global Maritime Distress and Safety System (GMDSS), Bridge Resource Management (Limited) (26 hours), and Welding (105 hours).

The newly approved courses are Pumpman (70 hours), Basic Meteorology (40 hours), Magnetic and Gyro Compasses (20 hours), Terrestrial and Coastal Navigation (80 hours), Cargo Handling (Operational Level) (66 hours), Ship Construction and Basic Stability (40 hours), Emergency Procedures (Operational Level) (21 hours), Search and Rescue (Operational Level) (16 hours), Electronic Navigation (40 hours), Basic Shiphandling and Steering Control System (40 hours), and Watchkeeping (Operational Level) (80 hours).

SIU-Affiliated Institution Offers Career Advancement

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



Steward Department Course Spotlight

Certified Chief Cook—This course consists of six two-week, stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module. The objective of the Certified Chief Cook Course (FSM 203) is to provide steward department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood.

Prerequisites: Galley Operations and 180 days' sea time

School Opens Keystone Conference Center



Ready for the ceremonial ribbon cutting are (from left) SIU Secretary-Treasurer David Heindel, Paul Hall Center VP Don Nolan, SIU President Michael Sacco, Keystone Shipping Executive VP Phil Fisher, Paul Hall Center Trustee Tony Naccarato and Seafarers Plans Administrator Maggie Bowen.

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education received an upgrade May 21 with the formal opening of the Keystone Conference Center—a nicely equipped, state-of-the-art meeting room located in the Paul Hall Memorial Library.

As noted on a plaque just outside the room, the Keystone Conference Center would not have been possible without a very generous contribution from the P.W.J. Fisher & Family Charitable Fund, an endeavor led by Keystone Shipping Executive VP Phillip W.J. Fisher.



Suzanne Fisher (photo at left), wife of Phil Fisher, helps formally open the new conference room. The room (above) features the latest media for presentations and a tranquil view of the lake outside the library.

Chamber of Shipping Honors SIU-Contracted Companies

A number of Seafarers-contracted companies received recognition June 5 in Houston as the Chamber of Shipping of America (CSA) conducted its annual safety awards luncheon.

The CSA represents 31 U.S.-based companies that own, operate or charter oceangoing tankers, containerships and other merchant vessels engaged in both the domestic and international trades. The CSA also represents other entities that maintain a commercial interest in the operation of such oceangoing vessels.

Among the honors presented last month

were the Jones F. Devlin awards, which were given to companies that have operated ships for at least two years without a mariner involved in a lost-time injury. Recipients included Alaska Tanker Company; Crescent Towing; Crowley Maritime Corporation; Crowley Petroleum Services; E.N. Bisso & Son, Inc.; American Overseas Marine; Horizon Lines; Interocean American Shipping Corporation; American Roll-on-Roll-off Carrier; Sea Star Line; Totem Ocean Trailer Express; Keystone Shipping; Maersk Line, Limited; Ocean

Shipholdings; OSG Ship Management; Seabulk Tankers; Seabulk Towing; and U.S. Shipping Partners.

Individual SIU-crewed vessels receiving honors included the *Horizon Falcon*, *Brenton Reef*, *Green Bay*, *Santa Cruz*, *USNS Lawrence Gianella*, *Overseas Long Beach* and *R.J. Pfeiffer*.

Joseph Cox, CSA president, said the awards program's growth since inception in the mid-1950s is a credit to "the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

He added, "CSA's involvement in safety is longstanding. We continue to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is therefore only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in keeping with the highest traditions of the sea – aid to those in peril."

More than 240 people attended the awards luncheon, including representatives of the SIU.

Retired Seafarer Foley's Book Illustrates Plight of Lighthouses

To highlight the troubles of the nation's lighthouses, retired Great Lakes Seafarer **John Foley** has published a picture book titled, "Shine On Lighthouses." According to the author, who sailed with the SIU for 18 years, "This book touches on the beginning and the growth of lighthouses, to the shape they are in today. A colorful storyline brings to life some of our best-known lighthouses from around the country and how they converge on our nation's capital for a rally to support the lighthouses that are

now on in need of rebuilding."

The book is intended for third-to fifth-grade students and all lighthouse enthusiasts.

According to Foley, "Many lighthouses have played a vital role in the history of our country. We as Americans need to play a vital role to keep our lighthouses from becoming extinct."

The glossy book or a hard-cover version may be purchased online at www.xlibris.com by clicking on the bookstore link and searching using the book's title and author's name.



Notice/Reminder

SEAFARERS APPEALS BOARD ACTION #435

Effective March 1, 2007, Seafarers Appeals Board Action #435 amended the shipping rules to mandate seamen permanently employed must complete the specialty course for their specific rating in order to retain their permanent position. Specialty courses required for the ratings of Chief Electrician, QMED Electrician, QMED/Electrician relief, Electrician, and Engine Maintenance/ Electrician Relief are affected by this Action as follows.

1. The specialty courses required for the ratings of Chief Electrician, QMED Electrician, QMED/Electrician Relief, Electrician, and Engine Maintenance/Electrician Relief shall be defined as Marine Electrical Maintenance and Refrigerator Container Advancement Maintenance Specialty Course.

2. Effective March 1, 2007, seamen awarded any of the above mentioned positions must have successfully completed (at any time) these specialty courses in order to be considered in compliance with this Rule.

3. Seamen currently employed in any of the above mentioned ratings in a permanent capacity shall be required to have successfully completed the specialty courses identified above by July 1, 2009 in order to retain their permanent assignment, provided such courses are offered.

Photos from the Wilson



OMU Sherwin Frank submitted the snapshot at right of a recent voyage aboard the *SS Wilson*, operated by Sealift, Inc. The vessel itself is shown above in a U.S. Navy file photo. Frank described a happily uneventful trip in which the Seafarers-crewed vessel delivered grain overseas – although, the *Wilson* was delayed near Mozambique when another vessel became stuck in a channel. Pictured in the group photo (left to right) are Chief Steward Arturo Rodriguez, Frank, and Unlicensed Apprentices Ashley Carmichael and Travis Odom.



SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$10,037,089. These expenses included \$994,954 in administrative expenses and \$9,042,135 in benefits paid to participants and beneficiaries. A total of 2,927 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$130,306,177 as of July 31, 2007, compared to \$130,406,267 as of August 1, 2006. During the plan year the plan experienced a decrease in its net assets of \$100,090. 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. The plan had total income of \$9,936,999, including employer contributions of \$35,386, losses of \$2,206,746 from the sale of assets, earnings from investments of \$12,105,614 and other income of \$2,745.

Minimum Funding Standards

An actuary's statement shows that 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.

- An accountant's report;
- Financial information and information on payments to service providers;
- Assets held for investment;
- Transactions in excess of 5% of plan assets; and
- Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 730 Harrison Street, Suite 400, San Francisco CA 94107, (415) 764-4990. The charge to cover copying costs will be \$17.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and 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. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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

Rep. Thompson Displeased with TWIC Delays

Seafarer's Experience Points out Additional Considerations when Applying for Credential

The Transportation Worker Identification Credential (TWIC) program made another unwanted headline last month as the chairman of the U.S. House Committee on Homeland Security strongly questioned the 66 percent failure rate of the machines being used to produce the new cards.

Meanwhile, an SIU member from the northeast had an unsettling post-enrollment experience which, while likely to be satisfactorily resolved, points out some considerations for mariners as they secure their TWICs before the federally mandated deadline of April 15, 2009.

U.S. Rep. Bennie Thompson, chairman of the committee, wrote to Department of Homeland Security (DHS) Secretary Michael Chertoff on June 10. Thompson noted, "It has come to my attention that eight of the 12 machines used to make TWIC cards have been returned to the manufacturers for repairs and system upgrades. Due to this machinery malfunction, the previous one-day time frame for card production has increased to a 10-day time period. It is my understanding that card production will not return to normal operational capacity for several weeks.

"At this juncture," he continued, "it is difficult to determine which is more astonishing – the fact that the facility producing these cards is experiencing a 66 percent machine failure rate or the fact that this machine failure rate has resulted in a tenfold increase in the card production schedule. As you know, over one million men and women are required to obtain TWICs prior to the April 15, 2009 deadline. Needless to say, every production delay increased the likelihood that this deadline will not be met. It would be both unfortunate and unfair if the necessary activities of these employees and their respective employers are hampered due to avoidable delay in card production."

Thompson went on to ask Chertoff several questions about the machines, the status of their repair, the contract to produce the cards, and related issues.

The aforementioned case of the SIU member unfolded as follows. The Seafarer enrolled for his TWIC and then caught a ship shortly thereafter. A port call allowed the member to briefly return home and pick up his mail – whereupon he discovered a letter from the Transportation Security Administration (TSA) requesting additional documentation to support his application, due within 60 days.

The TSA communication is called an Initial Determination of

Security Threat Assessment (IDTA) letter. That letter explained the additional documentation that was required and also alerted the member that his options included filing an appeal on the initial determination itself; requesting an extension of the 60-day window identified by the agency; or seeking a waiver.

Since he was quickly returning to the ship, the member requested an extension. However, as asked by the Seafarer in a communication to SIU headquarters, what if he hadn't returned home before the 60 days had expired? In that case, according to the IDTA letter, his application would have been rejected and "you will not be permitted to obtain a TWIC card."

Fortunately, according to a DHS employee who handles TWIC appeals and waiver and extension requests, the final TWIC rule allows for applicants (under reasonable circumstances) to get an extension even after the 60 days have expired. The DHS representative told the *Seafarers LOG* that the agency is very willing to work cooperatively with mariners and is sympathetic to scenarios like the one described here.

