

The

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# Seafarers Log

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## President's Report

### Jobs Plan: Right Move, Right Time

Many Seafarers understand both the benefits and the responsibilities that go along with our union's affiliations to groups like the AFL-CIO, the Maritime Trades Department and the International Transport Workers'



Michael Sacco

Federation. Belonging to those organizations (and others) helps boost our voice on key issues. It gives us important strength beyond our numbers. It also means we provide grassroots support whenever possible.

Make no mistake: Our main focus always stays on effective representation. That means securing and maintaining good jobs with decent benefits. It means making sure rank-and-file members have opportunities to upgrade so they can advance their careers. It means working with others from throughout the industry, including federal agencies, to help ensure the safety of our crews.

But we're part of a larger movement, too, and on that front I'm proud to support the new jobs initiative introduced in mid-November by the AFL-CIO.

For those of you who don't know, the AFL-CIO is a voluntary federation of 57 national and international labor unions, including the SIU. Altogether, those unions represent about 11.5 million workers.

Brothers and sisters, it doesn't matter what issue is on the table – when an organization has 11.5 million members behind it, people listen. In this case, the federation has joined forces with five other groups to aggressively promote a job-creation plan for America.

AFL-CIO President Rich Trumka, an absolutely rock-solid supporter of the SIU, helped present the plan during a kickoff event in Washington, D.C. This is just a summary, but it basically focuses on these five things:

- Extend unemployment benefits, food assistance and health care for the unemployed. This will help prevent more families from falling into bankruptcy and losing their homes. It also will help maintain some personal spending that saves jobs throughout the economy.

- Invest in our infrastructure. This was a hot topic a few months ago at both the MTD and AFL-CIO conventions, and it's even more urgent now. All of the money spent on rebuilding our schools, roads, ports, bridges and more, equals employment right down the entire supply chain. Besides, the projects themselves are desperately needed. Ask any member who uses the San Francisco Bay Bridge.

- Increase aid to state and local governments so they can maintain crucial services and avoid additional layoffs. One thing here that must not be overlooked is how the fiscal crisis affects our children's educations. It's happening because of massive budget shortfalls in school districts all across the country. We can't let it go on.

- Create jobs that put people to work in our communities meeting pressing needs. These are not replacements for existing public jobs. They must pay respectable wages and should be directed at distressed areas.

- Send Troubled Asset Relief Program (TARP) funds to small- and medium-sized businesses for job creation. Community banks – not Wall Street firms – are the financial backbone for local businesses. Right now, banks aren't lending to those businesses. If they can get credit, they'll create jobs.

The federation and its coalition partners (Economic Policy Institute, Center for Community Change, Leadership Conference on Civil Rights, NAACP, and National Council of La Raza) promised to take this program to the White House and Congress, with the aim of creating at least two million jobs in the next year. Considering that unemployment is at its highest rate in more than a quarter-century, it's no exaggeration to call this plan critical. As President Trumka said during the kickoff event, "We need jobs – now."

He can count on our support.

#### Season's Greetings

No matter the challenges we may face, this is the time of year when we all traditionally count our blessings. As always, I remain grateful to our rank-and-file members for their outstanding work and their unwavering support.

Here's to a safe, healthy and happy holiday season for all Seafarers and SIU retirees and their families. For those who are at sea, I appreciate the sacrifices that go along with sailing at this time of year. I hope you're still able to enjoy the holidays and the time spent with your union brothers and sisters.

Finally, I offer a special greeting both to those SIU members on voyages supporting our troops, and to the troops themselves. May God bless you, and may you all return home safely.



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President Barack Obama (right) talks with House Speaker Nancy Pelosi (D-Calif.) and Majority Whip James Clyburn (D-S.C.) (left) Nov. 7 on Capitol Hill after meeting with House Democrats about health care. Directly behind them are Majority Leader Steny Hoyer (D-Md.) (left) and U.S. Rep. Chris Van Hollen (D-Md.). (AP Photo/Alex Brandon)

## Labor Lauds House Health Care Bill

### Push for Reform Continues, but Senate Action Uncertain

The U.S. House of Representatives on Nov. 7 passed a labor-backed health insurance reform bill, voting by a tally of 220-215 in favor of the Affordable Health Care for America Act (H.R. 3962).

More than a week later, near press time, a procedural Senate vote cleared the way for the Senate to begin debate on its own health care reform bill. That debate was expected to start after Thanksgiving; legislators and pundits alike suggested it will last for weeks, possibly longer.

In any case, the House legislation is seen as a key win for working families in this ongoing struggle. As AFL-CIO President Rich Trumka observed, "The bill does not attempt to finance reform on the backs of the working middle class. In addition, the employer responsibility provision ensures a fair share of financing from employers and prevents employers from increasing costs for everyone by dumping people into subsidized programs."

The Affordable Health Care for America Act would guarantee coverage to 96 percent of the U.S. public. Among other components, it includes two provisions identified as crucial by organized labor: no taxes on employer-provided health benefits for the middle class, and no denial of coverage because of pre-existing conditions.

President Obama called the bill "a piece of legislation that will provide stability and security for Americans who have insurance; quality, affordable options for those who don't; and bring down the cost of health care for families, businesses, and our government, while strengthening the financial health of Medicare. It is legislation that is fully paid for and it will reduce our long-term federal deficit.

"Given the heated and often misleading rhetoric surrounding this legislation I know that this was a courageous vote for many members of Congress, and I'm grateful to them and for the rest of their colleagues for taking us this far," the president continued. "But more importantly, so are the millions of Americans whose lives will change when we achieve insurance reform – families with pre-existing conditions who will finally have insurance coverage; parents who will be protected from annual and lifetime limits that can force them to pay exorbitant out-of-pocket costs for a child's illness; small businesses that will finally be able to cover their employees; and working folks

who will finally be able to afford health insurance for the very first time."

The House bill places a surcharge either on families making at least \$1 million dollars per year or on individuals earning at least \$500,000 a year. The surcharge pays for covering the uninsured, according to the labor federation.

Additionally, the House legislation stipulates that employers would have to provide health care benefits or pay into a fund. Companies with payrolls under \$500,000 annually are exempt; small businesses with 10 or fewer workers would get tax credits to help them pay for coverage.

Individuals are required to obtain health care insurance coverage or pay a fee of 2.5 percent of their adjusted income, or the cost of a premium of a plan in a government-established exchange program. Individuals below income tax filing of \$9,300 for those under age 65 and \$18,700 for couples are exempt. Individuals may apply for a hardship waiver if coverage is unaffordable.

House Speaker Nancy Pelosi (D-Calif.), in remarks on the House floor shortly before the vote, stated, "This legislation is founded on key principles for a healthier America: innovation, competition, and prevention. It improves quality, lowers cost, expands coverage to 36 million more people and retains choice.... For all Americans, this legislation makes a big difference: no discrimination for pre-existing medical conditions, no dropped coverage if you are sick, no co-pays for preventive care. There is a cap on what you pay in but there is no cap on the benefits that you receive. It works for seniors ... offering better primary care, and strengthening Medicare for years to come. It works for women preventing insurance companies from charging women more than men for the same coverage.... It works for young people, offers affordable choices, and ends co-pays for preventive care to stop problems before they start and allows young people to stay on their parents' premium until their 27th birthday."

She added, "It works for small business owners providing access to affordable group rates and creating a tax credit for them to help them insure their employees. It works for consumers keeping the insurance companies honest and encouraging competition with a public option. This legislation puts you and your doctor in charge. No longer will the insurance companies come between you and your doctor."



# Crowley Maritime Christens New ATB

Seafarers and SIU officials were on hand Oct. 26 in New Orleans to join in celebrating the christening of Crowley Maritime Corporation's newest articulated tug-barge (ATB) tank vessel, consisting of the 135-foot tugboat *Pride* and the 587-foot barge 650-7.

SIU New Orleans Port Agent Chris Westbrook and SIU Houston Port Agent Mike Russo attended the ceremony, which took place at Cruise Terminal Number 2.

The *Pride*/650-7 is the seventh in a series of 10 new 185,000-barrel ATBs being built for Crowley. The company expects to take delivery of the final three vessels in 2010 and 2011. Crowley also has four 155,000-barrel ATBs sailing in the Jones Act trades.

During the ceremony in New Orleans, Susan Rodgers, Crowley senior vice president of corporate services, christened the 10,728-horsepower tug *Pride*, while Rita McKain, wife of Bradley McKain, manager, terminal, transport and marine for Marathon Petroleum Company, christened the barge 650-7.

According to the company, Crowley Petroleum Services will charter the VT Halter Marine-built ATB from Crowley's vessel construction and naval architecture subsidiary, Vessel Management Services, and operate it

for Marathon Petroleum under a time charter agreement.

"The units have been well-accepted by the industry and the demand for them dictates that we continue to build bigger and faster units," Crowley announced after the christening. "In addition to the remaining three 185,000-barrel [units], we will introduce our 750-series vessels which will carry 330,000 barrels in 2011."

An ATB features a hinged connection system between the tug and barge, which facilitates operations. The tug is positioned in a notch in the stern of the barge.

Crowley and VT Halter Marine jointly designed the newest ATB tank vessel. The barge 650-7 was built at Halter's shipyard in Pascagoula, Miss., and the *Pride* at its shipyard, in Moss Point, Miss.

Like the others in the series, the *Pride*/650-7 boasts the most modern systems technology and double-hull construction. It can carry a wide variety of products in its 14 cargo tanks, each of which includes an electric cargo pump.

Crowley's Seafarers-crewed ATB fleet has moved hundreds of millions of barrels of product with zero spills since the vessels entered service in 2002.



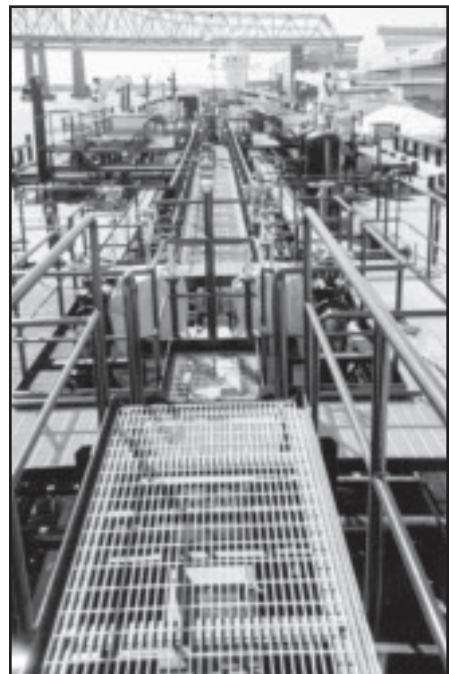
SIU members and officials are pictured in front of the new ATB. Among those in the photo are Port Agent Chris Westbrook (center), Port Agent Mike Russo (third from right) and Seafarers Robert Albe, Gus Cramer, Dan Hanlon, Jacek Sawicki, Cory Walls, Ardale Crim, Chris Farmer and Travis Stringer.



Crowley Senior VP Susan Rodgers (left) christens the tugboat.



The tugboat *Pride* is part of Crowley's series of new ATBs.



The 650-7 has 14 cargo tanks.

## Transportation Secretary LaHood Honors U.S. Merchant Mariners

U.S. Secretary of Transportation Ray LaHood, speaking at a Veterans' Day ceremony Nov. 11 in Washington, D.C., praised the bravery and historic reliability of the U.S. Merchant Marine.

The ceremony took place at the National World War II Memorial.

"We gather here to honor all the veterans who have defended freedom and democracy against the forces of tyranny and oppression around the world," LaHood said. "But today – before their voices fade into history – we especially want to recall the bravery, skill, and camaraderie of the generation who fought in the Second World War. And of those, I would like to pay special tribute to the United States Merchant Marine."

LaHood told those in attendance something that not all people outside the maritime industry may consider: "Throughout our history, our armed forces could not fight a war overseas without the merchant marine and the commercial ships they commanded, filled with supplies. In World War II, when our troops and their cargo needed overseas transport, the U.S. Merchant Marine was there – crossing hostile waters and sacrificing thousands of lives to complete their mission."

Such service didn't begin or end there. As the secretary further pointed out, "When critical evacuations were needed during the conflict with Korea, the U.S. Merchant Marine was there to rescue thousands of U.N. troops, refugees, cargo, and vehicles. During the first Gulf War, when troops required four times as much equipment as the Normandy invasion, the U.S. Merchant Marine was there to deliver life-saving tanks, armored vehicles, and helicopters. Today, more than 85 percent of the supplies and equipment for the conflicts in Iraq and Afghanistan are carried aboard ships crewed by civilian mariners."

A former U.S. congressman, LaHood said that on Veterans' Day 2009, "We remember all these brave individuals who risked their lives crossing the Atlantic, the Pacific, the Persian Gulf, and many other seas to transport essential goods or bring soldiers and others out of harm's way. General Dwight D. Eisenhower said it best: 'When final victory is ours, there is no organization that will share its credit more deservedly than the merchant marine.' On behalf of everyone at the United States Department of Transportation and the Maritime Administration, I want to thank the U.S. Merchant Marine, and all of our veterans, for their selfless devotion to our country."



Transportation Secretary Ray LaHood (left) honors mariners by placing a wreath at the National World War II Memorial. (Photo courtesy U.S. Maritime Administration)





## SIU-Crewed *MV Harriette* Thwarts Pirate Attack

All hands were reported safe aboard the Seafarers-crewed *MV Harriette* following a close call Nov. 2 with armed pirates approximately 360 nautical miles off the coast of Mombasa, Kenya.

According to communications from the U.S. Navy and *MV Harriette* operator Sealift Inc. as well as news reports, the incident took place around 11 a.m. local time. It involved as many as a dozen pirates (total) aboard two skiffs who came within three feet of the American-flag ship but couldn't board it.

After the ship's captain maneuvered the *Harriette* to deter the pirates, who were attempting to use a ladder, they responded with small-arms fire. Some of the AK-47 rounds reportedly damaged the port wing and bridge, but no one was injured. Additionally, ship-board personnel indicated that the pirates possessed rocket-propelled

grenades, but those weapons weren't used.

