



Maersk Completes Fleet Upgrade

Newer Vessels Reflag U.S., Enroll in Maritime Security Program



SIU-contracted Maersk Line, Limited recently announced it has completed a project which saw the company reflag nine ships under the Stars and Stripes. According to Maersk, the effort involved an investment of nearly \$400 million. The nine ships replace nine older vessels, and all of the newer ones are enrolled in the U.S. Maritime Security Program. Pictured directly above, the *Maersk Kentucky* is one of the newly reflagged ships; at left, the American flag is raised aboard the *Maersk Utah*; top photo, QMED Olson Thorne (left) and OMU Ruben Haynes report a "good and safe" voyage aboard the *Maersk Wisconsin*. Page 3.



Seafarers-contracted Crowley Maritime Corporation on June 5 christened the tugboat *Commitment* (inset, left) and its accompanying barge, 650-6. Together, the new tonnage forms the sixth of 10 new 185,000-barrel ATBs that the company is scheduled to receive by the end of 2010. In the group photo, SIU members are joined by union officials and Crowley President and CEO Tom Crowley Jr. Page 3.

Texas Tug Crews Ratify Contracts



By overwhelming margins, SIU boatmen from Moran Towing of Texas and Seabulk Towing, respectively, recently approved new three-year contracts that maintain benefits while increasing wages. Pictured above are some of the members of the union's negotiating committee for the Moran contract (from left): Mate Glenn Dupree, Patrolman Mike Russo, Chief Engineer Cliff Champagne and AB Paul Paszkiewicz. Page 4.



Crowley Maritime's Commitment Displayed In More Ways Than One

New State-of-Art ATB Joins Fleet

President's Report

Health Care, Front and Center

As the first days of summer arrived, much of the country's attention was focused on health care and how our current system might change.

That was definitely the case in the nation's capital, where new health care legislation had been introduced late last month, and where several different plans still are being debated.



Michael Sacco

Additionally, at press time, Seafarers were scheduled to participate in a massive Capitol Hill rally for health care reform.

Although it has been a long time since I've written about the out-of-control costs of health care, those expenses are a big part of a problem that hasn't gone away. In fact, it has become worse – reaching the point where the question no longer is whether the country needs reform, but rather, what's the best new approach?

Obviously it's a very complicated issue. But some basic facts put a spotlight on just how severe and far-reaching the problem is.

The other day, I heard a news report that projected a nine percent cost increase this year for employer health insurance premiums. That would be on top of a five percent increase that happened in 2008 – and that's actually a slowdown, if you can believe it.

With this topic, there is always a danger of getting lost in too many statistics. I think there are a few numbers that really have to be considered in order to understand the problem, though.

For one, going back over the last 10 years, job-based health insurance premiums have increased by 120 percent. No, that's not a typo. But it is four times greater than overall wage growth in that same stretch, and it's almost three times greater than inflation.

Not surprisingly, companies can't afford to bear all of those increases. Some of the costs get passed on to workers, as anyone who has served on a contract negotiating committee will tell you. We remain fortunate in the SIU, in that our members don't have to pay just to maintain their coverage. But the vast majority of Americans with health insurance do have to pay at least part of their employer-sponsored premiums, and for those people, their costs have more than doubled since the start of this decade. Nationwide, on average, the same holds true for individual out-of-pocket costs for deductibles, co-payments for medications, and co-insurance for office and hospital visits. Again, within the Seafarers Health and Benefits Plan we have been fortunate compared to many others, but it has required serious choices and sacrifices to maintain our coverage.

Like I said, that's just the tip of the iceberg, but those figures alone help explain many related problems. The latest studies and media reports say that health care costs often are a factor in personal bankruptcies. Roughly one of every four people struggles to pay for health care. Tens of millions remain without any health coverage or are underinsured.