It's also worth noting that the workers at the enrollment centers (technically called "trusted agents") are supposed to verify that each applicant has submitted all required paperwork before forwarding the applications for approval. So, in this case, the trusted agent should have notified the SIU member immediately that another piece of documentation was needed.

The union recommends that when Seafarers enroll for their TWICs, they should ask the trusted agents to examine the application and confirm that nothing is missing. Seafarers also should keep in mind that even if they receive IDTA letters after the 60-day window (because, for example, they were at sea for three months), that doesn't preclude them from seeking an extension.

Seafarers should check with their port agents and/or utilize the TSA contact information that follows for the latest information on the TWIC program, including the "TWIC Quarterly Deployment Plan," which is a list of cities where TWIC enrollment centers are or will be located. Updates also periodically appear on the SIU web site (www.seafarers.org, normally in the "Heard at Headquarters" section).

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

For More Information

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

Step-By-Step Instructions

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

Applicants will need to supply basic information including their

name, date of birth and country of birth.

- Gather Documentation - As part of the TWIC application process, individual applicants must supply documentation verifying their identity. A list of acceptable documents was printed on page 4 of the January edition of the *Seafarers LOG* and is available on the TSA's TWIC web site.

- Enroll - Applicants may enroll at any of the agency's enrollment centers, at which time they must pay the TWIC fee of \$132.50 (or the reduced fee of

\$105.25, if applying for a TWIC that expires in conjunction with a merchant mariner document). Applicants will provide fingerprints and be photographed as well as provide personal information.

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



Seafarers and company officials are pictured at the union-affiliated Paul Hall Center, site of last month's Maersk Line, Limited safety "boot camp."

SIU Maersk Crews Complete Safety 'Boot Camp' at SIU-Affiliated School

In an ongoing effort to improve safety, health and the environment, SIU-contracted Maersk Line, Limited (MLL) has established a "Drive to Zero" program, as reported in the June issue of the *LOG*. This endeavor is a hands-on initiative aimed at assisting employees, from mariners to management, in focusing on safety, communication and cooperation aimed at maximizing workplace wellbeing.

An integral step in Drive to Zero occurred when MLL partnered with the SIU-affiliated Paul Hall Center for Maritime Training and Education to provide unlicensed mariners a two-day safety course called "Safety Boot Camps." The agenda typically focuses on leadership and effective communication as well as more tech-

nical topics such as job safety analysis and prevention of electric shocks.

A two-day boot camp took place at the Paul Hall Center on June 3-4. Participants said the agenda was very appropriate and the content heightened their understanding of Maersk's safety values.

SIU members successfully completing the session were as follows, with their most recent vessels, respectively, listed after each name: AB Joemar Abagat (*Intrepid*), AB Jonathan Brown (*Altair*), Bosun William Card (*Performance*), Steward Earl Castain (*Algol*), AB Angel Centeno (*Observation Island*), Steward Javier Deloreyes (*Pomeroy*), Bosun Robert Hall (*Bonnyman*), Steward Michele Hopper (*Victorious*), Electrician Herbert Hyde

(*Alliance St. Louis*), Bosun Mustafa Malik (*Impeccable*), AB Patrick McCarthy (*Anderson*), Bosun Haywood Pettway (*Able*), AB Paul Pitcher Jr. (*Victorious*), Electrician Chester Preston (*Observation Island*), Bosun Edwin Rivera (*Carter*), Electrician Alan Rogers (*Algol*), Steward Donna Taylor (*Pride*), Bosun Wayne Venison (*Bellatrix*), Steward Glenn Williams (*Performance*) and Steward James Zavatsky (*Victorious*).

Boot camps are open to SIU mariners sailing aboard MLL's government and commercial vessels with an MLL work history of at least three years. Any mariner interested in attending one of these boot camps may email kpretto@mlnet.com. The next boot camp at Piney Point is slated for August 12-13.

SIU Electrician Earns Safety Kudos Aboard Maersk-Operated Pomeroy

Tim Chestnut, an SIU member and Maersk electrician aboard the U.S. Military Sealift Command's *USNS Pomeroy*, recently received recognition for his excellence in maintaining MSC-mandated maintenance standards aboard ship using a system called Shipboard Automated Maintenance Management (SAMM).

That system is an important tool used aboard MSC vessels for preventive maintenance. SAMM is an automated system for documenting accomplishment of on-board maintenance tasks and for configuration control. SAMM uses the latest technologies in database and application software to bring together (in a single integrated

environment) the advanced tools needed by a ship's crew to maintain the shipboard machinery in the highest state of readiness. Besides tools for maintenance scheduling and machinery history record keeping, SAMM integrates machinery vibration monitoring, used lube oil analysis, electronic watchkeeping data collection, and diesel engine combustion analysis into a single program.

In a letter of recognition, *Pomeroy* Chief Engineer Thomas Vanderbilt wrote that while Chestnut was using the SAMM system, "During a check of one of the cargo hold fan motor controllers, Mr. Chestnut observed one of the main leads to the start contactor showing signs of

overheating. The lead and contactor were changed out and the controller tested. If left unattended, this controller could have caused a major fire in this group control center. These preventative maintenance procedures are exactly the design of the SAMM program and for your positive attitude you are being recognized by *USNS Pomeroy* and Maersk Line, Limited."

See Page 9 for a reprint
of SAB concerning specialty courses
for engine department mariners

USS Announces 2008 AOTOS Honorees

The United Seamen's Service (USS) 2008 Admiral of the Ocean Sea Awards will be presented to James A. Capo, chairman and CEO of U.S. Maritime Alliance, Ltd., and Michael D. Garvey, a founding partner and past chairman of Saltchuk Resources, Inc., USS announced in late May. A special AOTOS award will be presented to General Norton Schwartz, commander of the United States Transportation Command.

The awards are scheduled to be presented Nov. 7 in New York City. John Bowers, chairman of the USS AOTOS Committee and president emeritus of the International Longshoremen's Association, AFL-CIO, made the announcement on National Maritime Day: May 22, 2008.

"We have an impressive group of honorees this year," said Bowers. "Jim Capo has been a friend and colleague across the negotiating table for many years and his leadership skills command respect by all who know him."

Bowers continued, "As one of the founders of Saltchuk, Mr. Garvey has helped to build one of America's leading maritime shipping organizations, including Totem Ocean Trailer Express and Sea Star Line, that continues to employ many U.S. seafarers. General Schwartz has led TRANSCOM through a difficult time with amazing operational

results and he deserves a very special recognition."

Bowers noted that the recipients were selected by more than 150 international transportation industry and government leaders "who understand the challenges and issues that confront United States shipping and the American seafarer and who recognize the honorees' leadership in this area."

All proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine and those of other free world countries. The recipients will share the evening with a group of American seafarers who will be honored for specific acts of bravery at sea.

Since the formation of the United States Maritime Alliance (USMX) in 1996, Capo has served as a lead negotiator on behalf of management interests during coast-wide master contract negotiations with U.S. maritime labor unions and as chief negotiator of the current six-year master contract. Prior to his role as chairman/CEO, Capo served as president.

As a formal alliance of carriers, stevedores and port associations in the East Coast and Gulf Coast regions, USMX's mission is to preserve and protect the interests of the management groups in labor relations issues concerning containerization and



James Capo

automation in the longshore and related maritime fields. Capo has led this mission in a determined yet balanced manner that has earned him respect from the entire industry.

Since founding Saltchuk in 1982, Garvey has helped grow the organization's family of businesses to over 20 independent operating companies. These include Sea Star Line, Totem Ocean Trailer Express, American Shipping Group, Interocean American Shipping, Foss Maritime Company and American Cargo Transport. Through his leadership, Garvey has helped to foster the Saltchuk mission to create a work environment where people would want their families to work.



Michael Garvey

In addition to being a founding partner and chairman of Saltchuk, Garvey is a founding partner of Garvey, Schubert & Barer, a multi-service law firm with offices in Seattle, Washington, D.C., Portland, Ore., and New York. His public service includes the Foundation Board of the University of Washington, Zion Preparatory Academy Foundation and PeaceHealth.

As commander of TRANSCOM, General Schwartz oversees the single management organization for global air, land and sea transportation for the entire U.S. Department of Defense. He leads an organization with \$10 billion in annual revenue, 100-plus ships, several



General Norton Schwartz

hundred aircraft, ocean terminal operators, and manages programs providing access to the entire commercial transportation industry for additional capability. He is a strong supporter of the U.S. Merchant Marine, promoting and championing the programs that help ensure jobs for mariners (including the Maritime Security Program) and retention of a strong and viable U.S.-flag fleet.

The USS, a non-profit agency established in 1942, operates centers in eight foreign ports in Europe, Asia, Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.



The *Angus R. Cooper* (photo at left), the *GEN Oglethorpe* and the *Florida* (photo above) are among the tugs in the Crescent fleet.

Looking in on Crescent Towing

SIU Assistant Vice President Contracts Archie Ware and Port of Jacksonville Safety Director Karl Leiter recently visited with SIU members and company officials at Savannah, Ga.-based and union-contracted Crescent Towing.

They sent the photos appearing in this space for publication in the *Seafarers LOG*.



SIU Asst. VP Contracts Archie Ware (above, right) chatted with AB Kelly Stanford (left in same photo), while Jacksonville Safety Director Karl Leiter (left in photo at left) met with W. Hays Clark, assistant port manager in Savannah, Ga.



The boatmen above are crew members aboard SIU-contracted tugs belonging to Crescent Towing Co. in Savannah, Ga. Pictured (in no particular order) are Derek Dragon, James Howe, Jesse Schumpert, Mike Crouch, David Watford and Dustin Schaaf.