The *Harriette* increased speed following the failed try at boarding, and the pirates abandoned their attack. The entire episode lasted about 25 minutes.

According to the company, the vessel had offloaded food aid cargo in Mombasa and was sailing for Mumbai, India, when the attack happened.

The ship is crewed by members of the SIU and the American Maritime Officers. Seafarers aboard the vessel during this incident included Bosun **Sean Ryan**, ABs **William Steele**, **Garrett Phillips** and **Jeffrey Amestoy**, STOS **Carlos Conde**, STOS **Clifton Favorite**, Oilers **Florian Turcios** and **Abraham Moreira Mejia**, OMU **Romuald Marlinski**, GUDE **Kristopher Travis**, Recertified Steward **George Quinn**, Chief Cook **Lolita Sanchez** and GSTU **James St. Amand**.

## Maersk Alabama Crew Safe After 2nd Attack

There were no injuries aboard the *Maersk Alabama* following a Nov. 18 attack in which pirates fired automatic weapons at the American-flag ship approximately 350 nautical miles east of the Somali coast. According to news reports and other communications, guards aboard the *Maersk Alabama*

returned fire and put a stop to the attack.

A spokesman for the EU Naval Force said it was "pure chance" that the *Alabama* had been targeted for the second time in seven months. In April, the ship endured a high-profile ordeal in which its captain was taken hostage in a lifeboat for five days.

### Rear Adm. Wray Tours School



The deputy commander of the U.S. Military Sealift Command (MSC) on Nov. 5 toured the SIU-affiliated Paul Hall Center for Maritime Training and Education. Rear Adm. Robert Wray Jr. met with SIU President Michael Sacco, SIU Executive VP Augie Tellez and others at the school, which is located in Piney Point, Md. Pictured from left to right in photo above are Seafarers Counsel Deborah Kleinberg, Tellez, Wray and Sacco. Paul Hall Center Director of Training J.C. Wiegman is in the background of the other photo.



### Finishing Touches on New Hall

The union's move to new facilities in Jacksonville, Fla., continued in stages last month and remained close to its originally projected timeline. These photos, taken in late October and early November at the new hall, show the exterior sign, part of the interior and a section of the counter as well as some of the SIU members who volunteered to help paint the curbs outside the building: Rafael Lanila, Alex Cordero, Eduardo Pascua and Rolly Pascua. The move was expected to be completed around Thanksgiving, meaning the December membership meeting will take place at the new location: 5100 Belfort Road.





# President Signs Defense Authorization Act

## Passed by House, Coast Guard Legislation Awaits Senate Action

Two pieces of legislation carrying great significance to Seafarers and the maritime industry are in focus at press time. The 2010 National Defense Authorization was signed into law by President Obama on Oct. 28 while the 2010 Coast Guard Authorization Act passed the House and awaits Senate action.

The Defense bill provides funds for the U.S. Maritime Security Program (MSP), a vital initiative that helps protect America on many fronts. The funding is a boon to national and economic security; it helps keep dozens of militarily useful, civilian-crewed, U.S.-flag ships sailing.

Also under the Defense bill, the Department of Transportation's Marine Highway Initiative got a boost as the law authorizes DOT's Maritime Administration to

grant funds of up to 80 percent of the costs to start commercially and financially viable short-sea projects. The act states an operator must show "a market exists for the services ... evidenced by contracts or written statement of intent from potential customers."

Good news also came to the shipbuilding industry via a commitment from the government to guarantee \$60 million worth of loans under the Title XI program. Title XI is important to the U.S. domestic maritime industry; the timing of this commitment was critical given the current recession and global credit crisis.

On the piracy front, the Defense act authorizes an initiative proposed by U.S. Rep. Frank LoBiondo (R-N.J.) that would give wider latitude to U.S.-flag ships carrying government cargo to defend themselves against

pirates using non-lethal defense measures, without fear of prosecution under U.S. law. It requires a report on efforts to ease restrictions on arming ships for self-defense and mandates that the Coast Guard establish training standards for armed security personnel.

The House version of the 2010 Coast Guard Authorization Act sets aside \$153 million for construction of a new Great Lakes icebreaker to better maintain shipping lanes.

Like the Defense bill, the Coast Guard legislation also seeks limited mariner liability for actions taken against pirates, and pumps money into security and training programs.

Additionally, the bill seeks to improve mariner access to port facilities and vessels.

## Great Lakes Fleet Buoyed By Sensible Compromise

While the U.S. Environmental Protection Agency (EPA) may have had good intentions, a new regulation it proposed that would have mandated tough engine and fuel standards for ships operating within 200 miles of U.S. coasts would have unintentionally decimated Great Lakes shipping. After exhaustive efforts by pro-maritime legislators, labor organizations and private industry, a compromise was reached in recent legislation passed by the House and Senate that turned potentially harmful over-regulation into a victory for the economically depressed Great Lakes region, striking a balance between environmental protection and jobs.

Congressional negotiators in late October reached agreement on what amounts to an exemption for 13 Lakes vessels that transport various cargoes throughout the region. The exemption was approved as part of a natural resources spending bill.

Among those strongly supporting the U.S.-flag fleet on this issue were U.S. Reps. David Obey (D-Wis.), chairman of the House Appropriations Committee; Jim Oberstar (D-Minn.), chairman of the House Transportation and Infrastructure Committee; Steven LaTourette (R-Ohio); and Candice Miller (R-Mich.).

The Great Lakes Maritime Task Force, a coalition which includes the SIU as an affiliate, issued a statement hailing the decision.

"We believe that a full understanding of the commercial vessels operating on the Great Lakes, their small environmental footprint, their large environmental benefits and tremendous economic impact can result in a balanced approach that meets the needs of all," the task force said. "The EPA's proposed regulation would have eliminated 25 percent of the U.S.-flag Great Lakes within a few years. Even the Government of Canada has taken the highly unusual step of asking the EPA to undertake further analysis before proceeding with the Great Lakes portion of this proposed regulation lest 50 Canadian-flag ships be put at risk. By closely examining the impacts and unintended consequences of over-regulating air emissions from vessels, the Great Lakes region can be protected without impeding our regional and national economic recovery. The U.S.-flag Great Lakes fleet already burns cleaner fuel than that used by many of the world's oceangoing vessels.

"We appreciate the effort of the Great Lakes Congressional delegation and administration officials who crafted a solution that extends the useful lives of the 13 U.S.-flag steamships to 2020," the statement continued. "The environment needs Great Lakes shipping too. Ships burn less fuel and produce fewer emissions than trains and trucks."

In comments to the docket about the proposed emissions regulations, AFL-CIO Maritime Trades Department President Michael Sacco (who also is president of the SIU) pointed out that some of the Lakes shipping industry's older but vital vessels would have to be refitted with new engines to accommodate the rules or risk engine explosion or other damage because they couldn't operate on the new EPA-mandated fuel mixture. Compliance costs would have increased to unfeasible levels in a region that is struggling with some of the worst economic and unemployment conditions in the nation.

Transportation records show these 13 vessels in their current configurations hauled 29 million tons of cargo in 2008 and it would have taken 1.1 million trucks or 290,000 railcars to replace that capacity.

Obey called the agreement "plain common sense. This compromise will allow the EPA to go ahead with a new clean air rule without sinking the Great Lakes fleet and all the jobs it creates in the region."

Oberstar stated, "Shipping on the Great Lakes accounts for a small fraction of the pollution caused by the maritime industry, but it handles half of all of the taconite used in domestic steel production. Increasing the costs of Great Lakes shipping will drive up the price of American steel products, jeopardizing our economic recovery."

## Ohio Voters Give 'Thumbs Up' To Labor-Backed Initiative

Ohio's working families scored a potentially big win on Election Day when they approved a ballot initiative that is expected to help create tens of thousands of jobs.

Known as State Issue 3, the measure calls for construction and operation of four full-service casinos: one each in the cities of Cleveland, Cincinnati, Columbus and Toledo. Proponents believe it will create approximately 34,000 new jobs – nearly 20,000 in the construction trades and the rest at the casinos, which tentatively are expected to start opening in 2012.

The initiative mandates \$1 billion in private investment and \$200 million in licensing fees. It is projected to generate \$651 million annually in tax revenues that would be dispersed to counties throughout Ohio, with more than \$200 million allocated to schools and equal amounts to job training programs in the economically downtrodden state.

Dozens of labor organizations supported Issue 3, including the AFL-CIO Maritime Trades Department (MTD), to which the SIU is affiliated. Organized labor was far from alone in promoting the initiative – the effort also saw vast bipartisan support from legislators in the state and fervent backing from private industry, including Penn National Gaming, a major employer of members of the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU).

Although similar plans had been defeated in past elections, some 53 percent of Ohio voters cast their ballots for Issue 3. In a statement of support before Election Day, MTD President Michael Sacco (who also is president of the SIU) noted, "This proposal is overdue. It has been thoroughly researched and carefully put together. It will be an enormously significant victory for working families across the state."



UIW VP Great Lakes Bill Ellis (left) and Penn National Gaming VP Eric Schippers discuss economic rejuvenation of Ohio during an Issue 3 rally attended by various union members, including those of SIU-affiliated United Industrial Workers.

The major coalition promoting Issue 3 – the Ohio Jobs and Growth Committee – issued a statement after the measure passed. "The people of Ohio are the winners of this ballot issue," the group wrote. "It may seem like the finish line, but it's really the beginning of something much bigger.... We will work with the members of the General Assembly to help them craft legislation that will set the stage for successful and well-regulated casino gaming in Ohio. We will work with the Casino Control Commission to obtain the necessary licenses to operate the casinos in Cleveland and Cincinnati and Columbus and Toledo. Then we will get busy on the actual design and construction of the casinos. And that's when Ohioans will start to see the real benefits of their vote."

## NY Port Council Bestows Honors

The AFL-CIO Maritime Trades Department's Maritime Port Council of Greater New York/New Jersey and Vicinity on Oct. 24 honored three people during its yearly awards dinner. The honorees were U.S. Senator Kirsten Gillibrand (D-N.Y.), International Longshoremen's Association President Richard Hughes, and Crowley Maritime Corporation Director of Labor Relations Tony Naccarato. They were selected because of their respective commitments to working families in general and maritime labor in particular. Pictured from left to right in the top photo are Port Council President Joseph Soresi, SIU Exec. VP Augie Tellez, Naccarato, MTD/SIU President Michael Sacco and Port Council Sec.-Treasurer Pete Busacca. Hughes is in the center of the other photo, with the same four previously listed officials. Gillibrand was unable to attend, due to urgent matters in Washington, D.C. The port council event took place in New York City.







## Only Decorations are Spooky Aboard Buck, Matthiesen

These photos were taken on Halloween night during a servicing in Manchester, Wash., where the government-owned tankers *USNS Paul Buck* and *USNS Richard Matthiesen* were docked on opposite sides of the pier. Ryan Palmer, SIU safety director in Tacoma, Wash., noted that crew members were in the Halloween spirit "as evidenced by the decorations put out by Steward **Caezar Mercado** on the *Matthiesen*." Both vessels are operated by SIU-contracted Ocean Shipholdings Inc. for the U.S. Military Sealift Command.



Clockwise from above, AB Tim Watson (left) and Chief Steward Caezar Mercado enjoying the Halloween atmosphere aboard the *USNS Richard Matthiesen* while fellow shipmates (from left to right) AB Eric Kjellberg, Chief Steward Caezar Mercado and SA Javier Wurttele prepare to sample some of the treats prepared especially for the occasion. Pictured from left to right aboard the *USNS Paul Buck* are Pumpman Craig Croft, GUDE Carlos Noriega, QMED Mike Jones, SA Rickey Roberson, Unlicensed Apprentice Keith Reeder and SA Charles Mitchell.



### Summary Annual Report for the Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2008 to December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$88,144,176 as of December 31, 2008 compared to \$100,256,894 as of January 1, 2008. During the plan year the plan experienced a decrease in its net assets of \$12,112,718. 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 \$34,720,473. This income included employer contributions of \$35,192,763, realized losses of \$1,156,408 from the sale of assets and earnings from investments of \$527,122. Plan expenses were \$46,833,191. These expenses included \$8,629,770 in administrative expenses and \$38,203,421 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

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

are included in that report:

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675. The charge to cover copying costs will be \$2.85 for the full report, or \$0.15 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

### Summary Annual Report For Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2008 to December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$20,653,499 as of December 31, 2008 compared to \$20,487,709 as of January 1, 2008. During the plan year the plan experienced an increase in its net assets of \$165,790. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$58,500,623. This income included employer contributions of \$60,586,377, realized losses of \$615,540 from the sale of assets and earnings from investments of \$(1,653,320). Plan expenses were \$58,334,833. These expenses included \$3,402,684 in administrative expenses and \$54,932,149 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

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

1. An accountant's report; and
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675. The charge to cover copying costs will be \$3.75 for the full report, or \$0.15 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure, Room 200, Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

## Beck Notice

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

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

1. Benefits of union membership — While non-members do not receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate

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

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2008 calendar

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

year, the fee cost associated with this representation amounts to 85.82 percent of the dues amount. This means that the agency fee based upon the dues would be \$429.10 (four hundred twenty-nine dollars and ten cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2010 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2009 and November 30, 2010 will have this calculation applied to their 2010 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2011, your objection must be received by December 1, 2010.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2008.

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

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

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

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

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

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

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

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

Sincerely,  
David Heindel, Secretary-Treasurer





Following their graduation, the recertified bosuns posed with union officials for their class photo. Included (photo above) were President Michael Sacco (seventh from left), Executive Vice President Augie Tellez (third from left) Secretary-Treasurer David Heindel (second from right), VP Contracts George Tricker (far right) VP Government Services Kermet Mangram (third from right) and VP Atlantic Coast Joseph Soresi (fifth from right).