Then there are those who keep their coverage up-to-date, follow the rules – and get dropped anyway. This issue came to light last month at congressional hearings which followed a government investigation. Turns out some insurers have dropped thousands and thousands of people from their policies simply because those individuals had the nerve to actually get sick. The companies made excuses, but it was obvious they had cancelled certain policies in order to avoid paying for expensive treatments.

With all of those factors in mind, it is good to see the subject of health care getting the attention it needs. And it is good to see President Obama identifying the health care crisis as something that must be addressed now.

For our part, the SIU's goals remain the same as those of the labor movement as a whole where health care is concerned. Our nation must control rising and unreasonable costs. We must ensure that quality health care is available to all. We must give every family the opportunity for preventive care. We must fight to make certain that employer-sponsored health care isn't taxed.

Not to be overlooked is the fact that organized labor wants to preserve the right to choose one's own doctor. People on talk radio and elsewhere have tried to scare the public into believing otherwise, just as they've painted reform as automatically meaning the U.S. would adopt the worst health care problems faced in other nations. That's nonsense. We want to build on what is best about American health care while drawing from what works best in other countries.

In short, we want more fairness, efficiency and affordability. How we get there has yet to be determined, but for the sake of working families all across the land, we'd better get there soon.



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

Volume 71, Number 7

July 2009

The SIU on line: www.seafarers.org

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

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

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SIU Endorses Trumka For AFL-CIO President

The SIU last month announced its support for Richard L. Trumka in his bid to win election as secretary of the AFL-CIO. Trumka has served as secretary-treasurer of the federation since 1995.

The next president of the AFL-CIO will be elected at the federation's convention in Pittsburgh in September. John Sweeney, who has held that post since 1995, has announced he plans to retire.

SIU President Michael Sacco, a member of the AFL-CIO executive council, has worked with Trumka for more than 30 years.

"Rich is the right man for the job," Sacco stated. "He's got big shoes to fill, because John Sweeney has done fantastic work for our movement, but Rich is up to the task. I really believe he will do a great job leading the labor movement."

Sacco noted Trumka's effectiveness during last year's presidential campaign, when the former United Mine Workers president carried a powerful pro-worker message across the nation. Trumka's outreach to working families gained prominence through an internet video, where his no-nonsense, dynamic speaking style and compelling ideas appealed to broad audiences.

"But that's the same Rich Trumka we in the labor movement have known for decades," Sacco added. "Rich has always been a great advocate for workers. He is one of the most accessible, hardest-working people I've ever known, and his record of accomplishment is second-to-none when it comes to advancing workers' rights. Whether it's job safety or retirement security or employee-employer communications or any



SIU President Michael Sacco (right) and AFL-CIO Secretary-Treasurer Rich Trumka are pictured at Maritime Trades Department meetings early last year. Trumka has supported maritime labor for many years.

other issue, Rich is always pushing for fair treatment and equitable gains.

"The SIU is proud to support him, just as he has supported us over the years."

A third-generation coal miner, Trumka came up through the ranks of the UMWA. He started working in the mines at age 19. Years later, after finishing law school and returning to work for the union at the local and district levels, he was elected UMWA president in 1982. He led the Mine Workers through difficult strikes which preserved the membership's strength and livelihoods.

Vice Adm. Harnitchek Appointed TRANSCOM Deputy Commander

Vice Admiral Mark D. Harnitchek recently was appointed as the deputy commander of the United States Transportation Command (TRANSCOM), Scott Air Force Base, Ill. Vice Admiral Harnitchek replaces longtime SIU friend Vice Admiral Ann Rondeau. Vice Admiral Harnitchek will serve as a principal advisor and assistant to the commander of TRANSCOM, General Duncan McNabb.

TRANSCOM is the single manager for global air, land and sea transportation for the Department of Defense. One of the agencies it oversees is the U.S. Military Sealift Command.