Jacksonville Safety Director Karl Leiter (above, second from right) discussed safety issues with union members during his recent visit to Savannah, Ga. Pictured above (in no particular order) are Christopher Siles, Travis Morgan, James Howe, Benjamin Murphy and Randy Sikes.

Congratulations to Seafarer's Son



SIU Atlantic Coast VP Joseph Soresi (right) congratulates FOWT John Wozunk on the news that Wozunk's son, Christopher, recently was awarded a scholarship through the annual program run by the Seafarers Health and Benefits Plan. As reported last month, Christopher Wozunk is a graduate of Highland Regional High School in New Jersey and plans to continue his education at Drexel University. Inland member John Wozunk works for Crowley.

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

National Maritime Day Ceremonies Reflect U

Washington, D.C. Events also Pa



Unlicensed Apprentice Jeremy Paschke rings "eight bells" as part of the MarAd observance.

American mariners past and present were honored May 22 in Washington, D.C., during that city's traditional National Maritime Day ceremonies.

Seafarers International Union President Michael Sacco led an SIU delegation that included Executive Vice President Augie Tellez and students from the union-affiliated Paul Hall Center for Maritime Training and Education. SIU of Canada President Roman Gralewicz and Executive Vice President Michel Desjardins also attended the ceremonies, along with hundreds of other guests and dignitaries.

The events (in order) included an observance at the Franklin Delano Roosevelt Memorial sponsored by the U.S. Maritime Administration; a luncheon hosted by the Propeller Club of Washington and the Kings Point Alumni Association; and a ceremony at the Washington Navy Yard conducted by the U.S. Military Sealift Command (MSC).

Featured speakers at the respective events were as follows: at the MarAd ceremony, U.S. Secretary of Transportation Mary Peters and Rhode Island State Senator Leonidas Raptakis; at the Propeller Club luncheon (which also took place at the Navy Yard), U.S. Maritime Administrator Sean Connaughton; and at the MSC ceremony, General Norton Schwartz, commander, U.S. Transportation Command.

Always Ready

Peters recalled the long history of the U.S. Merchant Marine, in particular pointing out its "central role" in defending America during the War of 1812.

"America's story could not be told without the many, many sacrifices and contributions of merchant mariners," she stated. "Early ships brought the settlers, passengers and goods that helped build the nation from the ground up. Their spirit of enterprise staked out a place for the United States in global commerce that continues as a source of American prosperity to this day. The valor has ensured that our troops have the supplies and equipment they need—no matter how far from America's shores they are—to defend our freedom and way of life. "From the War of 1812, to the Liberation of World War II, to today's global war on terror, every time our nation's military has been called to protect U.S. interests, American merchant mariners sailed alongside the military, behind," Peters continued. "These sailors have braved the natural dangers of the sea, as well as the perils of war, so that our fighting men and women have the food, fuel, ammunition, and other supplies to get the job done and return home safely."

She noted that many mariners have made the ultimate sacrifice in defense of their country, and specifically pointed out that the U.S. Merchant Marine in World War II suffered a casualty rate second only to that of the U.S. Marine Corps. (More than 1,200 Merchant Marine members gave their lives in World War II.) Addressing the merchant marine veterans in the audience, she said, "On behalf of the President Bush, Vice President Cheney, and the grateful nation, I want to extend a warm welcome to you all and to express our appreciation for your service and sacrifice."

Peters further pointed out that the



General Norton Schwartz
Commander
U.S. TRANSCOM



Sean Connaughton
U.S. Maritime Administrator



Rear Adm. Robert C. ...
Commander
Military Sealift Command



The FDR Memorial was the site of the Maritime Administration's National Maritime Day events.

National Maritime Day, 2008

A Proclamation by the President of the United States of America

On National Maritime Day, America honors our highly skilled mariners who sail the high seas, support those on the front lines of the war on terror, and promote commerce around the world.

Since 1775, the United States Merchant Marine has served our country, helping America become a great maritime power. During the Second World War, courageous mariners were among those who suffered greatly—hundreds of ships were lost to enemy action, and many mariners made the ultimate sacrifice. We pay tribute to these heroes who answered the call to serve when our Nation needed them most. Today, our merchant mariners continue to protect our homeland, including by supporting our troops in Iraq and Afghanistan.

In times of peace and war, these brave patriots help keep our Nation safe and strengthen our economy. By transporting American goods across the oceans, merchant mariners facilitate commerce and advance trade. These Americans honor the noble traditions of seafarers and enrich our country's maritime heritage.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day," and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2008, as National Maritime Day. I call upon the people of the United States to mark this observance by honoring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand eight, and of the Independence of the United States of America the two hundred and thirty-second.

GEORGE W. BUSH

U.S. Merchant Marine's Ongoing Importance

Pay Tribute to Mariners' Proud, Vital History

be told without contributions ed. "Their possessions, e nation from enterprise d States in s as a mainstay day. And their ps have the eed — no matter they must go y of life.

Liberty ships bal war on ter- itary has been America's side or close ese seafarers e sea, as well fighting forces n, and supplies ome safely." rs have made e of our coun- that the U.S. r II suffered a at of the U.S. 00 SIU mem- War II.) e veterans in half of Cheney, and a d a special ess our deep d your sacri-

at the vast



Robert Reilly Jr., MSC commander



y event.

majority of cargo moved to support our troops now in the Middle East travels aboard U.S.-flag commercial vessels. She concluded, "Thankfully, in every generation, America has been blessed with men and women willing to face the difficulties of life at sea in order to safeguard our national security and promote our economic prosperity. Today is no exception... As Theodore Roosevelt said in his final message to Congress, 'To the spread of our trade in peace and the defense of our flag in war a great and prosperous merchant marine is indispensable.' Those words ring as true today as they did a century earlier. So, as we commemorate Maritime Day 2008, I join Americans everywhere in saluting you for your indispensable service."

Raptakis credited American seamen for always answering the call to duty. "In every military conflict and time of challenge, the U.S. Merchant Marine has been there," he said. "The U.S. Merchant Marine plays a vital role today as it did 75 years ago (when National Maritime Day first was declared by Congress), whether keeping the seas safe for commerce or defending our shores from terrorism."

He added, "I'm pleased to honor all of our merchant mariners. All of you are what FDR called the crucial, decisive factor in our ability to remain a free people."

Opportunities for Growth

Connaughton, who sailed in both the merchant marine and U.S. Coast Guard, touched on the nation's maritime history and thanked mariners for their dedicated service. He then focused on modern-day challenges and opportunities facing the industry.

"Marine transportation is the critical link in today's economy and will be into the future as 95 percent of America's trade is moved by ship," he said. "This means steadily growing cargo volumes for ships, barges, ports and the labor, shipyards and service industries that support them. With such a large national-international market as this, America and Americans are in a unique position to be strong and robust competitors and to reap the economic benefits from the increased demand for transportation."

"The U.S. maritime industry should be and must be a major participant our international trade," Connaughton continued. "Not only for purely economic reasons. We need to have the capacity to move the trade essential to our economy in times of peace and national emergency. To talk about the benefits of the global economy and to ignore the vulnerabilities in the transportation system necessary to make it work is to invite potential disaster."

He listed numerous objectives that would benefit the industry as a whole, including promoting U.S. ship and barge building and

repair facilities; advancing a highly skilled maritime workforce; making better use of the nation's ports and marine highways; freeing the industry of regulatory and tax burdens that inhibit competitiveness; and promoting the use of American mariners and managers "in every aspect of transportation operations."

Connaughton called for cooperation from throughout the industry to "make these goals a reality. Existing industry partnerships must be revitalized. Strong new ones must be formed that will support, not inhibit, a robust maritime industry. All parties, including federal, state and local governments, ports, shipyards, labor, carriers, shippers, operators and ultimately, consumers must recognize that the marine industry is critical to the economic future of the United States and their future wellbeing."

'Heritage of Service'

In his welcoming remarks, Rear Admiral Robert Reilly Jr., MSC commander, acknowledged the Paul Hall Center apprentices and said they "represent the future."

He described the merchant marine as "a crucial part of our prosperity and security — an unbroken circle of heroes. Their service has never left any doubt that they'll deliver."

Schwartz called SIU President Sacco "a great friend, a great mentor," and recognized some others in the crowd. He talked about the merchant marine of World War II and reminded everyone that victory in that conflict "was far from a foregone conclusion."

He paid tribute to civilian mariners' "heritage of service and accomplishment, often under extreme pressure. That is what we honor today. It is an understatement to say we count on you."

Schwartz said that today's mariners "are the people who ensure that the promises we've made to our service men and women are and always will be promises kept."

He also said the U.S. Merchant Marine is "the linchpin of our wartime and peacetime sealift capability" and the "backbone of our ability to project sea power wherever and whenever needed."

The general pledged his continued support to the industry and said of U.S. mariners, "Their labor is priceless."

Also at the heart of the ceremony was the placing of three wreaths to commemorate the sacrifices that generations of mariners have made in service to the nation. The solemn occasion drew to a close with a 21-gun salute by a seven-person firing party positioned on the Anacostia River waterfront just outside Navy Yard's Cold War Museum. Following the ceremony, the wreaths were transferred to the U.S. Merchant Marine bronze relief sculpture on the East Wall of the Navy Memorial in Washington.



SIU President Michael Sacco (left) and Executive VP Augie Tellez (right) greet AB Robert Hayes prior to the MSC ceremony. Hayes most recently sailed aboard the USNS Seay.



Mary Peters
U.S. Transportation Secretary



Rhode Island
State Senator
Leonidas Raptakis



Hanafi Rustandi (second from right), president of the Indonesian Seafarers Union and coordinator for Indonesia for the International Transport Workers' Federation, took in the ceremony hosted by MarAd. Pictured with him are (from left) SIU of Canada Executive VP Michel Desjardins and President Roman Gralewicz, and SIU President Michael Sacco.