## Recertified Bosuns Offer Perspectives on Union, School

The SIU's eight newest recertified bosuns on Nov. 2 addressed their brothers and sisters and accepted certificates for completion of their studies during the union's monthly membership meeting at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Completing the four-week class, which is billed as the top curriculum available for Seafarers who work in the deck department, were Bosuns **Shannon Smith** (from the port of Baltimore), **Mark Fleming** (New Orleans), **Bill Barrett** (Jacksonville, Fla.), **Albert Mensah Jr.** (Houston), **James Orlando** (Norfolk, Va.), **Wayne Ricard** (New Orleans), **Anton Sulic** (Wilmington, Calif.) and **William Rios** (New York).

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

During their remarks, each of the recertified bosuns thanked the school's hotel staff for their accommodations and expressed their individual appreciation to

the school's vocational staff for the quality instruction they received. In addition, they lauded union officials for their extraordinary leadership and offered words of encouragement to the unlicensed apprentices and upgraders who were in the audience.

### Shannon Smith

Smith, who joined the union in 1998 in New York, was the first to address the audience. Reflecting on a photo he had seen in the school's library of the late Paul Hall participating in a rally for union rights, Smith told those in attendance that the SIU's current leadership is following closely in Hall's early footsteps.

"Mike Sacco and the vice presidents are still engaged in that battle," he said, "They are still fighting for union rights, the survival of our union and for jobs.... They fight for all of us everyday."

Smith sails from the port of Baltimore and over the years has upgraded on many occasions at the Southern Maryland-based school. "My upgrading experience on this occasion, as in times past, was very positive," he continued. "The instructors gave freely of their time and exhibited extreme professionalism while conducting our classes and I thank them for that."

Turning his attention to the trainees, Smith said, "As you start your maritime

careers, the only advice I can offer is to work hard and don't be afraid to ask questions. Do your best to be safe while having a good time once you get to sea. I look forward to seeing you on the deck."

### Mark Fleming

Fleming ships out of the port of New Orleans. He joined the SIU in 1979 and on three previous instances upgraded his skills at the Paul Hall Center.

"My experience here has been very good and I believe I have improved myself because of it," he told the audience. "I now have a better understanding of how the union operates and how I can be of better service to the organization."

Fleming then thanked the union officials for their outstanding leadership and the services the SIU continues to provide to the membership, especially the school.

"I believe that we all are better off because of this school," he said. "It is instrumental in the continuing education of the entire membership."

"Through it, we gain a deeper understanding of our jobs and become more unified in the process. I urge all of the trainees and upgraders to take advantage of all that the school has to offer," he concluded.

### Bill Barrett

"I've been a part of the union since 1987," said Barrett. "I have sailed on tugboats, cable ships and survey ships during my career and have been many places."

He joined the SIU in 1987 in the port of Houston and has twice enhanced his skills at the SIU-affiliated school.

"The union has given me many things," Barrett continued. "Most importantly, it has provided an avenue through which I can better myself. Our leadership has made it possible for all of us to have a better way of life. I want to thank them for the education, training and brotherhood which we all enjoy through their efforts."

Addressing the trainees and upgraders, Barrett said, "Work hard, enjoy your seafaring experience and always be safe while at sea."

### Albert Mensah Jr.

Mensah donned the union colors in 1995 and hails from the port of Houston.

"The SIU has been good to me and my family over the years," he said upon taking the podium. "They have always been there for us."

"I always liked coming to Piney Point for classes because the experience has always been positive," continued Mensah, who has twice previously honed his skills at

the school. "I loved all of the classes I took this time, especially union education, small arms, sexual harassment and conflict resolution."

Mensah concluded his remarks by thanking everyone for their role in making his upgrading experience possible. "I offer my sincere appreciation to my fellow brothers and sisters, the school staff and leadership for giving me the opportunity to better my self," he said.

### James Orlando

"This union has been important for my job and my career," Orlando told the audience. "It has enabled me to upgrade and improve my skills in my line of work."

Orlando joined the SIU in 1995 and currently calls the port of Norfolk, Va., home. "My experience here at Piney Point has been great thanks to those who taught and guided us during our classes," he said. "I have learned a great deal during my training including the negotiation of ship contracts and how our health and benefits plans work."

After thanking union officials for their leadership, Orlando turned his attention to the trainees. "Study hard while you are here and ask a lot of questions because the instructors have the answers for you," he said "They are the best. When you go out there you'll have the smarts to do your jobs and do them well. Don't forget that you belong to the greatest team, team SIU. Carry it with pride in all your actions. Let them see that the members of this union work hard and have the knowledge and skills to achieve the tasks at hand."

"Be safe when you go out there," Orlando concluded, "and make sure that you spend your money correctly."

### Wayne Ricard

The bosun recertification class marked Ricard's first experience at the Paul Hall Center, but according to him it was a memorable signpost in his career.

"I've been a part of the SIU since its merger with the NMU," said Ricard, who has visited many parts of the world during his 25 years of going to sea. "That (the merger) was a very positive thing."

"The union has been a wonderful part of my life because it has provided for me and my family," Ricard told those in attendance. "I would like to thank the union leadership for all of its hard work and the staff here at the school for all that they do. They all have taught me a lot about the union and



Recertified Bosun William Rios (above, left) shares his expertise in knot tying with a group of Phase III apprentices at the school.

See *Deck Department*, Page 9



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

**Mail this completed form to:**

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

Below is the schedule of meetings which will be held in 2010. Each issue of the *Seafarers LOG* also lists the dates for the next two monthly meetings that have been scheduled for each port.

## 2010 Union Membership Meeting Dates

\* *Baltimore, Norfolk, Jacksonville and San Juan changes created by Veterans Day holiday.*



# Advisory Board Covers Latest Maritime Topics

Just as the Paul Hall Center for Maritime Training and Education (PHC) is a key resource for mariners, the school's Deep Sea and Inland Advisory Board is an important asset for the Piney Point, Md.-based center itself.

Consisting of representatives from different segments of the industry – including the military, government, management, labor and the school – the board met Oct. 20-21 at the southern Maryland campus. As usual, participants examined crucial current events and projected developments affecting the U.S. Merchant Marine.

Topics included the International Maritime Organization/STCW comprehensive review; updates on mariner credentialing and the U.S. Military Sealift Command, respectively; the school's electrician apprentice program; the union's new management information system; the engine-department career path; culinary training; and distance learning.

SIU President Michael Sacco welcomed the group's members and thanked them for their years of input and helping the union-affiliated school educate and train mariners, making them a component of society the nation can always count on. He explained that the SIU and the industry look toward the board's members to not only make recommendations on training matters but also to lend their voices and expertise to government agencies and to



The Coast Guard's Mayte Medina gives an update on the International Maritime Organization's review of STCW.



Anne Dougherty of MarAd explains the experimentation of the electrician apprentice program and its success.



Coast Guard Capt. David Stalfort reviews the progress of instituting the TWIC and mariner credentialing programs over the past year.



MSC's Christopher Wahler relays the latest news concerning mariners aboard the agency's ships.

share best practices with others in the maritime community.

"In light of our changing economy, industry and regulatory environment, our work here and our ability to work together is crucial to mariners of today and tomorrow," the SIU president stated. He noted that meeting participants included representatives from the U.S. Coast Guard, U.S. Maritime Administration, U.S. Military Sealift Command and the National Oceanographic and Atmospheric Administration, among others.

Concerning the school and the board's work, Sacco said, "The school gives mariners hope, guidance and direction and helps them become solid employees that your companies and our nation can

depend on. Your work here and the efforts of our staff are the cornerstones to successful careers and, in turn, a viable industry. There is a great staff here and it stands ready to put programs together to meet your needs and the industry's needs. They have done a wonderful job addressing the needs of operators while complying with the regulations of government agencies."

SIU Executive Vice President and Chairman of the Advisory Board Augie Tellez discussed the meeting's agenda and goals, and set the theme of the meeting when he reflected on how all mariners stood up to past challenges that go with the job. He said that the board's actions can help equip mariners to tackle additional challenges that lay ahead.

John Mason, director, American Service Technology Inc., and J.C. Wiegman, PHC director of training, jointly provided meeting participants with an update on the school. Several other speakers addressed the board. Those making presentations included: Mayte Medina, chief of the Coast Guard's Maritime Personnel Qualifications Division; Coast Guard Capt. David Stalfort, head of the National Maritime Center; Christopher Wahler of MSC maritime forces, manpower and management; and Anne Dougherty, director of the Maritime Administration's Office of Maritime Workforce Development.

Also delivering presentations were David Heindel, SIU secretary-

treasurer; Bill Eglinton, retired PHC director of training who's currently an advisor to the school; PHC Manpower Director Bart Rogers; and PHC Admissions Director Priscilla Senatore. (For more information about the engine-department career path, see pages 10 and 11.)

Meeting participants also took part in subcommittee workshops covering steward-department training, distance learning and curriculums for boatmen. Those groups were headed by SIU Vice President Contracts George Tricker, PHC Executive Chef John Hetmanski and Lead Instructor John Dobson (culinary); Wiegman and PHC Instructor Stacey McNeely (inland); and PHC Instructor Dale Rausch (distance learning).

## Deck Department Leaders Address Brothers, Sisters During Graduation Event

*Continued from Page 7*

how to become a good recertified bosun."

Ricard rated his upgrading experience as a very positive point in his career and noted, "I think that I am now better prepared to do a better job on the ship."

Focusing on the trainees, Ricard told them to "study hard while you are here. Listen and learn from your instructors and don't be afraid to ask questions. When you get out to sea, be on your best behavior, pay attention, listen to your supervisors and you will be successful."

### Anton Sulic

Sulic who sails from the port of Wilmington, Calif., has twice before upgraded at the school.

"I've been an SIU member since 1994 when I was a trainee in Class 524," he said. "George Tricker (currently the union's vice president in charge of contracts) first introduced me to the union in 1994 as my first port agent."

"I have sailed around the world two times," Sulic continued. "The initial voyage was the first time that I had ever been outside the United States and that experience enabled me to open my vision and see how other people live all across the world."

Thanking the union and its leadership for the role each has played in his life to date, Sulic said, "The SIU has always been engraved deeply in my heart; I love them to death. I want to thank the union leadership and the instructors here at Piney Point. I want to send a special thanks to the steward department who don't get a lot of credit here at the school."

Turning his attention to unity and teamwork, Sulic told his audience, "Times are tough right now and we as SIU members have to stick together. We have to respect and look out for one another as sisters and brothers.... Work together in unity; that's what's going to take us to the next level as a union."

"To the trainees, I know what you guys are going through because I was here as a trainee back in 1994," Sulic added. "I had the same concerns, fears and uncertainties about what was out there. But by working

with my fellow brothers and sisters, that cured the situation."

He concluded, "I got out at sea and used the same work ethic I had while I was here and have not turned back since. Stick with it, don't ever give up and look out for your brothers and sisters. Once you graduate from here, you'll have brothers for life and they'll treat you like family."

### William Rios

Rios sails out of the port of New York and has upgraded his skills at Piney Point on numerous occasions.

"I joined the union when I was 18 years old back in 1985," he told the audience. "I don't have any regrets at all for my decision because the union has been very good to me and my family. I've been around the world three times already."

Rios said he really appreciated the opportunity to improve his skills during

the bosun certification course and thanked the union leadership and instructors at Piney Point for the experience. "My training has really paid off for me over the years," he said.

Rios is a celebrity not only in the union, but also in the international maritime shipping community. He was a crew member aboard the SIU-contracted and Waterman-operated *Maersk Alabama* when she was attacked and boarded by armed Somali pirates April 8 off Somalia's northern coast.

Rios and his fellow crew members eventually fought off the pirates, regained control of their vessel and completed their mission. "We had no choice but to fight back," he told the *Seafarers LOG* during an interview after the vessel and its crew returned home safely. "That's how we were born. What kept us alive was the training, the discipline and the knowledge we learned from the SIU."



The union's newest recertified bosuns (seated and standing, from left to right in the foreground of the photo above) took time out from their demanding class schedule to meet with Phase III apprentices who will soon embark on their first permanent jobs at sea.





# QMED Q&A

One of the topics discussed at the most recent Paul Hall Center for Maritime Training and Education Deep Sea and Inland Advisory Board meeting was the definition and classifications of qualified member of the engine department or QMED. Officials at the school have has fielded numerous questions from rank-and-file Seafarers about the QMED rating. Following are some of those answers from the school.

## Who is a QMED-Any Rating?

■ Anyone who has a Merchant Mariner Credential that states Rating Forming Part of an Engine Room Watch (QMED-Any Rating) on the International pages of their MMC (also known as the '95 STCW pages) **AND** who is endorsed accordingly on the Domestic pages (also known as MMD pages) as Qualified Member of the Engine Dept – Any Rating. Must be listed in both sections.

■ **OR** have QMED-Any Rating on the old MMD and '95 STCW certificate. It must be endorsed on both documents.

## How does a mariner become a QMED-Any Rating?

The following are the endorsements a mariner must have in order to receive QMED-Any Rating on their MMC or MMD and the '95 STCW. A mariner must have all of them and their document will reflect QMED-Any Rating. The first eight require written exams; Deck Engine Mechanic and Engineman do not require exams.

- Refrigeration Engineer
- Oiler
- Deck Engineer
- Fireman/Watertender
- Junior Engineer
- Electrician
- Machinist
- Pumpman
- Engineman

## How does a mariner get Deck Engine Mechanic and Engineman if there is no exam?

■ Deck Engine Mechanic – While holding QMED-Junior Engineer must sail six months (180 days) as QMED-JE on steam vessels of at least 4,000 horsepower **OR** show satisfactory completion of at least four

weeks of indoctrination and training in the engine department of an automated steam vessel of at least 4,000 hp.

■ Engineman – While holding QMED-Fireman/Watertender, Oiler or Junior Engineer must sail six months (180 days) in any one or combination of QMED-FWT, Oiler or JE on steam vessels of at least 4,000 hp **OR** show satisfactory completion of at least two weeks of introduction and training in the engine department of a partially automated steam vessel of at least 4,000 hp.