Vice Admiral Harnitchek, a native of Philadelphia, received a bachelor of arts degree from Penn State University in 1977 and was commissioned an ensign in the Navy through the ROTC Program. In 1987, he earned a master's

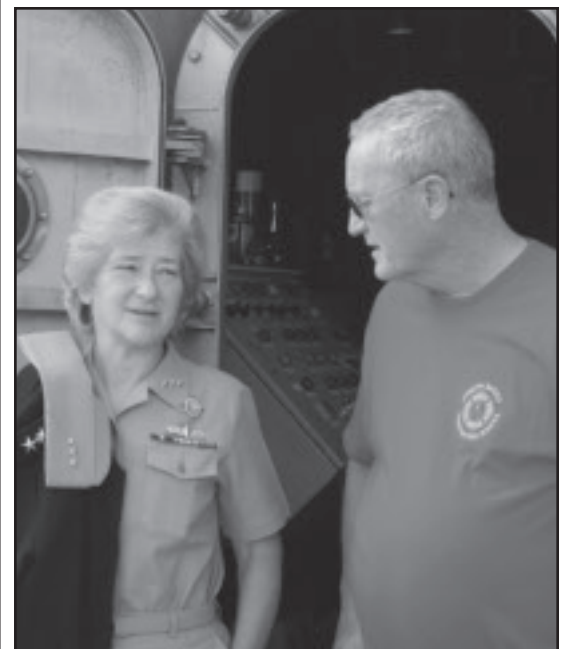


Vice Admiral Mark D. Harnitchek is the new deputy commander of the U.S. Transportation Command.

degree in management from the Naval Postgraduate School, Monterey, Calif.

He has served in a variety of sea tours including aboard two submarines, the *USS Will Rogers* and *USS Buffalo*; two surface ships, the *USS Holland* and *USS Proteus*; and the aircraft carrier *USS Theodore Roosevelt*. On shore, his tours include commander Task Force 74 in Yokosuka Japan, Navy Ships Parts Control Center, commanding officer Naval Inventory Control Point, Naval Air Station Oceana, and the chief of naval operations staff.

Vice Adm. Harnitchek most recently served as TRANSCOM's director of strategy, policy, programs and logistics. He also served as the United States Central Command Deployment and Distribution director in Operations Iraqi and Enduring Freedom from June 2007 to January 2008.



Past Deputy Commander of TRANSCOM Vice Admiral Ann Rondeau visited the SIU-affiliated Paul Hall Center for Maritime Education and Training.



The *Sealand Mercury* (above) and the *Maersk Idaho* (right) signify newer tonnage for the Seafarers-contracted fleet. Both ships are enrolled in the U.S. Maritime Security Program.



Maersk Line Completes Flag-In of 9 Ships

SIU-contracted Maersk Line, Limited (MLL) last month announced that the company has completed a "recapitalization" of its U.S.-flag container fleet. The effort involved an investment of nearly \$400 million for the purchase and reflagging of nine ships into the U.S. registry.

Announcing the milestone on June 1, the company noted, "In keeping with its commitment to provide world-class U.S.-flag transportation services, MLL's recapitalization plan called for the company to remove nine older, smaller ships from its U.S. fleet and replace them with larger, faster and more modern U.S.-flag tonnage. All nine of the reflagged ships are enrolled in the U.S. Maritime Security Program."

"This additional capacity and capability, paired with the optimization and expansion of our U.S.-flag network, will enable us to provide even more reliable, timely and flexible service to our government customers," said Bill Kenwell, MLL's chief commercial officer.

The SIU-contracted ships joining MLL's fleet include the *Maersk Kentucky*, *Maersk Idaho*, *Maersk Utah*, *Maersk Wisconsin*, *Maersk Wyoming*, *Sealand Champion*, *Sealand Eagle*, *Sealand Mercury* and *Sealand Racer*. According to the company, these ships feature an average capacity of more than 4,000 TEU and an average age of just 10 years, while the nine ships they replace had an average capacity of 3,400 TEU and an average age of 23 years.