Unlicensed Apprentice Rickey Yancey represents mariners during MSC's service.



OMU Adam Hansen (right in photo at top right) carries the wreath presented during a May 17 remembrance ceremony for American merchant mariners aboard the *Jeremiah O'Brien* in San Francisco.



California Ceremonies Honor American Merchant Mariners

On May 17, Seafarers and other union members took part in the remembrance aboard the *Jeremiah O'Brien* in San Francisco. Pictured aboard the World War II-era ship are (from left) OMU Adam Hansen, 1st Assistant Engineer Steve Converse, Chief Engineer Bob Cheramie, Port Engineer Tim Tralongo and SIU Patrolman Greg Stone.



The SIU recently participated in National Maritime Day ceremonies in California. Pictured above are four Seafarers who attended the observance and memorial service May 22 at the American Merchant Marine Veterans Memorial in San Pedro, Calif.: GUDE Jason Stutes and ABs Rick Barnhart, Ruben Manalansan and R.J. Sagadraca.

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

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

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

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

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

Are You Receiving All Your Important Mail?

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

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

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

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

☐ Active SIU ☐ Pensioner ☐ Other _____

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

7/08

Inland Career Opportunities
– Immediate Job Openings

The SIU has immediate openings in the inland division. Interested individuals who possess either a 1,600-ton master’s or mate’s license (with near coastal or ocean endorsements) along with an Officer in Charge of a Navigational Watch (OICNW) STCW certificate; or a designated duty engineer (DDE) 5,000 hp or greater license are encouraged to contact Bart Rogers at the union’s manpower office at (301) 994-0010, extension 5317 for additional information.

In Texas, the SIU has immediate openings aboard harbor tugs. Interested individuals who possess either a mate or master’s license (inland) greater than 500 GRT with either a master or mate or harbor towing endorsement, or are licensed as a chief or assistant engineer (6,000 hp or greater), or are rated as a DDE, QMED or Oiler are encouraged to contact Jim McGee or Mike Russo at the SIU hall in Houston, (713) 659-5152.

August & September 2008 Membership Meetings

Table with 2 columns: Port, Meeting Date. Rows include Piney Point, Algonac, Baltimore, Boston, Guam, Honolulu, Houston, Jacksonville, Joliet, Mobile, New Orleans, New York, Norfolk, Oakland, Philadelphia, Port Everglades, San Juan, St. Louis, Tacoma, and Wilmington.

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

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).
Benefits under the Plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.
Basic Financial Statement
The value of plan assets, after subtracting liabilities of the plan was \$677,570 as of July 31, 2007, compared to \$996,980 as of August 1, 2006. During the plan year the plan experienced a decrease in its net assets of \$319,410. 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 \$7,361,938, including employer contributions of \$7,253,946, gains of \$12,756 from the sale of assets, earnings from investments of \$94,883 and other income of \$353.
Plan expenses were \$7,681,348. These expenses included \$465,281 in administrative expenses, and \$7,216,067 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.
■ An accountant’s report;
■ Financial information and information on payments to service providers;
■ Assets held for investment; and
■ Transactions in excess of 5% of plan assets.
To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$10.25 for the full annual report, or \$0.25 per page for any part thereof.
You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.
You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U. S. Department of Labor in Washington, DC, or to obtain a copy from the U. S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

Dispatchers' Report for Deep Sea

May 15, 2008 — June 15, 2008

Table with 12 columns: Port, *TOTAL REGISTERED (All Groups: Class A, Class B, Class C), TOTAL SHIPPED (All Groups: Class A, Class B, Class C), Trip Reliefs, **REGISTERED ON BEACH (All Groups: Class A, Class B, Class C). Rows include Algonac, Anchorage, Baltimore, Fort Lauderdale, Guam, Honolulu, Houston, Jacksonville, Joliet, Mobile, New Orleans, New York, Norfolk, Oakland, Philadelphia, Piney Point, Puerto Rico, St. Louis, Tacoma, and Wilmington.

Table with 12 columns: Port, ENGINE DEPARTMENT (Algonac, Anchorage, Baltimore, Fort Lauderdale, Guam, Honolulu, Houston, Jacksonville, Joliet, Mobile, New Orleans, New York, Norfolk, Oakland, Philadelphia, Piney Point, Puerto Rico, St. Louis, Tacoma, Wilmington), STEWARD DEPARTMENT (Algonac, Anchorage, Baltimore, Fort Lauderdale, Guam, Honolulu, Houston, Jacksonville, Joliet, Mobile, New Orleans, New York, Norfolk, Oakland, Philadelphia, Piney Point, Puerto Rico, St. Louis, Tacoma, Wilmington).

Table with 12 columns: Port, ENTRY DEPARTMENT (Algonac, Anchorage, Baltimore, Fort Lauderdale, Guam, Honolulu, Houston, Jacksonville, Joliet, Mobile, New Orleans, New York, Norfolk, Oakland, Philadelphia, Piney Point, Puerto Rico, St. Louis, Tacoma, Wilmington).

Table with 12 columns: Totals, Totals All Departments. Rows include 33, 153, 96, 26, 85, 48, 0, 48, 299, 199, 646, 620, 157, 484, 414, 91, 284, 1041, 1095, 327.

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

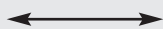
Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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(301) 899-0675

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

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

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606 Kalihi St., Honolulu, HI 96819
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(713) 659-5152

JACKSONVILLE

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

JOLIET

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

MOBILE

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

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

NEW YORK

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



The *Arthur M. Huddell* is one of the more than 2,700 Liberty ships built during WWII.

Vintage Liberty Ship Plots Its Final Course for Greece

World War II-Era Vessel *Arthur M. Huddell* Could Be Destined to Become Museum

The last Liberty ship in the U.S. Maritime Administration's fleet, the *Arthur M. Huddell*, soon will be on its way to Greece, thanks to a recent agreement between that nation's government and MarAd. The vessel is expected to be used as a museum.

"It is great to be able to save a bit of history from both our nations," said U.S. Maritime Administrator Sean Connaughton. "This ship is a symbol of the friendship as well as mutual maritime interests linking Greece and the United States."

American shipyards built 2,751 Liberty ships during World War II, in the largest shipbuilding effort in history. Liberty ships crewed by merchant mariners carried troops and military cargo all over the world. The building

and sailing of the Liberty ships, and their successors, the Victory ships, were overseen by the U.S. Maritime Commission and the War Shipping Agency, both predecessor agencies of today's Maritime Administration. After World War II, Greek shipowners purchased many Liberty ships to build up their fleet.

Two other Liberty ships formerly in the Maritime Administration's National Defense Reserve Fleet, the *John W. Brown* and the *Jeremiah O'Brien*, are currently operating as museum ships. While other redesigned and repurposed Liberty ships remain in service, none remain in service in the form they had in World War II. Nonetheless, their use was once so common that the term "Liberty-size cargo," meaning 10,000 tons, may still be heard in the shipping business.

Procedure For Obtaining SIU Absentee Ballots

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

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

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

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

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2008 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2008.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2008.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2008 and received by the bank depository no later than Jan. 5, 2009.

PIC-FROM-THE PAST



The photo above, taken in 1971 and sent to the *LOG* by an unknown source, shows two merchant vessels navigating the Siagon River near Siagon, the Republic of Vietnam. The vessel on the left is the *SS Raphael Semmes* and the one on the right is the *SS Seatrain Puerto Rico*. The *Semmes* is headed up river to off-load its cargo while the *Puerto Rico* is headed down river en route to the open sea. Seafarers who sailed on the Siagon River during those days in support of our troops during the Vietnam War will recall that the waterway contained numerous sharp zig-zags and extremely sticky bends which kept masters on their toes. Swift currents also tested their nerves on a continuing basis.

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

CARLOS BONEFONT

Brother Carlos Bonefont, 66, was born in Puerto Rico. He joined the union in 1960 while in the port of New York. Brother Bonefont first shipped aboard the *Evelyn*. The engine department member upgraded his skills on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Bonefont's last vessel was the *Horizon Hawaii*. He lives in Brooklyn, N.Y.

RAYFIELD CRAWFORD

Brother Rayfield Crawford, 65, became an SIU member in 1967. He initially sailed on the *Chatham*. Brother Crawford was born in Maryland and worked in the steward department. He enhanced his seafaring abilities often at the Piney Point school. Brother Crawford's most recent voyage was aboard the *USNS Wright*. He makes his home in Baltimore.



LOUIS DIAZ

Brother Louis Diaz, 66, signed on with the MC&S (Marine Cooks & Stewards) in 1978. His earliest trip to sea was on the *Santa Mercedes*, where he shipped as a member of the steward department. Brother Diaz is a native of Rockwood, Texas. His final voyage was aboard an APL ship. Brother Diaz frequently took advantage of educational opportunities offered at the Seafarers-affiliated school in Piney Point. He is a resident of Artesia, Calif.



ERDWIN FUENTES

Brother Erdwin Fuentes, 65, donned the SIU colors in 1973 in the port of New Orleans. He originally shipped on the *Erna Elizabeth*. Brother Fuentes was born in Mexico and worked in the engine department. In 1981 and 1983, Brother Fuentes attended classes at the maritime training center in Piney Point. He last sailed aboard the *Robert E. Lee*. Brother Fuentes resides in New Orleans.



RAYMOND JONES

Brother Raymond Jones, 60, first went to sea in 1969 from the port of Jacksonville, Fla. His initial trip was on an Alcoa Steamship Company vessel. Brother Jones was born in Florida and sailed in the steward department. He most recently sailed



WILLIAM LOWRY JR.