## According to the SIU standard contract, what is the QMED classification system?

■ The classification system can be found in the SIU standard contract and is a rate of pay based on training within the engine department.

■ According to the SIU standard contract as of January 1, 1985 all QMEDs shall be classified subject to verification of having satisfactorily completed the following specified Paul Hall Center/Seafarers Harry Lundeberg School of Seamanship (SHLSS) specialty courses:

■ Class #4 – SHLSS JE/DE course or old QMED-Any Rating (SHLSS) course

■ Class #3 – QMED JE/DE (SHLSS) or Any Rating (SHLSS) with two or three specialty courses

■ Class #2 – QMED JE/DE (SHLSS) or Any Rating (SHLSS) with four or five specialty courses

■ Class #1 – QMED JE/DE (SHLSS or Any Rating (SHLSS) with six or more specialty courses

## What are the SHLSS specialty courses?

- Automation
- Marine Electrical Maintenance or Marine Electrician
- Marine Electronics
- Welding
- Refer Systems Maintenance and Ops or Marine Refer Tech
- Pumproom Maintenance and Ops or Pumpman
- Machinist
- Diesel Engine Tech
- Hydraulics
- Hagglund Crane Maintenance

- Advanced Refer Containers
- Conveyorman

## How do I know what classification the mariner is?

■ Anyone who is in the QMED classification system should have a yellow highlighted sticker in the miscellaneous pages of their Training Record Book (TRB).

■ If there is no sticker the person either is NOT in the classification system or may call Paul Hall Center Admissions to verify classification (1-877-235-3275).

■ If someone has not taken the JE/DE course at the Paul Hall Center/SHLSS or the old QMED-Any Rating course they will NOT have a classification sticker and must attend the school. Only mariners who have been given an equivalency test or evaluation (for practical experience) by the Paul Hall Center director of training may be granted a class #4 status without attending the school.

## Who can sail as QMED-Any Rating according to the SIU contract?

■ Anyone endorsed as QMED-Any Rating on their MMC (correct pages) or on their MMD and '95 STCW **OR** anyone with QMED-Class #4 or higher sticker in their Training Record Book (TRB)

## What can I sail as if I am not an Any Rating or never attended SHLSS JE/DE courses, but have QMED ratings on my MMC or MMD/'95 STCW?

■ In the positions listed on the MMC or MMD/'95 STCW as long as they are NOT QMED positions. For example: Someone with the electrician endorsement can sail as an electrician or chief electrician if they meet the SIU contract requirements, but NOT as a QMED-Electrician

## If I am endorsed as Oiler and/or Fireman/Watertender can I sail as a QMED?

■ No. You can only sail as Oiler, FWT, OMU or FOWT

A career path diagram can be found on page 7 of the October 2009 edition of the *Seafarers LOG*. This diagram will be reprinted in an upcoming issue. Questions may be directed to the admissions office at the Paul Hall Center at 1-877-235-3275.

## Two Unlicensed Apprentices Earn Diplomas



John Edwards (third from left in photo above) and Amber Fisher (third from left in photo below), both members of Unlicensed Apprentice Class No. 715, recently earned their high school diplomas through the program run by the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Presenting them with their diplomas and congratulating them during the November membership meeting in Piney Point were SIU President Michael Sacco (second from left in both photos), SIU Executive VP Augie Tellez (left in both photos) SIU Secretary-Treasurer David Heindel (fifth from left in photo above and fourth from left in photo below), VP Contracts George Tricker (third from right in photo above and right in photo below) and SIU VP Government Services Division Kermett Mangram (right in photo above and second from right in photo below).



## Trainee Shares Reflections On Classmates' Accomplishments

*Editor's Note: A pair of trainees from Class 715 at the SIU-affiliated Paul Hall Center for Maritime Training and Education last month received their GED Maryland Diplomas during the union's monthly membership meeting in Piney Point, Md. Russel Y. Macomber, another member of Class 715, attended the meeting and witnessed the presentations. Following are his reflections on that experience.*

**Amber Fisher and John Edwards** were presented their high school diplomas during the November SIU meeting at Piney Point. They had received instruction and test preparation during Phase I of the apprentice training program. The Paul Hall Center for Maritime Training offers apprentices the opportunity to receive their diploma free of charge during the first stage of their education.

I watched from the last row of the auditorium as my two friends walked to the stage to receive their diplomas and have their pictures taken with Union leadership. Truth be told, it had been a long meeting and was now cutting into our lunch hour. While I was happy for my friends, the importance of the occasion had yet to strike me and I was anxious to take my leave. It wasn't until one of my friends took his seat in front of me and we were all shaking his hand that what had just occurred sunk in for me.

I had never given a thought to not having a high school education. In my family education is your birthright and the only thing that ever held me back from reaching higher levels of learning was my own laziness. I never stopped to consider the struggles that some others may have gone through.

As we all shook hands with John and congratulated him, he shrugged it off as guys do in these circumstances. When he sat down however, I noticed the pride in his face and what may have been the trace of emotion. I have no idea why he had not previously earned his diploma. He is easily as smart as any others in our class. But the reasons are not important. The achievement is what is important. And while I don't know him as well as I would like I was as proud of him at that moment as if he were my own brother.

It hit me then as we sat in the Union meeting. We are not part of a program designed to pump out sailors as rapidly as possible, more warm bodies to chip off the rust and apply fresh coats of paint. This is a union dedicated to helping its brothers and sisters improve themselves, boost their confidence, make them better all-around people who can then provide for themselves and their family. It is the only example I know of where an organization gives first: all the training, education and support you need, before ever asking for anything in return.

Today was not just a day where two friends received their well-deserved diplomas, but a day when a Union received some much-deserved respect.



# Upgraders Give Top Marks To Junior Engineer Course

Six of the more than 100 Seafarers to graduate this year from the junior engineer course at the Paul Hall Center for Maritime Training and Education recently offered feedback about their experience. Without exception, they said it was very worthwhile.

They are elated not only about their newly acquired knowledge but also for the increased earning potential they'll enjoy when they return to sea. Seafarers **Robert Young, Alex Amarra, Jason Young, Christian Oding, Renyatta McNeil** and **Roy Frett** were among the 23 upgraders who on Oct. 23 completed the training at the SIU-affiliated school in Piney Point, Md. Now a mandatory course for any Seafarer who hopes to land a permanent job as an electrician, the curriculum is spread over eight weeks and consists of: 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration and HVAC, 70-hour Basic Electricity and 203-hour Auxiliary Plant Maintenance modules.

"I should have upgraded a lot sooner than I did," said Robert Young, who has been going to sea for 20 years. "In my mind, I thought I already knew what I needed to know to do my job and do it well, but coming here changed that line of thinking."

Young hails from St. Louis and sails as an OMU. "When I entered the class, I knew very little about basic electricity and refrigeration," he shared. "I knew the very basics but I had no real knowledge about how various electrical and refrigeration components interact to get their overall functions achieved. But the instructors changed all of that. They exceeded my expectations. They took time with me and my classmates and made sure that we learned everything that we needed to know to do our jobs."

He continued, "I'll be honest with you, it (the class) was kind of difficult for me at first, but the instructors finally got me to a point where I could do everything...I learned a great deal. I now have my

junior engineer endorsement with deck engineering and refrigeration. I will now sail as a junior engineer, make more money and have a better career.... Being a junior engineer definitely opens more doors for you."

Amarra echoed Young's views by stating "I learned a great many things during the junior engineer class that I did not know as an oiler."

A native of Fords, N.J., Amarra graduated from the school's apprentice program in 1995 and has since been sailing as an oiler. "Most of the people who went through the apprentice class with me have already taken the junior engineer course and are probably moving on in their career," he said. "I got left behind, but I know that my upgrading was long overdue... That's why I came back to take the junior engineer course."

Amarra feels that more than a few of his union brothers and sisters rapidly are approaching points in their respective careers where upgrading is not only necessary but critical.

"Right now a lot of people are coming back to take the junior engineer class so that they can get a job," he said. "I think there are a lot of people out there who need to come back and take not only this class, but others as well if they want to progress."

"I applied for the class last March, but it was already filled," added Amarra, who sails from the port of New York. "So, I applied again and got lucky this time. The course itself was great and the instructors taught me many things that I did not know as an oiler. I can now sail as a junior engineer and make more money."

Returning to Piney Point for upgrading training was not new for Oding, who on three previous occasions has converged on the SIU-affiliated school to augment his skills.

"My main motivation for returning here to take the junior engineer course was to enhance my career...



Robert Young

You have to take it prior to taking the electrician course," Oding said. "I also wanted to get a pay raise."

"My goal is to get a permanent job as an electrician and this course is a requirement, so I feel very fortunate to have been able to take and pass it," continued the Jacksonville, Fla., native, who has been sailing with the SIU since 2004. "Training like this is very expensive [elsewhere], so coming here is great because it is free for the most part."

"Coming in, I felt pretty good about passing because I studied some of the topics that we covered prior to beginning my class," Oding continued. "I learned a lot of things that I thought I already knew... We covered air conditioning, basic electricity, ship propulsion, auxiliary machinery, pumps, etc.... It was a great class and the instructor did a great job with the people who were in class with me."

Oding praised the union for making upgrading easily accessible to Seafarers looking to enhance their skills. "The union does a great job making training available to its people," he said. "Advertisements are always in the *Seafarers LOG* about upgrading opportunities and the union reps constantly spread the word about the school and what it has to offer. It's really easy to upgrade since



Alex Amarra

the sea time requirements are so easy to meet," he concluded.

"I found the course to be challenging but I'm glad that I took it because it would have been difficult for me to get that kind of material on my own," said Jason Young, a Philadelphia resident who sails as a QMED. "Coming here was in my estimation a saving grace. This was my first time taking basic electricity and it was very exciting. The instructor was great and I learned a lot. At the start of the class, I did not know very much about refrigeration but thanks to the quality of instruction I received, I have it down."

"I think I was doing a good job out there and I figured I already knew a lot about electricity," said McNeil, who proudly has worn the SIU colors for six years. "I also knew, however, that I still had a lot to learn and going through the junior engineering course confirmed that for me."

"I am glad that I took this opportunity because I don't know of any other place where I could have gotten this training. I learned the basics of motors, alternating and direct current and all about reciprocating pumps. The instructors were very patient and knowledgeable of their subject matter and they took



Jason Young

the time to answer all of our questions. They never rushed through the material...they took their time with everybody and made sure they understood what was being taught."

McNeil also lauded the union for the upgrading opportunities it affords its membership.

"The union definitely makes it easy for people to enhance their skills," he said. "The opportunities are there for everyone to better themselves. People just need to take advantage of them."

"If people want to improve their skills and lives, this definitely is the place to come," McNeil added. "I don't regret coming back at all. I should have done it a while ago."

Frett sails from Jacksonville, Fla. He first went to sea in 1992, previously upgraded in 1999 and has sailed as an electrician on more than a few voyages.

"At first I did not feel very positive about coming back here for the junior engineer class because in my mind it was something I already knew," Frett said. "After sailing so long as an electrician, I thought I knew everything, but after taking the course, I learned that I did not."

"After going through the class I can tell you that it was well worth it," he continued. "It was a great course and people who have had the chance to take it but did not really should have. You really learn a lot because everything is mostly hands on training: basic electricity, pumps, and refrigeration."

Reflecting on the quality of the instruction he received, Frett said, "Our instructor did one hell of a job.... (and) everyone in the class passed. If he did not know something, he went to someone else and got it for us. He never left us stranded and he made sure that when we left his class, we were ready to go out there and do our jobs."

"The experience of taking the junior engineer course has enhanced my career a great deal," he concluded. "It probably will save the careers of a lot of others."



Christian Oding



Renyatta McNeil



Roy Frett

## Coast Guard Releases New Medical Forms

On Oct. 30, the U.S. Coast Guard released revised versions of the Merchant Mariner Credential Medical Evaluation Report form (CG-719 K, Revision 01-09) and the Merchant Mariner Evaluation of Fitness for Entry Level Ratings form (CG-719 K/E, Revision 01-09) "to facilitate obtaining objective medical information for use in evaluating merchant mariner credential applications."

The forms are available for voluntary use through the end of 2009. All physical exams completed on or after Jan. 1, 2010 must be documented on Revision 01-09.

The new forms are longer and more detailed than the old ones. They're available for download and also may be completed online through the Coast Guard's National Maritime

Center (NMC) web site at the following web addresses:

- Evaluation of Fitness for Entry Level Ratings  
<http://uscg.mil/nmc/forms/medical/cg719ke.pdf>
- Merchant Mariner Credential Medical Evaluation Report  
<http://uscg.mil/nmc/forms/medical/cg719k.pdf>

Additionally, the following page on the SIU's web site includes links to those forms and to related content including an instruction guide for the evaluation report:

- <http://www.seafarers.org/HeardAtHQ/2009/Q4/medicalannct.xml>

When the NMC announced the release of the new forms, the agency said the revised versions are "designed to work in concert with the information contained in the Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials, (NVIC 04-08). A complete Medical Evaluation Form is essential for NMC to process an application in a timely manner.... Mariners with diagnosed medical condi-

tions or who are taking prescription medication should carefully review the information in NVIC 04-08, the Instruction Guide, and the CG-719K or K/E forms. It is highly recommended that mariners bring the Instruction Guide and forms, along with the applicable sections of the NVIC 04-08 that pertain to their specific medical conditions, with them when they have their physical exam so that the medical provider can supply recommended evaluation documentation for any diagnosed medical conditions. This medical documentation should be submitted along with the CG-719 K form at the time of application. The use of the resources being made available should result in less missing information and a faster processing time."

Questions on the use of these forms may be directed to the NMC at 1-888-IASKNMC (888-427-5662) or by using the agency's online medical contact form at:

[http://www.uscg.mil/nmc/contact\\_iasknmc.asp?Category=Medical](http://www.uscg.mil/nmc/contact_iasknmc.asp?Category=Medical)





# Seafarers Support Our Troops

## SIU-Crewed USNS *Sisler*, Other 'Prepos' Sail in Vital MSC Program

The United States Military Sealift Command (MSC) describes its prepositioning program as "an essential element in the U.S. military's readiness strategy."