Brother William Lowry Jr., 67, was born in Maryland. He began his seafaring career in 1966 in the port of New York. Brother Lowry's first trip was on the *Penn Transport*. He worked in the deck department and upgraded often at the Piney Point school. Brother Lowry was last employed aboard the *Maersk Carolina*. He settled in York, Pa.

CARL THOMPSON

Brother Carl Thompson, 65, joined the union in 1960. He initially shipped on the *Ogden Challenger*. Brother Thompson was a member of the deck department. He was born in Alabama. Brother Thompson's final trip to sea was aboard the *Seabulk Power*. He lives in Mobile, Ala.

ROBERT TRAINOR

Brother Robert Trainor, 60, signed on with the SIU in 1970. He originally sailed with Bay Tankers Inc. as a member of the deck department. Brother Trainor was a frequent upgrader at the maritime training center in Piney Point. He resides in Reno, Nev.



MICHAEL WILLIS

Brother Michael Willis, 58, became a Seafarer in 1967. The Seattle native worked in the deck department. Brother Willis' first ship was the *Alice Brown*; his last was the *Great Land*. He enhanced his seafaring abilities on numerous occasions at the Paul Hall Center. Brother Willis makes his home in Rosburg, Wash.



INLAND

WAYNE BERRY

Boatman Wayne Berry, 52, began sailing with the union in 1987. He was primarily employed with Crowley Towing & Transportation of Wilmington. Boatman Berry was born in California and shipped in the deck department. He visited the Piney Point school in 2001 and 2002 to upgrade his skills. Boatman Berry is a resident of Phoenix, Ariz.

CLYDE EVANS

Boatman Clyde Evans, 65, joined the SIU in 1980 while in Piney Point. His earliest trip to sea was with American Towing &

Transportation. Boatman Evans was born in Maryland. He last worked in the engine department of a Penn Maritime vessel. Boatman Evans calls Tangier, Va., home.

LOWELL JONES

Boatman Lowell Jones, 62, was born in Florida. He became an SIU member in 1965. Boatman Jones first sailed aboard a Coyle Lines Inc. vessel. The deck department member was born in Florida. On three occasions, Boatman Jones upgraded his seafaring abilities at the union-affiliated school in Piney Point. Before his retirement, he worked with G&H Towing Company. Boatman Jones continues to live in his native state.



WILLIAM PHILLIPS

Boatman William Phillips, 62, joined the union in 1973. He originally shipped on a Stone Towing Line vessel. Boatman Phillips was a member of the deck department. His final trip was with Cape Fear Towing. Boatman Phillips



resides in Leland, N.C.

WILLIAM PRIVETTE

Boatman William Privette, 55, donned the SIU colors in 1971. He initially shipped with Victory Carriers Inc. as a member of the deck department. Boatman Privette frequently took advantage of educational opportunities offered at the Seafarers-affiliated school. He was born in San Diego. Boatman Privette most recently sailed aboard a vessel operated by Crowley Towing & Transportation of Wilmington. He settled in Elmira, Ore.



GREAT LAKES

ANDREW EGRESSY

Brother Andrew Egressy, 70, signed on with the union in 1999 while in Detroit. His first ship was the *Sam Laud*; his last was the *St. Mary's Challenger*. Brother Egressy was born in Concord, N.Y., and worked in the engine department. He enhanced his seafaring abilities in 2002 at the



SIU-affiliated school. Brother Egressy makes his home in East Concord, N.Y.

CHARLES NEIGEBAUER

Brother Charles Neigebauer, 65, was born in Michigan. He began his seafaring career in 1969. Brother Neigebauer initially shipped with American Steamship Company as a member of the deck department. His last trip to sea was on the *St. Clair*. Brother Neigebauer is a resident of Sterling Heights, Mich.



MICHAEL SCHAFF

Brother Michael Schaff, 55, joined the SIU in 1971. He originally sailed on an American Steamship Company vessel. Brother Schaff worked in both the engine and deck departments. His most recent trip was aboard the *Walter J. McCarthy*. Brother Schaff continues to reside in his native state of Wisconsin.



Reprinted from past issues of the Seafarers LOG.

1959

Seafarers on the cement carrier *Florida State* were caught in the crossfire stirred by an attempted revolt in the Dominican Republic, but all escaped unhurt. The SIU-manned ship was strafed by planes and stopped by gunboats several times off the Dominican coast before returning to Port Everglades, Fla. The latest incidents occurred a few hours before an alleged "invasion force" in two armed launches was stopped on the coast by Dominican government forces. The "invaders" had reportedly been based in Cuba.

1967

Isolated for 21 days and nights aboard the SIU-contracted tanker *Observer* in the Suez Canal, 39 seafarers were caught in lines of gunfire from the Arab-Israeli War and witnessed at close range the combat of the two opposing armies. The *Observer* was India-bound with a cargo of grain and about to clear the Suez Canal when the Middle East war exploded and the canal was blocked with debris of sunken ships, preventing passage. Seafarers aboard the *Observer* report there was almost constant gunfire day and night that would light up the night sky. They also report Arab and Israeli low-flying dog-fights during which two planes were downed.

Back home, the SIU and Marine Carriers, the ship's operator, were working to have the crew flown home only to have efforts thwarted by the United Arab Republic that refused

to let them leave the ship. After three weeks of food and water rationing, the crew was finally released and flown home.

1980

For more than two weeks, 185 Indochinese boatpeople lived a nightmare adrift in the South China Sea. The mostly Vietnamese men, women and babies had tried to flag down 120 passing ships. But none would stop to aid them. The nightmare ended for the refugees when the SIU-crewed *LNG Virgo*, working in tandem with the Navy tanker *USNS Sealift Antarctic*, pulled the boatpeople to safety.

Relieved and grateful to the ships' crews, many of the refugees knelt and kissed the deck. The boatpeople were unaware that the ships' crews had something to celebrate as well. They performed the rescue in the finest tradition of their country the day before the Fourth of July.

1994

SIU members in the Port of San Juan, P.R., helped pull a grounded oil tanker to safety without spilling any of the 13 million gallons of fuel oil the runaway-flag vessel was carrying. Seafarers aboard tugs operated by Crowley Maritime moved the Greek-flagged, Liberian-owned *Mantinia* safely into Guayanilla Bay. The 749-foot ship had been grounded in sand.

Other SIU members were standing by with oil containment booms and skimming equipment in case of a spill. SIU tankermen were also standing by in case the load needed to be lightened.

This Month In SIU History

Final Departures

DEEP SEA

MIGUEL AGUIRE

Pensioner Miguel Aguire, 85, passed away March 3. Brother Aguire joined the union in 1967. He first sailed aboard the *Milwaukee Clipper*. Brother Aguire was born in Mexico and shipped in the steward department. His final voyage was on the *Venture*. In 1987, Brother Aguire started collecting his retirement compensation. He resided in Spicewood, Texas.

PERRY BOYD JR

Brother Perry Boyd Jr., 54, died Feb. 14. He began sailing with the Seafarers in 1990. Brother Boyd initially shipped aboard the *Arecibo*. He was born in Louisiana and worked in the engine department. Brother Boyd's last trip was on the *USNS Bellatrix*. He continued to live in his native state.

ROBERT BRIGHT

Pensioner Robert Bright, 74, passed away March 10. He donned the SIU colors in 1959. Brother Bright first sailed on the *John B. Waterman*; his last vessel was the *Cape Ray*. He was born in Virginia and worked in the steward department. Brother Bright went on pension in 1997. He was a resident of Norfolk, Va.

MICHAEL BRUCK

Brother Michael Bruck, 46, died Feb. 10. He joined the Seafarers in 1999 in the port of Wilmington, Calif. Brother Bruck's earliest voyage was aboard the *Jeb Stuart*. He was born in Suchumi, Russia, and shipped in the steward department. Brother Bruck was last employed on the *Global Patriot*. He made his home in Mentone, Calif.

RICHARD BRUMAGE

Pensioner Richard Brumage, 79, passed away Feb. 11. Brother Brumage became an SIU member in 1973 while in Honolulu. He originally sailed aboard the *Santa Mariana* as a member of the steward department. Brother Brumage was born in Waynesburg, Pa. His final trip to sea was on the *Courier*. Brother Brumage retired in 1994 and settled in Clarksville, Pa.

ERNEST BRYAN

Pensioner Ernest Bryan, 79, died Feb. 8. He started his seafaring profession in 1951 in the port of New York. Brother Bryan was born in Freeport, Texas. The deck department member initially shipped aboard an American Dredging Company vessel.

Brother Bryan's last journey was on the *Overseas Alice*. He began receiving his pension in 1993. Brother Bryan called Seguin, Texas, home.

ALFREDO CANITES

Pensioner Alfredo Canites, 73, passed away Feb. 20. Brother Canites was born in the Philippines. He launched his career with the MC&S (Marine Cooks & Stewards) in 1980 while in the port of San Francisco. Brother Canites' first voyage was aboard the *Santa Magdalena*. Before retiring in 2001, he sailed on the *Lihue*. Brother Canites made his home in San Francisco.

EGON CHRISTENSEN

Pensioner Egon Christensen, 79, died Feb. 13. Brother Christensen signed on with the SIU in 1964, initially shipping aboard an ISCO Inc. vessel. He was a born in Denmark and worked in the deck department. Brother Christensen's final trip to sea was on the *Endurance*. He became a pensioner in 1987 and resided in Santa Rosa, Calif.

GREGORY FULLER

Brother Gregory Fuller, 58, passed away Feb. 7. He donned the SIU colors in 1970 while in the port of New York. Brother Fuller originally sailed aboard the *Trans Champ*. The engine department member most recently shipped on the *Capricorn*. Brother Fuller lived in California.