SIU members play important roles in the program, which initially took shape from the late 1970s to the mid-1980s. Seafarers sail aboard the vast majority of MSC's 31 "prepos" – various types of American-flag vessels supporting not only the Navy but also the Army, Air Force, Marine Corps and Defense Logistics Agency.

Prepositioning ships carrying military equipment and supplies are located in strategic ocean areas around the globe to ensure quick, reliable availability for U.S. forces. Whether the occasion is a military action, a humanitarian mission or some other contingency, prepos "give U.S. war fighters, who are flown into a theater of operations, the assurance that they will have what they need to quickly respond in a crisis – anywhere, anytime," the agency declares in a description of the program.

One such ship is the *USNS Sisler*, a 950-foot craft built in 1998 at the National Steel and Shipbuilding Company (NASSCO) in San Diego. Operated by SIU-contracted Ocean Shipholdings Inc., the *Sisler* is a large, medium-speed, roll-on/roll-off vessel (LMSR).

Earlier this year, the ship spent several months in Diego Garcia before "moving up to the Med around the Cape of Good Hope," notes American Maritime Officers member Edward McDonnell, who submitted the photos accompanying this story.

According to MSC, the *Sisler's* six-deck interior accounts for a cargo area of nearly 400,000 square feet. It is equipped with cranes and ramps and can carry lighterage equipment for use when loading or unloading cargo while the vessel is anchored near shore.

Other MSC prepositioning ships include tankers, combination containership-RO/ROs, auxiliary maintenance logistics ships, high-speed vessels and an offshore petroleum distribution craft. Their respective locations sometimes include areas in the Mediterranean Sea, Indian Ocean, western Pacific Ocean and eastern Atlantic Ocean.

Prepos have proven their worth time after time, perhaps most notably beginning with the Persian Gulf War, when they delivered the first substantial armored cargoes to U.S. troops overseas. The vessels were used soon thereafter for Operation Restore Hope in Somalia (1993).

More recently, as pointed out by MSC, the ships "demonstrated their value again as they provided extensive support for Operation Enduring Freedom beginning in 2001 and Operation Iraqi Freedom beginning in 2003.... As the global war on terrorism continues, MSC's prepositioning ships are an essential ingredient in the nation's defense. U.S. forces can remain confident that in times of national crisis, MSC prepositioning ships deliver."

For additional photos from the *Sisler*, visit <http://www.seafarers.org/HeardAtHQ/2009/Q4/USNSsisler.xml>



AB Godofredo Milabo (photo at left) operates a stores crane while the vessel is in Crete. ABs Steve Dieken (above, left) and Tom DeCarlo perform anchor-windlass maintenance. In photo at right, OS Mohamed Hadwan poses for a snapshot while taking a break from his cargo loading duties.



AB Abdul Muhammad



AB Charles Reeve



Members of the deck gang include (photo at top right, from left) OS Pablo Garcia Bermudez, AB E. Abreu, OS Jahn Boman and Bosun Ken St. Some of the U.S. Marine Corps cargo (photo below) transported earlier this year by the *USNS Sisler* included these vehicles.



Deploying the vessel's stern ramp makes it easy to drive vehicles on and off the ship.



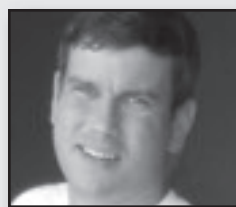
OS Pablo Garcia Bermudez



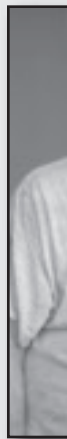
OS John Davis



SA Rondell Richardson



Storekeeper Joe Zagrocki



Oiler





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photo at left,  
AB Emilio  
n Steiner.  
go (photo  
the USNS



The Seafarers-crewed *USNS Sisler*, currently operated by Ocean Shipholdings Inc., has been part of MSC's fleet for 10 years.



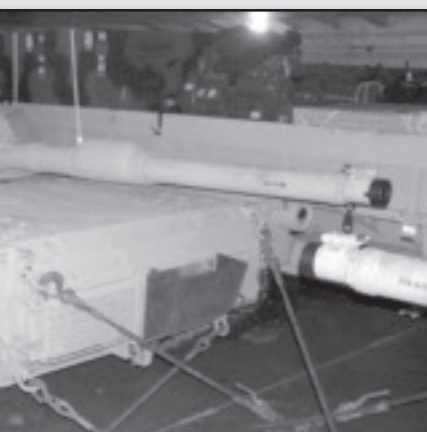
AB Tim Littles takes aim during small-arms training.



Delivering materiel like this USMC cargo (shown aboard the *USNS Sisler*) is an important function of the U.S. Merchant Marine.



STOS Celso Maldonado Rivera takes part in a force protection drill.



OS Bryan Howell (photo at left) participates in a shipboard security exercise. OS Will McIntyre (above) secures an anchor ball.



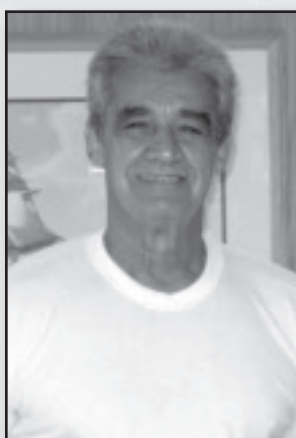
Chief Steward Robert Greenwood



Chief Cook  
Teresito Reyes



Dillers Stephen Roseberry and Wilfredo Custodio



SA Jose Alvado



Those who climb aboard the *USNS Sisler* are greeted by a reminder of the U.S. Merchant Marine's historic role as the fourth arm of defense: a reproduction of the WWII-era Battlin' Pete patch (photo at left). The original emblem was created in 1944 by Walt Disney Studios and was considered the service patch of the U.S. Merchant Marine.





## At Sea and Ashore With the SIU



**BEST WISHES FOR RETIREMENT** – Shipmates aboard the *MV Midnight Sun* recently congratulated Electrician Chris Cunningham on his upcoming retirement. They also honored him for 40 years of sailing with the SIU, the last 24 with Totem Ocean Trailer Express (TOTE) in his current rating. “Chris is an extremely talented and hard-working electrician and an all-around great guy to work with,” noted Chief Engineer Joe Woods, who submitted these photos. In the group shot above, Cunningham receives a safety award from Interocean American Shipping, which operates the *Midnight Sun* for TOTE. Standing left to right are 1st Engineer John Mulcahey, Cunningham, Bosun Fadel Saleh and OMU Joe Laguana. Cunningham and Woods (left) are shown in the photo at left.



**WELCOME ASHORE** – At the union hall in Oakland, Calif., SIU Asst. VP Nick Celona (left in both photos) congratulates newly retired Seafarers Chief Cook Manuel Guanga (below) and Asst. Cook Jaber Ali (above).



**COMMITMENT TO SAFETY** – In early October, the SIU joined with the Marine Engineers’ Beneficial Association (MEBA), the International Organization of Masters, Mates & Pilots (MM&P) and the U.S. Army Corps of Engineers (ACOE) in committing to a voluntary safety program aimed at protecting and empowering workers. A signing ceremony (pictured above) took place at the ACOE office in lower Manhattan, N.Y. The agreement applies to members at the Caven Point Marine Terminal in New Jersey. The program is a cooperative effort between the Occupational Safety and Health Administration and the New York District of the Army Corps of Engineers. Its four components are management and employee involvement; worksite analysis; hazard prevention and control; and safety training. Pictured from left to right at the ceremony are Operations Division Chief Thomas Creamer; SIU Government Services Division Representative Kate Hunt; Col. John Boule, district engineer; Safety Office Chief Paula Higgins; and Randi Ciszewski, representing the MEBA and MM&P.



**ALOHA FROM FALCON** – SIU Asst. VP Bryan Powell (middle) in mid-October met with Seafarers aboard the *Horizon Falcon* in Honolulu. Pictured from left to right are AB Joven DeOcampo, Recertified Steward Charles Autrey, Powell, Recertified Bosun Steven Bush and AB Roberto Queliza.



**WITH SEAFARERS IN CHARLESTON** – SIU Jacksonville Safety Director Ashley Nelson sent these pictures of an October stop in Charleston, S.C. He met with crews from the *Cape Decision* and *Cape Domingo*, which are tied up next to each other, and from the *Sealand Champion*. Pictured from left to right in photo at top left are mariners from the *Cape* ships: Steward/Baker Gloria Baker, GVA Randy Corey, AB Wayne Johnson, Bosun Leslie Bracey, QMED Elaine Watts and AB Shawn Williams. The other group shot includes (from left) steward department personnel from the *Champion*: Chief Cook Michael Harris, SA Dagoberto Norales and Recertified Steward Gregory Melvin. The *Cape Decision* is pictured above.



## January & February 2010 Membership Meetings

Piney Point.....Monday: January 4, February 8  
 Algonac .....Friday: January 8, February 12  
 Baltimore.....Thursday: January 7, February 11  
 Guam.....Thursday: January 21, February 25  
 Honolulu.....Friday: January 15, February 19  
 Houston.....Monday: January 11, Tuesday February 16\*  
 Jacksonville.....Thursday: January 7, February 11  
 Joliet.....Thursday: January 14, February 18  
 Mobile.....Wednesday: January 13, February 17  
 New Orleans.....Tuesday: January 12, February 16  
 New York.....Tuesday: January 5, February 9  
 Norfolk.....Thursday: January 7, February 11  
 Oakland.....Thursday: January 14, February 18  
 Philadelphia.....Wednesday: January 6, February 10  
 Port Everglades.....Thursday: January 14, February 18  
 San Juan.....Thursday: January 7, February 11  
 St. Louis.....Friday: January 15, February 19  
 Tacoma.....Friday: January 22, February 26  
 Wilmington.....Tuesday: January 19\*, Monday, February 22

\* Houston change created by Presidents Day Holiday

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

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

## Attention Seafarers Another New Ship!



**SPAD Works For You!**  
 Contribute to the  
 Seafarers Political  
 Action Donation

12/09

Check Out . . .  
**SIU's SLOP CHEST**  
[www.seafarers.org](http://www.seafarers.org)



**SHOW YOUR SEAFARER PRIDE WITH SIU MERCHANDISE**

12/09

# Dispatchers' Report for Deep Sea

**October 16, 2009 - November 15, 2009**

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
Deck Department										
Algonac	15	5	1	10	4	0	2	12	8	3
Anchorage	0	2	0	0	3	0	2	0	5	1
Baltimore	9	8	1	7	5	0	3	7	8	1
Fort Lauderdale	5	11	2	12	8	0	7	12	27	8
Guam	4	6	1	2	2	2	0	6	6	0
Honolulu	8	9	0	6	5	0	0	15	20	0
Houston	40	26	4	46	14	1	20	92	73	7
Jacksonville	32	22	3	27	13	0	11	58	51	10
Joliet	3	5	0	2	2	0	0	2	7	1
Mobile	6	8	3	2	5	0	1	27	8	3
New Orleans	8	5	3	10	3	0	4	19	10	6
New York	43	20	6	40	12	3	18	73	37	11
Norfolk	16	20	10	19	15	5	5	23	34	9
Oakland	25	15	0	18	7	0	9	53	31	5
Philadelphia	5	6	1	1	7	0	3	8	10	1
Piney Point	0	7	15	0	1	14	0	1	7	3
Puerto Rico	4	5	0	6	6	1	7	14	14	1
Seattle	30	27	2	17	15	0	11	66	49	7
St. Louis	3	6	0	0	2	0	0	4	10	1
Wilmington	33	21	4	22	15	1	10	70	46	10
TOTAL	289	234	56	247	144	27	113	562	461	88

### Engine Department

Algonac	5	1	1	4	1	0	1	4	2	2
Anchorage	0	1	0	0	3	0	0	1	3	0
Baltimore	2	3	0	1	1	0	0	5	7	1
Fort Lauderdale	8	3	1	3	2	0	2	15	9	3
Guam	0	2	0	0	0	0	0	1	4	0
Honolulu	5	5	0	6	3	0	3	11	7	0
Houston	15	19	1	8	9	0	5	25	33	3
Jacksonville	15	16	2	13	11	0	15	36	31	2
Joliet	3	0	0	3	0	0	0	2	0	0
Mobile	9	7	0	3	4	0	2	13	7	0
New Orleans	4	3	0	3	3	0	3	10	4	0
New York	14	7	2	8	7	0	4	33	15	4
Norfolk	6	16	0	11	9	0	0	14	37	2
Oakland	14	5	2	8	6	2	2	27	9	5
Philadelphia	1	3	0	3	2	0	1	3	2	0
Piney Point	2	6	0	0	2	0	0	5	6	0
Puerto Rico	2	6	0	0	2	0	1	5	17	0
Seattle	14	16	1	16	8	0	13	27	26	2
St. Louis	0	5	0	0	2	0	1	0	7	1
Wilmington	14	15	3	8	8	0	11	25	22	4
<b>TOTAL</b>	<b>133</b>	<b>139</b>	<b>13</b>	<b>98</b>	<b>83</b>	<b>2</b>	<b>64</b>	<b>262</b>	<b>248</b>	<b>29</b>