JESUS GARCIA

Pensioner Jesus Garcia, 90, died Feb. 11. Brother Garcia began sailing with the Seafarers in 1948 in the port of New York. His earliest voyage was aboard the *Jefferson City Victory*. Brother Garcia was a Texas native. He sailed as a member of the engine department. Brother Garcia's last ship was the *Borinquen*. He was a resident of Norwood, N.J., and went on pension in 1981.

YUNG HO

Pensioner Yung Ho, 87, passed away Feb. 17. Brother Ho was born in China. He launched his SIU career in 1951 in the port of New York. Brother Ho first sailed in the steward department of the *Steel Apprentice*. His final trip to sea was on the *Innovator*. Brother Ho retired in 1982 and called San Francisco home.

PATRICK KERNS

Brother Patrick Kerns, 43, died Feb. 5. He joined the union in 1990 while in the port of Seattle. Brother Kerns' first voyage was aboard the *Sealift Arctic*. He was born in Seattle. Brother Kerns last worked on the *Global Patriot*. Brother Kerns sailed in the deck department. He settled in Bellevue, Wash.

JAMES LONG

Pensioner James Long, 64, passed away Feb. 26. Brother Long became an SIU member in 1969, initially sailing aboard the *Sea Ohio*. He was born in West Chester, Pa., and shipped in the engine department. Brother Long's most recent trip to sea was on the *Horizon Anchorage*. He started collecting his retirement compensation in 2006 and continued to live in Pennsylvania.

DONALD MCFARLAND

Pensioner Donald McFarland, 79, died Feb. 14. Brother McFarland began shipping with the Seafarers in 1972. The deck department member was born in Washington State. Brother McFarland originally sailed aboard the *Eagle Voyage*. His final journey was on the *Horizon Trader*. Brother McFarland became a pensioner in 1994 and made his home in Lynnwood, Wash.

ROBERT MUNROE

Pensioner Robert Munroe, 67, passed away Feb. 8. Brother Munroe donned the SIU colors in 1961. His first ship was the *Cantigny*; his last was the *Taurus*. Brother Munroe was born in Ludlow, Mass., and worked as a member of the deck department. He went on pension in 1995 and resided in Springfield, Mass.

VERBON NASH

Pensioner Verbon Nash, 83, passed away Feb. 3. Brother Nash joined the union in 1944. He initially shipped with Alcoa Steamship Company as a deck department member. Brother Nash was born in Mississippi. His final journey was aboard the *Montpelier Victory*. In 1983, Brother Nash retired and settled in Alabama.

JIMMIE RUSSELL

Pensioner Jimmie Russell, 70, died March 3. Brother Russell signed on with the Seafarers in

1967. His earliest trip to sea was aboard the *Del Alba*. Brother Russell sailed in the steward department. He was most recently employed on the *Horizon Producer*. Brother Russell was born in Birmingham, Ala., but called San Antonio, Texas, home. He began receiving his pension in 1996.

FRANK STRATES

Pensioner Frank Strates, 90, died March 8. Brother Strates started his seafaring career in 1961. His first voyage was on a Colonial Steamship Company vessel. Brother Strates was born in Greece. The engine department member most recently sailed aboard the *Horizon Producer*. Brother Strates became a pensioner in 1982 and made his home in Deltona, Fla.

BERTRAND WRIGHT

Pensioner Bertrand Wright, 71, passed away Feb. 17. Brother Wright became a Seafarer in 1958, initially shipping with Waterman Steamship Corporation. He was born in Alabama and worked in the steward department. Before his retirement in 1998, Brother Wright sailed on the *Cape Jacob*. He continued to live in his native state.

INLAND

EDWARD HATTAWAY

Pensioner Edward Hattaway, 82, died Feb. 13. Boatman Hattaway donned the SIU colors in 1956 in the port of New York. He was originally employed aboard an Interocean American Shipping vessel. Boatman Hattaway was born in Georgia. He last worked in the deck department of a vessel operated by Crowley Towing & Transportation of Jacksonville. Boatman Hattaway went on pension in 1991 and resided in Twin City, Ga.

MILES IRELAND

Boatman Miles Ireland, 60, passed away April 23. He was born in Lowland, N.C. Boatman Miles joined the union in 1972. He first sailed on a Plymouth Towing Company vessel. Boatman Ireland shipped in the deck department. His final trip took place aboard the *Russell B. Murray*. Boatman Ireland was a Leland, N.C., resident.

SAMUEL MORMANDO

Pensioner Samuel Mormando, 74, died Feb. 28. Boatman Mormando started sailing with the SIU in 1973 from the port of Norfolk, Va. The New Jersey native primarily worked with McAllister Towing of Virginia. Boatman Mormando made his home in Virginia. He began receiving compensation for his retirement in 1995.

ED MORRIS

Pensioner Ed Morris, 79, passed away Feb. 1. Boatman Morris signed on with the Seafarers in 1962. He mainly sailed on vessels operated by G&H Towing Company. Boatman Morris was born in Altus, Okla., and shipped in the engine department. In 1991, he started collecting his pension. Boatman Morris settled in Corpus Christi, Texas.

GREAT LAKES

JOHN ANTICH

Pensioner John Antich, 79, died Feb. 10. Brother Antich began his seafaring profession in 1962. He was born in Chicago. Brother Antich primarily worked with Great Lakes Towing Company as a member of the deck department. He retired in 1991 and called Plainfield, Ill., home.

MICHAEL KORNMEIER

Pensioner Michael Kornmeier, 62, passed away March 2. Brother Kornmeier became a union member in 1967 while in Detroit. His earliest trip to sea was aboard an American Steamship Company vessel. Brother Kornmeier resided in his native state of Ohio. Prior to his retirement in 2001, he sailed with Great Lakes Towing Company.

MOHAMED OBAID

Pensioner Mohamed Obaid, 67, died Feb. 8. Brother Obaid joined the SIU in 1970. His first vessel was the *Otto Reiss*; his last was the *Sam Laud*. Brother Obaid was born in Arabia and sailed in the engine department. He went on pension in 1992 and lived in Hamtramck, Mich.

RICHARD ROUSSIN

Pensioner Richard Roussin, 54, passed away Feb. 1. Brother Roussin was born in Michigan. He donned the SIU colors in 1972. Brother Roussin's first voyage was on the *Ben Calvin*. The deck department member's final trip to sea was aboard the *Buffalo*. Brother Roussin was a resident of Oakland, Wisc. He became a pensioner in 2005.

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.

ALLIANCE NORFOLK (Maersk Line Limited), April 6 – Chairman **Albert C. Williams**, Secretary **Luis A. Caballero**, Educational Director **Edley M. Foster**. Chairman encouraged crew members to take advantage of Union Plus benefits and gave them advice when going for physical exams. Secretary asked members not to use towels as rags and try to keep linen in good condition. Educational director urged Seafarers to enhance skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Motion was made concerning requirements for running for office. Crew requested refrigerators in rooms. Steward department was thanked for a job well done and great service.

CHARGER (Maersk Line Limited), April 20 – Chairman **Robert Pagan Jr.**, Secretary **Louis Nicoud**, Educational Director **Edgardo S. Barrios**, Engine Delegate **Yahya A. Mohamed**, Steward Delegate **Jimmy L. Williams**. Chairman announced payoff April 23 upon arrival in Los Angeles. He asked all crew members to separate trash and keep laundry room/public areas clean. Secretary requested that mariners ensure that exterior doors are locked in port at all times. Educational director suggested that crew check out upgrading courses available at Piney Point school. Treasurer reported \$700 in ship's fund. No beefs or disputed OT reported. Recommendations were made to increase vacation and pension benefits. A vote of thanks was given to the steward department for keeping ship clean and for good food. Next ports: Los Angeles, Okinawa, Yokohama, and Kolbe, Japan.

CLEVELAND (Sealift Inc.), April 12 – Chairman **Fareed A. Khan**, Secretary **Denis W. Burke**, Deck Delegate **Richard Johnson**, Engine Delegate **Greg Davis**, Steward Delegate **Rocky D. Dupraw**. Chairman reported best crew to sail with in recent memory. Secretary asked crew to sougee staterooms prior to arrival and payoff in Houston. He also reminded crew to wipe off work boots prior to entering house. Steward department is to provide clean linen and toiletries. No beefs or disputed OT reported. Crew members expressed gratitude to steward department for keeping ship clean and painting galley decks and bulkheads. Next ports: Panama, Houston, Beirut and Libya.

GALENA BAY (OSG Ship Management), April 2 – Chairman **Elkanah B. Ladia**, Secretary **Fausta D. Aranda**, Educational Director **Stanley M. Sporna**, Steward Delegate **Frederick L. Saffo**. Chairman discussed the importance of participating in shipboard meetings. Secretary asked Seafarers to help keep TV room clean and return dirty dishes to the galley. Educational director urged crew to upgrade when possible at the SIU-affiliated school. No beefs or disputed OT reported. Motion

With Seafarers Aboard the Keystone Texas



Clearly, these guys (above) are serious about reading the *Seafarers LOG*. Pictured in the crew mess after a meeting are (from left) Chief Cook Orlando Suazo, GUDE Fabian Palacios, Chief Steward Roderick Oree and Recertified Bosun Edward McLean. AB Chris Pope (above, right) stands watch while the vessel is docked in Tampa. In photo at immediate right, AB Dragan Petrovic rigs boxes that will be lifted aboard the ship. Chief Cook Orlando Suazo (photo at far right) prepares tempting ribs for dinner. These photos were submitted to the *Seafarers LOG* by SIU Ft. Lauderdale Safety Director Kevin Marchand.



was made to give pensioners cost of living raises. Next port: Tampa, Fla.

HORIZON TACOMA (Horizon Lines), April 6 – Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Shawn L. Clark**, Steward Delegate **Jioia Deleon**. Chairman stated payoff would take place upon arrival in Tacoma. He urged members to keep dues current and support SPAD (Seafarers Political Activity Donation). Educational director encouraged crew to take advantage of upgrading and training offered in Piney Point, Md. No beefs or disputed OT reported. Questions were asked regarding workmen's compensation. Next port: Tacoma.

INDIANA HARBOR (American Steamship Company), April 20 – Chairman **Timothy H. Burke**, Educational Director **Daryl W. Overby**, Deck Delegate **Robert R. Hedine**. Chairman advised mariners to keep necessary seafaring documents up-to-date. Educational director recommended everyone attend classes at the Paul Hall Center to enhance job skills. No beefs or disputed OT reported. Crew requested further information pertaining to 401(k) plan, SPAD T-shirts and changes to medical plan.

INTREPID (Maersk Line Limited), April 8 – Chairman **Ahmed A. Mihakel**, Secretary **Michael J. Gramer**, Educational Director **Elwyn L. Ford**. Bosun announced payoff in Long Beach, Calif., on April 12 after patrolman arrives. He thanked members for a safe voyage and

reminded them to take personal trash to the incinerator room. Secretary reported that new reefers for crew mess will arrive on the West Coast. Educational director reiterated the importance of checking document expiration dates. No beefs or disputed OT reported. Recommendation was made to lower sea time requirements in order to qualify for medical benefits. Seafarers requested new furniture for crew lounge. Next ports: Long Beach, Calif., Oakland, Calif., Dutch Harbor, Alaska and Yokohama, Japan.

JOHN J. BOLAND (American Steamship Company), April 13 – Chairman **Paul S. Gohs**, Secretary **Khaled M. Alasaadi**, Educational Director **Donald R. Jaegle**, Steward Delegate **Khaled M. Alasaadi**. Chairman read and posted information in ship's packet. He encouraged members to continue contributing to SPAD and purchase MDLs. He reminded everyone to enroll for TWIC as soon as possible. Educational director noted that information regarding upgrading classes offered at the Seafarers-affiliated school was posted in the rec room. Treasurer reported \$2,100 in satellite TV fund. No beefs or disputed OT reported. Several safety reminders were discussed. Mariners were reminded to wear proper gloves when line handling and if unsure of procedures to ask experienced crew members. Next port: Conneaut, Ohio.

MAERSK CAROLINA (Maersk Line Limited), April 20 – Chairman **Brian K. Fountain**, Secretary **Osvaldo Ramos**,

Educational Director **Kevin M. Cooper**, Deck Delegate **Mario Ordonez**. Chairman stated payoff to take place on April 28 in Newark, N.J. He thanked crew for another safe trip and reminded those departing vessel to clean rooms and turn keys in. Secretary expressed gratitude for help keeping ship clean. Educational director urged everyone to check expiration dates on seafaring documents and upgrade skills at the Paul Hall Center. No beefs or disputed OT reported. Suggestions were made pertaining to vacation, medical and pension benefits. Crew members would like new mattresses. Next ports: Newark, N.J., Norfolk, Va., Charleston, S.C., and Algeciras, Spain.

SAM LAUD (American Steamship Company), April 2 – Chairman **Scott E. Krajniak**, Secretary **Darlene M. Weymouth**, Educational Director **Timothy Orban**, Deck Delegate **Kevin R. Stehlik**, Engine Delegate **Timothy Orban**. Chairman discussed chain of command and the importance of following it. He encouraged crew members to support SPAD and stressed how their donations benefit their way of life. Secretary encouraged mariners to participate in 401(k) plan. Educational director informed members that forms were available in rec room cabinet. He also advised them to register at their local union hall within 72 hours of departing vessel. Deck delegate talked about the importance of safety while performing their duties. No beefs or disputed OT reported. Next port: Cleveland.

SEABULK ENERGY (Seabulk Tanker), April 6 – Chairman **Ronald L. Paradise**, Secretary **Loicy M. Jones**, Educational Director **Wendell M. Wilmoth**, Steward Delegate **Kenneth L. McHellen**. Bosun thanked ABs for work done on deck and painting the stairs. He congratulated the crew on working well together. Secretary expressed gratitude for help keeping ship clean. Educational director urged crew to upgrade when possible at the Piney Point school. No beefs or disputed OT reported. Request was made for four more satellite boxes for the rest of crew.

ST. CLAIR (American Steamship Company), April 7 – Chairman **Joel A. Lechel**, Secretary **Kathryn S. Hansen**, Educational Director **Terrance A. Pyrlik**, Deck Delegate **Joseph B. Hance**, Engine Delegate **Bryan D. Clark**, Steward Delegate **James R. Beaudry**. Chairman thanked crew for all the help bringing ship out of layup and getting her going. He talked about internal department working relationships and how it benefits everyone aboard when they work together. Members were urged to contribute the SPAD. Educational director recommended upgrading at the SIU-affiliated Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. It was noted that additional safety gear had arrived and was available for all. Crew was asked to wash dirty clothes in washer in the engine room. Vote of thanks was given to steward department for a super clean galley and great meals. Next ports: Two Harbors, Minn., and Indiana Harbor, Ind.

Letters to the Editor

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

Australian Ceremony Honors U.S. Mariners

On May 9, 2008, at the Battle of the Coral Sea memorial service – which is conducted every year by the Australian American Association – I had the great and proud honor to lay a floral wreath on behalf of both Mr. A.J. Wichita, president of the American Merchant Marine Veterans and also Mr. Ian Allison, co-chairman of the Just Compensation Committee. This was done in memory of all U.S. Merchant Mariners who gave their lives in World War II for our tomorrow.

The ceremony took place at the Fremantle War Memorial. It included remarks by the governor of Western Australia (Dr. Ken Michael) and messages from both Australia Prime Minister Kevin Rudd and President Bush.

As noted in the printed program, the Battle of the Coral Sea was fought May 5-8, 1942. Australia was a key to Japanese war plans in the Pacific, because it was a base for land, air and sea operations against them. The Japanese High Command reached out to capture Port Moresby; confronting them in the Coral Sea was an allied naval task force that included the aircraft carriers *USS Lexington* and *USS Yorktown* with cruisers *USS Chicago*, *HMAS Hobart*, Flag Ship *HMAS Australia* and destroyer escorts.

At great loss, the advancing Japanese naval



The letter writer (second from right) is pictured with U.S. Navy personnel at the ceremony.



Helman constructed this wreath and laid it along with others that were utilized for the annual remembrance of those mariners who made the ultimate sacrifice.

strike force was stopped. This battle set the scene for the decisive defeat of the Japanese navy by the U.S. at the Battle of Midway shortly after.

As a merchant seaman who served from 1939-45 on allied merchant ships and specifically on four U.S.-flag ships in 1944 and 1945, I met and sailed with so many U.S. shipmates. We had fun times and also sad times.

May God bless America, may God bless Australia, and may we always be allied shipmates.

*John E. Helman
Hamilton Hill, Western Australia*

Recalling Sacrifices Of WWII Mariners

I am the son of a U.S. Merchant Mariner who sailed during World War II, and I am also a military veteran of Vietnam. I'm writing this letter to honor the job performed during WWII by the mariners of our country. They served honorably and took on losses due to enemy fire with little or not protection, yet they never stopped or complained of the danger involved.

Instead, they showed a "must do" attitude to deliver supplies in spite of the dangers.

I speak of this because I can remember my father describing voyages and the cargo they carried. They had a strong desire to move that cargo to the men in the field, who were so desperate to bring victory to our country.

Dad was too young to volunteer in the military like his brothers, so he became a mariner to do what he could do for his country. Dad emphasized that his shipmates had the same attitude and were proud of what they were doing, in spite of the losses they took on. What my father may not have realized was that he had instilled his standards into me, and I also wanted to serve this country.

How can anyone not give these men their due? They not only served abroad but they also brought back to this country much-needed supplies from overseas. The efforts of the U.S. Merchant Marine were twofold: take care of our men abroad and take care of the needs of our country from abroad.

That is a mission even we as soldiers could not top, as some of these men made the ultimate sacrifice without receiving recognition of the importance of their mission during a critical time.

I hope that these comments are not taken as disrespectful to our armed forces, but only as factual as this writer sees them concerning our "unarmed forces," the U.S. Merchant Marine.

*Anibal Colon Menendez
Kansas City, Missouri*

Don't Forget Our Song

I sometimes wonder why we never hear a song about the U.S. Merchant Marine. It would be especially fitting to hear such a song on National Maritime Day.

When I went to Sheepshead Bay, N.Y., for maritime training in 1944, they taught us a song. But, since leaving the school, not one time have I heard that song again. Anyway, the verse and chorus went like this:

Give us the oil, give us the gas
Give us the shells, give us the guns
We'll be the ones to see them thru
Give us the tanks, give us the planes
Give us the parts, give us a ship
Give us a hip hoo-ray!
And we'll be on our way

Heave Ho! My Lads, Heave Ho!
It's a long, long way to go
It's a long, long pull with our hatches full
Braving the wind, braving the sea

Fighting the treacherous foe
Heave Ho! My lads, Heave Ho!
Let the sea roll high or low
We can cross any ocean, sail any river
Give us the goods and we'll deliver
Damn the submarine!
We're the men of the Merchant Marine!

This is the official song of the U.S. Maritime Service, written in 1943 by Jack Lawrence. It would be nice to put this in the *LOG* around National Maritime Day each year.