### Steward Department

Algonac	1	3	0	1	2	0	0	3	4	1
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	4	2	0	0	1	0	0	6	2	1
Fort Lauderdale	4	8	2	4	4	0	2	9	15	2
Guam	3	1	0	0	0	0	0	3	5	0
Honolulu	9	3	1	6	2	1	2	18	5	0
Houston	15	7	0	23	3	0	12	33	16	0
Jacksonville	10	7	1	8	9	1	5	26	14	0
Joliet	1	1	1	0	1	1	0	1	1	0
Mobile	5	2	0	4	0	0	2	3	7	0
New Orleans	5	2	0	5	0	0	1	10	5	0
New York	25	7	0	17	3	0	9	49	9	2
Norfolk	10	9	2	12	7	1	4	16	16	2
Oakland	23	3	0	13	4	0	7	31	12	0
Philadelphia	3	0	0	3	3	0	2	3	0	0
Piney Point	5	2	0	4	1	0	1	5	2	0
Puerto Rico	1	1	0	2	2	0	2	2	3	0
Seattle	13	5	0	16	4	0	8	23	8	2
St. Louis	1	0	0	0	1	0	0	1	1	0
Wilmington	35	6	3	25	0	1	10	67	7	3
<b>TOTAL</b>	<b>173</b>	<b>69</b>	<b>10</b>	<b>143</b>	<b>47</b>	<b>5</b>	<b>67</b>	<b>309</b>	<b>134</b>	<b>13</b>

### Entry Department

Algonac	2	14	1	0	11	1	1	2	14	8
Anchorage	0	2	1	0	2	0	0	0	3	1
Baltimore	1	6	1	0	3	0	0	1	4	3
Fort Lauderdale	0	9	3	0	6	3	0	0	11	9
Guam	0	3	0	0	1	2	0	0	2	0
Honolulu	3	6	4	2	0	0	0	6	10	5
Houston	4	18	9	4	14	1	2	8	40	13
Jacksonville	1	12	15	1	10	4	1	3	37	23
Joliet	1	2	0	1	1	0	0	1	2	2
Mobile	0	7	5	0	2	0	1	1	18	6
New Orleans	1	5	2	1	2	0	0	1	6	7
New York	5	23	5	3	13	4	2	13	61	16
Norfolk	0	11	2	0	6	3	0	1	24	17
Oakland	6	22	10	2	11	2	0	6	38	19
Philadelphia	0	3	1	0	1	1	0	0	2	2
Piney Point	0	5	19	1	4	19	1	0	5	7
Puerto Rico	1	2	0	0	0	1	0	1	4	0
Seattle	6	16	2	2	8	0	1	14	34	6
St. Louis	0	1	0	0	1	1	0	0	2	0
Wilmington	5	21	10	0	6	2	4	6	41	25
<b>TOTAL</b>	<b>36</b>	<b>188</b>	<b>90</b>	<b>17</b>	<b>102</b>	<b>44</b>	<b>13</b>	<b>64</b>	<b>358</b>	<b>169</b>
<b>TOTALS ALL DEPTS</b>	<b>631</b>	<b>630</b>	<b>169</b>	<b>505</b>	<b>376</b>	<b>78</b>	<b>257</b>	<b>1,197</b>	<b>1,201</b>	<b>299</b>





## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

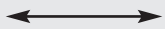
**Tom Orzechowski,**  
*Vice President Lakes and Inland Waters*

**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*



### 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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256  
(904) 281-2622

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

1121 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

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

**Question: Are you going to make any New Year's resolutions?**

**Rob Hayes**  
*AB*

If I had to make one, it would be to put more away in savings and start focusing on retirement. The reason, obviously, is the way the economy is going.



**Lauren Oram**  
*Recertified Steward*

Absolutely. I love making New Year's resolutions. Just keep working hard, making money. Just try to do a good, quality job. Keep providing. Keep on working it. That's it.



**David Wakeman**  
*Chief Steward*

I'm not really into resolutions. I don't want to disappoint myself, you know? It's always lose



**Marlon Battad**  
*Chief Cook*

The resolutions – I'm not really into that sort of thing. Just hope for the best. Hopefully there will be more ships coming out, and we can keep working for the whole year.



**David James**  
*Recertified Bosun*

I probably will not. I usually break the ones I do make. The biggest one was to quit smoking, but.... I lasted three months.



**Chris Brackbill**  
*AB*

If I wanted to make a New Year's resolution, it would probably be to keep on working on getting my sea time so I can go back, get more certifications under my belt. Continue getting sea time as an AB, just get more experience. Right now, my hope is to make it to second mate. That's one of the reasons I joined – I want to navigate ships.

## Pic-From-The-Past



The photo above was sent to the LOG by Pensioner Phillip Proctor of Lemon Grove, Calif. It was taken in Murmansk, Russia during the Christmas of 1943 aboard the Liberty Ship *Bernard Baker*. According to Proctor, (pictured second from left in the front row) the *Baker's* sister ship, the *Henry Baker*, was sunk by a German u-boat during the same run and his former watch partner was killed. Proctor himself was hit by flack during the attack and underwent plastic surgery for his wounds. Proctor currently serves as Vice President of the American Merchant Marines Veterans, Silver Gate Chapter in San Diego. Brother Proctor asks that fellow retirees as well as current mariners back World War II veterans by soliciting the support of their respective Senators and Congressmen for the passage of The Belated Thank You to the Merchant Mariners of World War II Act of 2009 (S. 663 and H.R. 23). If passed, the legislation would amend title 38, United States Code, to direct the Secretary of Veterans Affairs to establish the Merchant Mariner Equity Compensation Fund to provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II.

*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](mailto: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

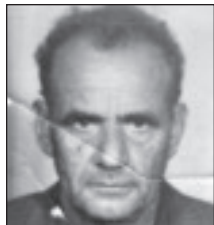
retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



## DEEP SEA

### MOHAMED DHALAI

Brother Mohamed Dhalai, 74, joined the union in 1980. He initially sailed on the *Overseas New York*. Brother Dhalai was born in Arabia. In 2000, he enhanced his seafaring abilities at the Piney Point school. Brother Dhalai's final ship was the *Sgt. William R. Button*. He sailed in the steward department and resides in Dearborn, Mich.



### LOUIS DIESSO

Brother Louis Diesso, 58, became an SIU member in 1982. His first ship was the *Santa Juan*; his last, the *Tacoma*. Brother Diesso was born in Washington State and worked in the engine department. He lives in Federal Way, Wash.



### FRANCIS DRAPELA

Brother Francis Drapela, 61, started sailing with the NMU in 1993. The deck department member attended classes in 2007 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Drapela most recently sailed aboard the *Cape Victory*. He makes his home in Pearland, Texas.



### LAFE FRALEY

Brother Lafe Fraley, 71, donned the SIU colors in 1999 while in the port of Philadelphia. His first voyage was on the *Elizabeth*. Brother Fraley, who sailed in the deck department, was born in Ohio. He upgraded on two occasions at the Seafarers-affiliated school in Piney Point, Md. Brother Fraley was last employed aboard the *Anders*. He is a resident of Mansfield, Ohio.



### MANUEL GUANGA

Brother Manuel Guanga, 69, joined the SIU ranks in 1994 while in the port of San Francisco.



He originally shipped on the *Independence*. Brother Guanga was a member of the steward department. His final voyage was aboard the *APL China*. Brother Guanga calls Union City, Calif., home.

### KENNETH KRAMLICH

Brother Kenneth Kramlich, 65, signed on with the Seafarers in 1967. His first vessel was the *Caton Victory*. Brother Kramlich was born in Washington and sailed in the deck department. His last ship was the *Tacoma*. Brother Kramlich resides in Spanaway, Wash.



### EUGENE KYZAR

Brother Eugene Kyzar, 60, was born in Louisiana. He began sailing with the SIU in 1967. Brother Kyzar was initially employed with Alcoa Steamship Company. He was a frequent upgrader at the Piney Point school.



Brother Kyzar's final trip was on the *Overseas New York*. He shipped in the deck department and lives in Independence, La.

### JOSEPH MCGAULEY

Brother Joseph McGauley, 71, became a Seafarer in 1963. He initially shipped on a Hedge Haven Farms Inc. vessel. Brother McGauley was a deck department member. He was born in Plainfield, N.J. Brother McGauley visited the SIU-affiliated school on two occasions to improve his skills. He was last employed aboard the *Cove Liberty*. Brother McGauley settled in Pocono Lake, Pa.

Brother Munasser Omer, 65, donned the SIU colors in 1967. His earliest trip to sea was aboard the *Long Lines*.

Brother Omer worked in the steward department. His most recent voyage was on the *Horizon Tiger*. In 2000 and 2004, Brother Omer upgraded at the maritime training center in Piney Point, Md. He makes his home in San Francisco.



### MARIANO PEREZ

Brother Mariano Perez, 55, started sailing with the union in 1998. He worked in both the inland and deep sea divisions. Brother Perez originally sailed in the deck department of a Crowley Towing & Transportation of Jacksonville ves-

sel. His final trip was aboard the *Courier*. Brother Perez is a resident of Santa Fe, Texas.



### ABUDLLA SAEED

Brother Abudlla Saeed, 67, signed on with the Seafarers in 1967 while in Detroit. His first voyage was on a Great Lakes Associates Inc. vessel. Brother Saeed frequently enhanced his skills at the union-affiliated school. He was born in Yemen and sailed in the engine department. Brother Saeed most recently worked on the *Maersk Texas*. He now calls Detroit home.

### JAMES WOOD

Brother James Wood, 65, became a union member in 1982. His first vessel was the *Independence*. Brother Wood upgraded on numerous occasions at the SIU-affiliated maritime training center. The deck department member was born in New York. Brother Wood's most recent trip was on the 2<sup>nd</sup> Lt. John Paul Bobo. He settled in Wilmington, N.Y.

## INLAND

### NEAL ALVEY

Brother Neal Alvey, 62, was born in Ohio. He started sailing with the SIU in 1973. Brother Alvey's earliest trip was aboard a Gulf Canal Lines vessel. His most recent one was with G&H Towing. The deck department member resides in Phoenix.

Brother Adonis Ard, 58, donned the NMU colors in 1993. The deck department member sailed mostly aboard Marine Personnel & Provisioning vessels which included the *CP Navigator* and the *Charleston Express*. Brother Ard frequently took advantage of educational opportunities available at the Paul Hall Center. He continues to live in his native state of Louisiana.



### NANCY AVERY

Sister Nancy Avery, 63, joined the

union in 1994 while in Piney Point, Md. She primarily worked with Orgulf Transportation Company. Sister Avery often attended classes at the Seafarers-affiliated school in Maryland. She shipped in the steward department. Sister Avery lives in McComb, Miss.

### GERALD BEUK

Brother Gerald Beuk, 66, was born in Alabama. He began sailing with the Seafarers in 1972 from the port of Mobile, Ala. Brother Beuk initially worked in the deck department aboard vessels operated by Dixie Carriers. He upgraded his skills in 1994 at the maritime training center in Piney Point, Md. Brother Beuk most recently shipped with Crescent Towing of Mobile. He calls Theodore, Ala., home.

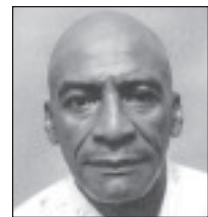


## NATIONAL MARITIME UNION

### ADONIS ARD

Brother Adonis Ard, 58, donned the NMU colors in 1993. The deck department member sailed mostly aboard Marine Personnel & Provisioning vessels which included the *CP Navigator* and the *Charleston Express*. Brother Ard frequently took advantage of educational opportunities available at the Paul Hall Center. He continues to live in his native state of Louisiana.

### WINSTON BODDEN



Brother Winston Bodden, 68, joined the NMU in 1965. He was born in Honduras and now makes

his home in New York.

### MICHAEL FADDEN

Brother Michael Fadden, 65, started sailing with the NMU in 1993. His earliest trip to sea with the SIU was on the *Horizon Trader*. Brother Fadden was born in San Francisco. The engine department member was last employed aboard the *Performance*. Brother Fadden resides in Hermiston, Ore.



### WILLIAM FEAZEL

Brother William Feazel, 63, became an NMU member in 2000 while in the port of Norfolk, Va. His first voyage was on the *USNS Effective*. Brother Feazel was born in Norfolk and sailed in the engine department. He enhanced his skills often at the Paul Hall Center. Brother Feazel's final trip was on the *Paul Buck*. He is a resident of Virginia Beach, Va.



Reprinted from past issues of the *Seafarers LOG*

### 1945

The National War Labor Board this week approved SIU-negotiated wage increases for steward departments on the troop ships. The wage increases, which did not include the recent \$45 per month across-the-board increases, ranged from a low of \$10 for third cooks up to \$37.75 for the ship's butchers, etc.

### 1949

Certified by the NLRB as collective bargaining agent for nine Cities Service Oil Company tankers, the SIU immediately called upon the company to enter negotiations for a contract covering the company's unlicensed personnel. The contract will culminate two years of effort by the SIU to obtain union wages, conditions and security for CS seamen. The company began firing crew members by the shipload at the end of each voyage as the election drew near, but the replacements hired recognized the need for union representation and voted for the SIU. The company's attitude was scored by the NLRB: "... it ill behooves the employer to file objections stemming principally from its own recalcitrance."

### 1950

The present war risk bonus agreement covering the

five designated areas off the Chinese coast, which was to expire on December 31 of this year, has been extended until March 31, 1951. In addition to the wages and allowances covered by the general agreements, crew members in the five areas will receive 100 percent of their basic wages for each day spent in these waters, a \$100 attack bonus and they will be covered by a \$10,000 insurance policy. Under the extended agreement, each side reserves the right during the effective period to negotiate for an increase or decrease of the areas of

amount payable.

### 1952

The SIU and its contracted companies met today to put their signatures to a brand new dry cargo contract which will provide considerable monetary and working rule boosts for Seafarers. The new agreement is the first standard dry cargo contract of its kind in the SIU, providing wage increases of from five to 15 percent for all ratings. In addition to wage gains, all general and working rules have been revised and strengthened, meaning more overtime for SIU crews. There are 14 brand new provisions as well as considerable improvements in the 21 repeated provisions. These, coupled with wage gains and standardization of the agreement for all freight ships will make it by far the best contract ever negotiated in the maritime industry.

## This Month In SIU History





# Final Departures



## DEEP SEA

### ROBERT BOEHM

Pensioner Robert Boehm, 85, passed away Aug. 6. Brother Boehm began shipping with the Marine Cooks & Stewards in 1951 while in the port of San Francisco. The steward department member was born in Montana. Brother Boehm sailed on vessels including the *President Roosevelt* and the *President Jackson*. He started receiving his retirement compensation in 1983. Brother Boehm called Long Beach, Wash., home.