*Bruce E. Knight
Chesapeake, Virginia*

Sharing Rediscovered Poems

I recently came across a number of my old poems that were published years ago in the *NMU Pilot* and wanted to share them with the membership and my fellow retirees. Here is one from 1983:

The Lookout

The moon is up over the ocean
And I can see for miles by its light

The horizon is not blinking
With other ships this night

And the sky is clear but changing
With the clouds that dwell up there

While the stars all tell their ancient stories
Of times when gods walked down here

And the sea, she tells me stories, too
Of her many victories

And how she beat many men
Who sailed against her pleas

"The ships that lost were careless,
Their crews not fit for me

"But of all the crew I'd blame the most,
'Twas the lookout – if you please"

*Retired AB Harold Brown
Orlando, Florida*

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SEAFARERS PAUL HALL CENTER
UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Table with 3 columns: Course, Start Date, Date of Completion. Rows include Able Seaman, Automatic Radar Plotting Aids (ARPA), Celestial Navigation, GMDSS, Lifeboatman/Water Survival, Radar, Radar Renewal, Specially Trained Ordinary Seaman (STOS), and Bosun Recertification Course.

Engine Upgrading Courses

Table with 3 columns: Course, Start Date, Date of Completion. Rows include Advanced Container Maintenance, Basic Auxiliary Plant Operations (BAPO), Firemen/Watertender/Oiler (FOWT), Junior Engineer, Machinist, and Marine Electrician.

Table with 3 columns: Course, Start Date, Date of Completion. Rows include Marine Refrigeration Technician, Pumpman, Welding, Safety Specialty Courses (Advanced Fire Fighting, Basic Fire Fighting, Fast Rescue Boat, Medical Care Provider, Tanker Assistant, Tankerman), and Steward Upgrading Courses (Galley Operations, Certified Chief Cook/Chief Steward, Steward Recertification Course).

Academic Department Courses

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

Online “Distance Learning” Courses

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

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

UPGRADING APPLICATION

Name

Address

Telephone Date of Birth

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # Book #

Seniority Department E-mail

U.S. Citizen: Yes No Home Port

Endorsement(s) or License(s) now held

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

If yes, class #

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

If yes, course(s) taken

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken

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

Table with 3 columns: COURSE, BEGIN DATE, END DATE. Multiple rows for course entry.

LAST VESSEL: Rating:

Date On: Date Off:

SIGNATURE DATE

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 702 — Unlicensed apprentices from Class 702 recently graduated from the water survival course. Those graduating from the course (above, in alphabetical order) were Jeremy Birchfield, Dustin Brantley, David Burciage, Daryl Corbett, Jack Corn, James East, Kevin England, Darrell Goggins, William Gosse, Richard Howard, Brian Jackson, James Jackson, Jorge Lanis Jr., Hezekiah Lawe, Robin Majette, John Menley, Teresa Robin, Ignacio Santos, Keith Scott, Mark Turner, Timothy Van Pelt II, Oshema Watson, Michael Washington, Jovan Williams and Igor Yakunkov.



Marine Engineer — Eight mariners on May 23 graduated from this course. Completing the course (above, in alphabetical order) were Keithley Andrew, Nicholas Collins, Roger Dillinger Jr., Daniel Gaffney, Joseph Letang, Douglas Lowry, Wade Rudolph and Michael Voda. Their instructor, Jay Henderson, is third from left, seated. (Note: Not all are pictured.)



Welding - The following individuals (in alphabetical order) graduated from this course May 23: Gary Hirsch, Anthony Pace, Jerome Doods, Vadym Gutara, Dana Wilks, Roger Nesbeth and Angelo Schiraldi. Buzzy Andrews, their instructor, is standing third from left.



Computer Classes

Four Seafarers, each of whom was undergoing upgrade training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., recently completed computer courses. The four joined instructor Rich Prucha (center in photos above and below) to pose with the certificates they earned for their accomplishments. Displaying their certificates in photo above are Joseph Yamson (left) and Roberto Silva. Dawn Johnson and Sergey Kurchenko show off their credentials in photo below.



Fast Rescue Boat - Three upgraders on May 16 graduated from this course. They are William Smith (seated), Paul Starvish (back row, second from left) and Michael Freeman. Their instructor, Stan Beck, is standing at left.



Tank Ship Familiarization DL — Two classes of Phase III apprentices on May 9 completed this 63-hour course. Those completing the course (in alphabetical order) were Scott Accardi, Jeffrey Amestoy, Tristin Brand, Aaron Chiusano, DeMorris Duggins, Wilson Franks, Kabir Garcia, Kyle Gibson, Tonya Gist, Brandy Griffin, Tsawang Gyurme, Austen Hess, Spencer Hiruko, Gabriel Izquierdo, Enchantress Johnson, Kenneth LeDeoux, Larry Locke, Cintron Maldonado, Tony Martin, Matthew Martinson, Daniel McDougald, Mark Merenda, Frederick Nyarko, Algernon Ramseur, Christopher Shivalier, Steven Sidler and Frank Smith.

Paul Hall Center Classes



STCW (Hawaii) — The students shown in the top left photo recently completed this course at the Seafarers Training Center at Barber's Point, Hawaii. Graduating from the class (in alphabetical order) were Oscar Awa, Phillip Barretto, Guillermo Tluzek, Sharitta Givens, Mary Galdwell, Tony Hayes, Darrel Nelson, Leslie Parks, Erin Peacy, Nathan Penoyer, Whitney Pyles, Shane Riley, Neyshalee Pomaes, Berny Travilla, Jose Torres, Brett Wisniewski and Krista Young.

STCW (Hawaii) — The following students (above right, in no particular order) on May 19 completed this course at the Seafarers Training Center in Hawaii: Jorge Arais, Jane Birkinbine, Alaina Brown, Andrew Drummond, Morgan Erickson-Davis, Wendell Fugate, Daniel Huang, Peter Kraska, James Lobdell, Shea Miller, Jeffrey Orchard, John Putegnat, Francis Smith and Joseph Sullivan

STCW (Hawaii) — Eight students recently completed the STCW course at the Barbers Point, Hawaii-based Seafarers Training Center. Completing the course (photo at left, in no particular order) were Laura McFadden, Adam Landis, Kathleen Warwick, Molly Ulka, Ashlee Thelen, Lauren Borkowski, Samantha Webster and Jeremy Denton.



Radar (G&H Towing) — Three G&H Towing Boatmen on May 23 completed this course. Those graduating (above, starting second from left) were Michael Shanks, Terry Hale and Bryan Albrecht. The class instructor, Stacey Harris, is at left.



FOWT — The following upgraders (above, in alphabetical order) on May 16 completed this course: Ben Anderson, Glen Arnold, Gavin Benckert, Christopher Carrier, Ortiz Castillo, Brandon Fields, Thomas Jones, Damien Lae, Jesse Lewis, James McEntire, Robert Puckett, Cornelius Smith, John Szeibert, David Turley, Jason Young and Frank Zoumakpe. Their instructor, Tim Achorn, is third from right.



STCW — The following upgraders (above, from left to right) on May 16 completed this course: Kirk Moffett, Seddik Ali, Jeff Van Slanbrock, Ali Sailer, Avis Hawkins and Carl Robinson. Also completing the course, but not pictured were William Grow and Mustafa Malik.



Water Survival - Nine upgraders completed this course May 23. Graduating (above, in alphabetical order) were: Desmond Baptiste, Shanita Daniel, Raphael Dewberry, Curtrina Duck, Anthony Kpodovia, Wilfredo Lansangan, Sandy Santiago, Christopher Sikes and Karen Suzuki. Bernabe Pelingon, their instructor, is standing far right.

Important Notice

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



The

www.seafarers.org

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With the Fourth Arm of Defense in Norfolk

The photos on this page recently were submitted by personnel from the SIU hall in Norfolk, Va. The pictures include SIU members aboard the *USNS Gordon*. The *Gordon* is a government-owned large, medium-speed, roll-on/roll-off ship, abbreviated as LMSR. The ship is operated by SIU-contracted Interocean American Shipping Co. and is named after Army Master Sergeant Gary Gordon who received the Medal of Honor posthumously. He died in service in Mogadishu, Somalia, in 1993.

The *Gordon* was activated in early May in support of Operation Iraqi Freedom.



JE Hashiem Pittman



QMED Antoine Rainey



Wiper Ruden Perez, QMED Edward Galbis, SA Eduardo Merigliano



AB Augustin Manzo-Sandoval, Recertified Steward Rod Bright



SA Nina Phelps (left), Chief Cook Martha Williams



AB Tim Kacer



OS Jonathon Walker, 3rd Mate Adena Kenny, Chief Mate Al White



Recertified Steward Rod Bright (left) and SA Eduardo Merigliano



Pictured from left to right, ACU Dave Parker, SA John Canson, Chief Cook "Fats" Belcher, AB Lou Colbert and SA Bebe Eason fire up the grills.



Among those enjoying a recent cookout at the Norfolk hall were SIU VP Government Services Kermett Mangram (third from right, holding water bottle), SIU Government Services Division Representative Maurice Cokes (standing third from left) and Seafarers Wiper Rick Langley, AB Mike Warren, ACU Dave Parker, AB Elmo Davis, AB Laurentis Colbert, AB Bennie Spencer and Chief Cook William Belcher.



Clockwise from lower left, Bosun Marc Marcus prepares to position cargo aboard the *USNS Gordon* using a forklift while AB Pete Hokenson and Recertified Steward Rod Bright take a short break on the vessel's deck. Chief Storekeeper Renee Clayton discusses stores delivery issues with "Joe the truck driver" while Oiler Carmelo Collazo, AB Mike Sykes and QMED Emilio Ordaniel receive their full SIU books during a membership meeting. Once each of the crew members had completed their duties and each assigned task successfully had been accomplished, the large, medium-speed, roll-on/roll-off *Gordon* takes to the open seas.