### WILLIAM BUCHNER

Brother William Buchner, 61, died Aug. 20. He signed on with the SIU in 1998 while in the port of Seattle. Brother Buchner initially shipped on the *Overseas Juneau* in the deck department. He was born in Erie, Pa. Brother Buchner's final voyage was aboard the *1st Lt. Jack Lummus*. He was a resident of Port Orchard, Wash.



### DENNIS GOODWIN

Brother Dennis Goodwin, 55, passed away Aug. 5. He became a Seafarer in 1990. Brother



Goodwin's first ship was the *Paul Buck*; his last was the *Alaskan Legend*. He worked as a member of the

deck department. Brother Goodwin resided in his native state of Maryland.

### CLIFFORD HALL SR.

Pensioner Clifford Hall Sr., 75, died Aug. 25. Brother Hall joined the SIU in 1964. He originally shipped on the *Penn Sailor* as a member of the engine department. Brother Hall was born in Oak Ridge, Mo. Prior to his retirement in 1999, he sailed aboard the *Sugar Islander*. Brother Hall settled in Fredericktown, Mo.

### JOSE SANTIAGO

Pensioner Jose Santiago, 90, passed away Aug. 12. Brother Santiago, a member of the steward department, began shipping

with the Seafarers in 1957. His first trip was on the *Petrochem*. Brother Santiago was born in Puerto Rico. He was last employed aboard the *Santa Paula*. Brother Santiago started collecting his retirement compensation in 1984 and lived in Kissimmee, Fla.

### FRANCIS SEEFELDT

Pensioner Francis Seefeldt, 85, died Aug. 5. Brother Seefeldt started sailing with the union in 1944 while in the port of New York. He was born in Rock Island, Ill. Brother Seefeldt's earliest trip was on a Delta Steamship Line vessel. He sailed in the steward department. Brother Seefeldt most recently worked aboard the *Del Mar*. He retired in 1980 and continued to call Rock Island home.

### HIROSHI SHINSATO

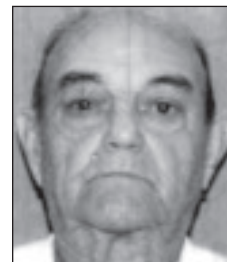
Pensioner Hiroshi Shinsato, 89, passed away Aug. 22. Brother Shinsato joined the union in 1959, initially shipping from the port of San Francisco. He originally sailed on a States Steamship vessel. Brother Shinsato was born in Hawaii and worked in the steward department. His final voyage took place aboard the *Ewa*. Brother Shinsato started receiving his pension in 1980. He made his home in San Francisco.



## INLAND

### DENNIS ABSHIRE

Pensioner Dennis Abshire, 81, died Aug. 8. Brother Abshire was born in Louisiana. He first donned the SIU colors in 1963. Brother Abshire sailed with Seabulk Tanker for the duration of his career. The engine department member went on pension in 1992. Brother Abshire resided in Sulphur, La.



### ROLDIN DINET

Pensioner Roldin Dinet, 80, passed away Aug. 30. Brother Dinet began his Seafaring career in 1966. He was mainly employed with Dixie Carriers. Brother Dinet was a Louisiana

native. In 1991, he retired and settled in Golden Meadow, La.

### DAVID GRAY

Brother David Gray, 46, died Aug. 4. He started shipping with the SIU in 1979. Brother Gray primarily sailed aboard G&H Towing vessels as a member of the steward department. He continued to live in his native state of Texas.



### WILLIAM PARKS

Pensioner William Parks, 85, passed away Aug. 23. Brother Parks became a Seafarer in 1953 while in the port of New York. His first trip was with Pennsylvania Hide Company. Brother Parks was born in Port Arthur, Texas. He worked in the deck department of both the deep sea and inland divisions. Before his retirement in 1988, Brother Parks shipped with Crowley Towing & Transportation of Jacksonville. He called Nederland, Texas, home.

### CHARLES RAYNOR

Pensioner Charles Raynor, 86, died Aug. 1. Brother Raynor joined the union in 1959. He was employed with Chesapeake & Ohio Railway for the duration of his career. Brother Raynor was born in Virginia. He went on pension in 1974.



### ROBERT REMMEL

Pensioner Robert Rimmel, 79, passed away Aug. 19. Brother Rimmel signed on with the SIU in 1967. The Ohio native initially sailed with Stuart Transportation Company. Brother Rimmel most recently worked with Piney Point Transportation. He became a pensioner in 1992. Brother Rimmel was a resident of Hollywood, Md.



## EURIQUE RIVERA

Pensioner Eurique Rivera, 81, died Aug. 24. Brother Rivera was born in Puerto Rico. He started his SIU career in 1976 while in Puerto Rico. Brother Rivera primarily shipped aboard Crowley of Puerto Rico vessels. He retired in 1991.

## ALFRED SEILER

Pensioner Alfred Seiler, 83, passed away Aug. 25. Brother Seiler began sailing with the union in 1969 while in the port of Philadelphia. He first worked with Meyle Towing Company. Brother Seiler was a native of Switzerland. His final trip was with McAllister Towing of Philadelphia. Brother Seiler was a resident of Land O'Lakes, Fla. He started collecting his retirement pay in 1988.

## GREAT LAKES

### DON BARNETT

Pensioner Don Barnett, 86 died Aug. 6. Brother Barnett joined the union in 1988 while in the port of Duluth, Minn. His first ship was the *Henry Steinbrenner*; his last was the *John Boland*. Brother Barnett was born in Crystal Falls, Mich. and he shipped in the engine department. He went on pension in 2006 and made his home in Duluth.



### TIMOTHY BURKE

Pensioner Timothy Burke, 83, passed away Aug. 11. Brother Burke became a union member in 1961. He initially shipped with Merritt Chapman & Scott as a member of the deck department.



Brother Burke was born in Ogdensburg, N.Y. His last trip was aboard the *Leammerhirts*. Brother Burke began receiving his pension in 1988. He continued to live in New York.

### CARL SHIRCEL

Pensioner Carl Shircel, 89, died Aug. 2. Brother Shircel first donned the SIU colors in 1960. His earliest trip was aboard an American Steamship Company vessel. Brother Shircel was born

in Wisconsin and was a member of the deck department. His final ship was the *St. Mary's Challenger*. Brother Shircel retired in 1984 and called Sheboygan, Wisc., home.

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

## NATIONAL MARITIME UNION

### BENJAMIN ALLEN

Pensioner Benjamin Allen, 83, passed away July 21. Brother Allen was born in Virginia. He became a pensioner in 1989 and settled in Chesapeake, Va.



### GIUSEPPE CAMPIGLIA

Pensioner Giuseppe Campiglia, 83, died July 21. Brother Campiglia was a New York native. He retired in 1969 and called Houston home.



### MIGUEL CRUZ

Pensioner Miguel Cruz, 90, passed away July 26. The Puerto Rico native started collecting his retirement stipends in 1970. Brother Cruz resided in Bronx, N.Y.



### BRUNO DARINI

Pensioner Bruno Darini, 83, died July 14. Brother Darini was born in Connecticut. He went on pension in 1968. Brother Darini lived in San Diego.





# Digest of Shipboard Union Meetings

*The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.*

*Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.*

**HORIZON FALCON** (Horizon Lines), Oct. 5 – Chairman **Steve Bush**, Secretary **Charlfred Autrey**, Educational Director **Andrew Linares**, Engine Delegate **Samuel Garrett**, Steward Delegate **Nicholas Rodriguez**. Chairman encouraged crew members to read president's report in the *Seafarers LOG*. Secretary advised mariners to keep all necessary seafaring documents current. Educational director discussed the importance of enhancing seafaring abilities at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Request was made to have direct deposit of vacation checks and to reduce retirement age. Seafarers also inquired about getting refrigerators in crew rooms. Next port: Los Angeles.

**MERCURY** (Maersk Line, Limited), Oct. 4 – Chairman **Larry D. Bradley**, Secretary **James E. Cameron**, Educational Director **Jerome D. Culbreth**, Deck Delegate **Melvin R. Nichols**, Engine Delegate **Michael Clark**, Steward Delegate **Darryl Jackson**. Chairman stressed the importance of knowing shipping rules and reading contract. Educational director urged all aboard the keep safety in mind as they work and encouraged mariners to take advantage of Piney Point school to enhance their skills. Treasurer reported \$800 in ship's fund. No beefs or disputed OT reported. It was announced that new survival suits had been received. Crew requested patrolman to visit vessel. Suggestion was made regarding vacation benefits. Ship needs a deep fryer. Crew said it would be useful to have more unlicensed apprentices aboard ship. Vote of thanks was given to the steward department. Next ports: Charleston, S.C., Houston, Mobile, Ala., and Norfolk, Va.

**PHILADELPHIA EXPRESS** (Marine Personnel & Provisioning), Oct. 25 – Chairman **Thomas Temple**, Secretary **Exxi Ronquillo**, Educational Director **David Carter**, Engine Delegate **Leonel Lazo**. Chairman talked about AFL-CIO convention and importance of SIU's affiliation to labor federation. Secretary thanked crew members for help keeping public areas clean. Educational director encouraged everyone to check document expiration dates and keep drug screening up-to-date. No beefs or disputed OT reported. Discussion was held pertaining to H1N1 vaccination. Crew thanked steward department for job well done. Next port: Houston.

**RACER** (Maersk Line, Limited), Oct. 18 – Chairman **Daniel Tennant**, Secretary **Glenn Williams**, Educational Director **Hashiem Pittman**, Steward Delegate **Alex Aquinaldo**. Chairman reported a smooth voyage. He asked those departing vessel to throw trash in the dumpster not in the lounge or laundry room. Secretary stated room inspections would take place soon.

Educational director urged mariners to upgrade whenever possible to improve skills and better their chances of moving up. Treasurer noted \$632 in ship's fund. No beefs or disputed OT reported. Requests were made for new chairs in mess hall, rubber mats for walk-in cooler, new picnic benches and new a grill. Recommendations were made regarding medical, dental and pension benefits. Crew discussed cost of health care maintenance medications.

**SEABULK ARCTIC** (Seabulk International), Oct. 17 – Chairman **Robert J. Coleman**, Secretary **Alan W. Bartney**, Educational Director **Jimmie E. Thomas**, Deck Delegate **Chris Sanchez**, Engine Delegate **Steve Tate**, Steward Delegate **Christopher Hopkins**. Bosun went over ship's itinerary. Secretary expressed gratitude for help keeping mess hall clean. He asked mariners to read and follow instructions on the laundry soap container when washing clothes. Members who eat in TV room were asked to clean up after themselves or risk losing the privilege for everyone. Educational director reiterated the need for

mariners to make sure all ship-ping-related documents are current. He also advised all mariners to attend classes at the SIU-affiliated training center. No beefs or disputed OT reported. Members would like clarification on company's travel day pay. Motion was made to increase medical and death benefits. Request was made for new washer and dryer since current dryer rips clothing. Crew requested written clarification on whether Seabulk contract stands alone or should they revert to standard agreement if information is not in Seabulk contract. Next ports: Anacortes, Wash., Valdez, Alaska, and Kenai, Alaska.

**WASHINGTON EXPRESS** (Marine Personnel & Provisioning), Oct. 4 – Chairman **Zeki Karaahmet**, Secretary **William M. Simmons**, Educational Director **George W. Biesel**, Deck Delegate **Manuel A. Uy Jr.** Chairman announced payoff Oct. 6 in Barbour's Cut, Texas. He asked crew leaving vessel to make sure room is clean, supplied with fresh linen and that the trash can is empty. Mariners were encouraged to contribute to SPAD (Seafarers Political Activity Donation); when they do, they are helping

themselves as well as their union brothers and sisters. Educational director urged mariners to upgrade whenever possible to improve skills. Treasurer reported \$1,186 in crew fund. No beefs or disputed OT reported. Crew thanked steward department for excellent food. Next port: Houston.

**YORKTOWN EXPRESS** (Marine Personnel & Provisioning), Oct. 18 – Chairman **Charles J. Hill**, Secretary **Francisco J. Da Cruz**, Educational Director **Eugene N. Davis Jr.**, Deck Delegate **Thomas W. Walker**, Engine Delegate **Chromer W. Jefferson**, Steward Delegate **Florence M. Brinson**. Chairman reported that transportation in Miami will be provided by the Seamen's Center; details to come later. Educational director encouraged mariners to take advantage of Paul Hall Center to upgrade not only for job security but to stay on top of the technology on the new ships coming out. He noted school has a new training boat. No beefs or disputed OT reported, though a clarification is needed for GSU. Seafarers would like AC fixed or replaced and to have a Kool-Aid

machine aboard vessel. Crew thanked steward department for good job.

**HOUSTON** (U.S. Shipping Partners), Nov. 3 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox**, Educational Director **Scott S. Fuller**, Deck Delegate **Gerry Rogers**, Engine Delegate **Jeffrey Fields**, Steward Delegate **Terry Fowler**. Chairman satisfied with work being performed by crew and thanked them for their professionalism. Bosun welcomed unlicensed apprentices aboard and urged them to ask questions and learn from experienced crew members. Secretary thanked Seafarers for helping keep pantry and mess hall clean. He also asked that members check pockets before doing laundry. Educational director discussed importance of filing renewals for all necessary seafaring documents in advance so you don't get left on the beach. He recommended all mariners enhance their skills at the Piney Point school. No beefs or disputed OT reported. Crew was notified that laptop was available for their use when in port or at anchor. Suggestion was made to reimburse members for added baggage fees when joining vessel.

## Seafarers-Crewed Cape Intrepid Participates in Defense Department Turbo Activation



The SIU-crewed and Crowley operated *Cape Intrepid* on Sept. 27 participated in a turbo activation. Directed by the Department of Defense, turbo activations are exercises which are designed to test the readiness of selected vessels to be ready-for-sea. During such operations, vessels traditionally must be activated, crewed, provisioned and stored, complete all regulatory body requirements, conduct dock and sea trials, and report ready for Phase "O" operations within a specified time. A roll-on/roll-off vessel, the *Intrepid* is part of the U.S. Maritime Administration's Ready Reserve Force. Aboard the vessel (above) as she passes the port of Seattle (clockwise, beginning at right) were: Electrician Phillip Greenwell; AB Luisito Tabada and GVA Mohamed Mohamed; and AB Joseph Hilario, AB Christopher Pompel, Bosun LBJ B. Tanoa, AB Perry Schroff, AB Scott Salo and GVA John Puartery.







## Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2008 to December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$3,777,085. These expenses included \$889,921 in administrative expenses and \$2,887,164 in benefits paid to participants and beneficiaries. A total of 20,190 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$61,624,942 as of December 31, 2008 compared to \$70,629,761 as of January 1, 2008. During the plan year the plan experienced a decrease in its net assets of \$9,004,819. 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 \$(5,227,734), including employer contributions of \$6,751,311, employee contributions of \$107,939, losses of \$6,328,472 from the sale of assets and earnings from investments of \$(5,758,512).

### Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

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

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

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

The charge to cover copying costs will be \$1.95 for the full report, or \$0.15 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room 200, Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

## Summary Annual Report for MCS Supplementary Pension Plan

This is a summary of the annual report for the MCS SUPPLEMENTARY PENSION PLAN, (Employer Identification No. 51-6097856, Plan No. 001) for the period January 1, 2008 to December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$579,795. These expenses included \$201,204 in administrative expenses and \$378,591 in benefits paid to participants and beneficiaries. A total of 616 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$7,035,140 as of December 31, 2008 compared to \$8,143,400 as of January 1, 2008. During the plan year the plan experienced a decrease in its net assets of \$1,108,260. 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 of assets acquired during the year. The plan had total income of \$(528,465), including losses of \$358,426 from the sale of assets and earnings from investments of \$(170,183).

### 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:

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of 5 percent of the plan assets; and
4. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, Maryland 20746, 301-899-0675. The charge to cover copying costs will be \$4.95 for the full report, or \$0.15 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 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: Plan Office, 5201 Auth Way, Camp Springs, Maryland 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C.

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

This is a summary of the annual report for the Seafarers International Union AGLIWD 401(K) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2008 to December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$661,245. These expenses included \$65,062 in administrative expenses, \$484,101 in benefits paid to participants and beneficiaries and \$112,082 in other expenses. A total of 8,721 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$5,018,380 as of December 31, 2008 compared to \$0 as of January 1, 2008. During the plan year the plan experienced an increase in its net assets of \$5,018,380. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$(223,378), including employee contributions of \$1,402,325 and earnings from investments of \$(1,731,861).

### Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675. The charge to cover copying costs will be \$2.25 for the full report, or \$0.15 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

# Know Your Rights

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

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

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

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

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

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

**EDITORIAL POLICY — THE SEAFARERS LOG.** The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It

also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for Seafarers LOG policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

### Union Member Rights

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

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

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

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

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

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

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

### Union Officer Responsibilities

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

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

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

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

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at

least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

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

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

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

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

### SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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





# Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the first months of 2010. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses		
Course	Start Date	Date of Completion
Able Seaman	January 4	January 29
Celestial Navigation	January 4	January 29
STOS (Unlicensed Apprentice)	January 11	January 22

Engine Upgrading Courses		
FOWT	January 4	January 29
GMDSS	January 18	January 29
Junion Engineer	January 4	February 26
Marine Electrician	January 4	February 26
Welding	January 4	January 22

Safety Specialty Courses		
Advanced Firefighting	January 11	January 22
Medical Care Provider	December 14 January 11 February 1	December 18 January 15 February 5

Steward Upgrading Courses		
Galley Operations/Advanced Galley Operations		
These modules start every Monday.		
Certified Chief Cook/Chief Steward		
These classes start every other Monday. The most recent class began Nov. 30.		

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

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

**Online Distance Learning Courses**

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

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

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

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



## UPGRADING APPLICATION

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_ E-mail \_\_\_\_\_

U.S. Citizen: Yes ☐ No ☐ Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Primary language spoken \_\_\_\_\_

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

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

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

12/09





## Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** - Nine individuals completed their training in this 60-hours course Sept. 18. Graduating (above, in alphabetical order) were Jason Bimile, Andrew Bullock, Matthew Caradimos, Garrett Leopard, Badi Mohamed, Jason Monk, Shoal Nervo, Gavin Scott and JonDa Tanner.



**Welding** - The following upgraders (above, in alphabetical order) on Oct. 23 completed this 103-hour course: Jason Babbitt, Lewis Coleman, John W. Mbelwa, Joshua McDaniel, Candido Molina, Lua Tran and David Turley. Their instructor, Buzzy Andrews, is at second from left in back row.



**Junior Engineer** - Twenty-three upgraders completed this course Oct. 23. Those graduating (above, in alphabetical order) were: Alex Amarra, Bentley Arrundell, Patrick Devin, Joel Encarnacion, Roy Frett Jr., Shending Hu, Dwight Hunt, Philip Hurlbutt, Joseph Jacobs, Niles Jacobsen, Moises Johnson, Thomas Jones, Stravon Jordon, Anthony Kimbell, Butch Lumansoc, Eddy Newman, M'Barek Nouhairi, Emilio Ordaniel, Glenn Quitotio, Bernard Smalls, Mohamed Sylla, Gary Williams and Jason Young. Their instructor, Calvin Beal, is at left. (Note: Not all are pictured.)



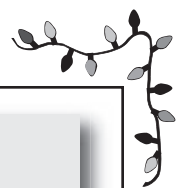
**Junior Engineer** - Twenty-four mariners on Oct. 30 completed this course. Graduating (above, in alphabetical order) were: Reyaldo Abella, Jose Alcaide Urrea, Marciano Amandoron, Victor Bermudez, John Brantly, Christian Earhart, Michael Iverson, Stanley Jackson Jr., Charlotte LeBlanc, Kenyatta McNeil, Johnathan Miller, Mario Moralita, Roger Nesbeth, Christian Oding, Shawn Pantschyschank, Lee Patrick, Rodney Payne, Bruce Placido, Emma Porter, Daniel Ramirez Jr., Randolph Sutton, Joseph Waller Jr., Francis Yapching and Robert Young. Jay Henderson, their instructor, is at right. (Note: Not all are pictured.)

## LIBRARY AND MARITIME MUSEUM



**Crowley Various Classes (Crowley Maritime)** - A host of individuals from union-contracted Crowley Maritime on Oct 16 completed a series of courses for masters, mates, engineers and AB/Tankerman. Graduating from courses for masters (in no particular order) were: T. Lenfestey, B. Walsh, B. Burkart, S. Mitchell, G. Sadler and D. Bates. Completing classes for mates were: G. Palmer, D. Atherley, R. Stanus, D. Gillis, B. Harell, R. Brinza, J. Anderson, D. Lane, C. Gross, B. Enos, and C. Bridges. Finishing courses for engineers were: P. Joiner, G. Hohmann, S. Jones, J. Broussard, N. O'Connor, J. Rowe, D. Lipscomb, M. Masnov, S. Miller, M. Laskowski, M. Citarelli and T. Werner. Completing classes for AB-Tankerman were: R. Jackson, J. Howard, J. Smith, A. Tunjic and J. Walker.





# Paul Hall Center Classes



**BAPO** – Two classes of Phase III unlicensed apprentices and upgraders on Oct. 9 completed training in this 140-hour course. Graduating (photo at left, in alphabetical order) were: Rayante Angulo, Andrew Beach, Joel Bell, Samuel Blanchard, Matthew Bryant, Carlos Davila, John Eastman, Todd Favaza, William Fountain III, Felix Garcia, Joshua Harris, Thomas Huminski, Kevin Kelly, Michael Kelly, Patrick Kirkland, Sean Mannix, Forrest Melvin, Matthew Mike, Ali Mohamed, Noorudin Muthala, Charles Naze, Oubre Mauriceio, Guiomar Rancel-Mercado, Curtis Royal, Justino Sanchez, Mohamed Sheriff, Elijah Stewart-Eastman, William Waldmann and James Williamson. Tim Achorn, their instructor, is standing at far right. (Note: Not all are pictured.)



**Pumpman** - Montree Nakwiche (seated in photo above) on Oct. 16 graduated from this course. His instructor, Jim Shaffer, is standing.



**Water Survival** – Fourteen upgraders on Oct. 9 completed this 60-hour course. Graduating (photo at left, in alphabetical order) were: Daniel Avery, Antolin Avorque, Mario Batiz Alvarez, Victor Febres, Danilo Florendo, Teodoro Norales, Thomas Parisi, Irvinson Perez, Christopher Sikes, Aaron Sillis, Boyd Spivey, Donato Surrell, Mark Ward and Mary Young. Bernabe Pelington, their instructor, is at right.



**Hazwopper & Oil Spill Prevention and Containment (Penn Maritime)** – The following individuals (above, in alphabetical order) on Sept. 25 completed this 24-hour course: Rex Butler, Tim Hurst, Robert Judy, Jason Keffer, Christopher March, Edward Melvin, and Dave Swan. Mike Roberts, their instructor, is at right.



**Helo Fire Fighting** – Five upgraders finished their training requirements in this course. Graduating (above, in no particular order) were: Adel Alammers, William Dukes, Mark Wertz, Tar Ahmed and Wayne Johnson. Their instructor, Steve Stockwell, is at left. (Note: Not all are pictured.)

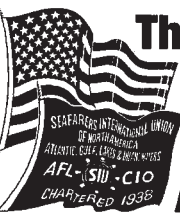


**BST (Hawaii)** – The following individuals (above, in no particular order) on Sept. 5 completed this course at the Seafarers Training Center in Barbers Point, Hawaii: Michael Waldrop, Nicholas Akau, Joseph Gates, Oliver Poilevey, Douglas Sparks, Brian Szafran, Jamie Westby, Courtney Curtis, De Andre Finch, Lauren Stady, Tony Williams, Byron Dixon, Laura Scalise, Sonia Kafer, Stephen Haynes, Kerry Griggs, Jordan Sevigny, Jeffrey Taylor and Ryan Taylor



**BST (Hawaii)** – Nine individuals (above, in no particular order) on Oct. 3 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Yamil Santiago, Jessica Molina, Bradley Williams, Sharon Shelton, Edita Cehic, Andrew Coltmans, Patrick Chapman, Erin Nolan and Roy Bishop.





The

www.seafarers.org

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# Seafarers Log

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

**SIU Membership  
Meeting Dates  
For 2010  
- Page 8**



Capt. Chris Rickard  
Arnold Transit



## SIU Snapshots from the Great Lakes

The photos on this page were taken during recent service calls aboard the *Adam E. Cornelius* and *John J. Boland* and at Luedtke Engineering and Arnold Transit Co.

Luedtke recently added a new hydraulic dredge: the *Sue Lyon*. The family-owned dredging and marine construction company is based in Frankfort, Mich.

Arnold Transit operates Seafarers-crewed ferries sailing between Mackinaw City and Mackinaw Island, Mich., and also between Mackinaw Island and St. Ignace, Mich.

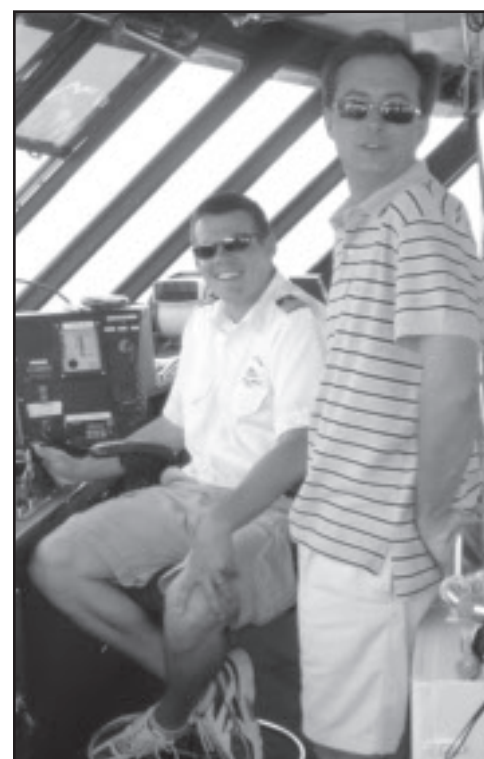
The *Boland* and the *Cornelius* are cargo ships operated by American Steamship Company. Both vessels transport iron ore pellets, coal and limestone; the *Boland* also carries grain.



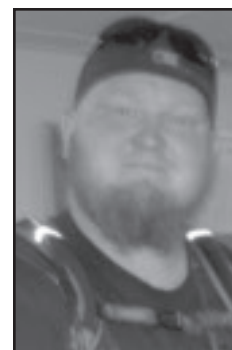
Seafarer Boyd Wilson  
Luedtke Engineering



Capt. Keith Duffton (left), of Arnold Transit. SIU Algonac Safety Director Monte Burgett is at right.



Capt. Garth Law (left in photo above), and SIU Algonac Port Agent Todd Brdak. Law works with Arnold Transit. Pictured in the photo at left is Bosun Jared Smith from the *John J. Boland*.



SIU Patrolman Don Thornton (left) joins Seafarers Caleb Gilbert and Erick Kenwabikise who work at Luedtke Engineering



2nd Cook Khaled Alasaadi  
*John J. Boland*



Clockwise, from photo at left, Recertified Bosun Scott Gallagher and AB Gerald Beaubien from the *Adam E. Cornelius*. Sec.-Treasurer Paul Luedtke of Luedtke Engineering poses with Seafarer Tom Zatkovic. Above are *Adam E. Cornelius* crew members AB Walter Sipper, GUEs Latiffe Brooks, Billie Munoz and Douglas McLaughlin.