"The newer tonnage is good news for the SIU and good news for America's national and economic security," stated SIU Vice President Contracts George Tricker. "Maersk deserves credit and recognition for its ongoing, solid commitment to the American-flag fleet and to the U.S. Merchant Marine."

MLL's Technical Organization and its Maritime Technical Services business unit, which develops and applies advanced operating, maintenance and lifecycle

strategies for maritime customers, are managing the sale and recycling of the nine older U.S.-flag ships.

"Moving a total of 18 vessels into and out of the U.S. fleet is a complex challenge," said Bob Bowers, MLL's senior director of maritime technical services, "but our close working relationship with the U.S. Coast Guard, the class societies and other regulatory agencies allows us to keep the project on schedule and minimize downtime for the ships."

Ships being removed from MLL's U.S.-flag fleet include the *Maersk Arizona*, *Sealand Achiever*, *Sealand Atlantic*, *Sealand Commitment*, *Sealand Florida*, *Sealand Motivator*, *Sealand Performance*, *Sealand Pride* and *Sealand Quality*.

All ships selected for recycling will be recycled using environmentally sound practices. In addition, the size and efficiency of the newer ships will result in reduced fuel consumption and emissions, both of which are key components of the Maersk environmental strategy.



Capably manning the galley aboard the *Maersk Wisconsin* are (from left) SA Ariel Lopez, Recertified Steward Edward Porter and Chief Cook Ali Hydera



The deck gang on the *Maersk Wisconsin* includes (from left) AB Sherman Hudson, AB Bill Baker and AB Ferdinand Viniegra



Pictured from left to right aboard the *Sealand Mercury* are AB Aubrey Davis, DEU John Cooper and UA Jeremy Farlow.

Union-Contracted Crowley Maritime Christens ATB

Seafarers-contracted Crowley Maritime Corporation on June 5 christened the sixth of 10 new 185,000-barrel articulated tug-barge (ATB) tank vessels that the compa-

ny will take delivery of by the end of 2010.

Seafarers and SIU officials attended the ceremony, which took place in Long Beach, Calif. Paula

Taylor, wife of Bill Taylor, Crowley vice president, bulk petroleum and chemical transportation, christened the 9,280 HP-tug *Commitment*, while Brenda Lawrence, wife of Bill Lawrence, chartering specialist for BP Shipping USA, christened barge 650-6.

SIU officials in attendance included Vice President Gulf Coast Dean Corgey, Vice President West Coast Nick Marrone and Wilmington, Calif., Port Agent Jeff Turkus.

The company pointed out that, as of the christening date, Crowley's existing Seafarers-crewed ATB fleet had carried approximately 193,432,788 barrels without a spill.

The new vessels were designed and built by Crowley's technical services group at VT Halter Marine and are being operated by Crowley's petroleum services group. Crowley already has nine ATBs in operation and has



Enjoying the ceremony are (from left) Paula Taylor, Crowley President and CEO Tom Crowley Jr. and Brenda Lawrence.



The new tug *Commitment* (left) and barge 650-6 (right) are part of a large fleet of new Crowley ATBs.

announced plans to build three larger 750-series (330,000-barrel capacity) ATBs for delivery by the middle of 2012. Once all vessels are received, the fleet will stand at 17, according to the company.

Texas Boatmen Approve Two Contracts

It wasn't easy, but SIU boatmen from Moran Towing of Texas and Seabulk Towing, respectively, recently secured new three-year contracts that maintain benefits while boosting wages.

The agreements are separate, but they also are nearly identical. Both are retroactive to June 1.

For the Seabulk agreement, which covers more than 70 SIU members, voting took place in Port Arthur and Beaumont, Texas, and in Lake Charles, La. Nearly 90 percent of the votes were cast in favor of the contract.

Voting on the Moran contract took place in Port Arthur, where approximately 94 percent

of the votes were affirmative.

SIU Assistant Vice President Jim McGee and Patrolman Mike Russo served on both negotiating committees. In the Moran negotiations, they were joined by rank-and-file delegates Chief Engineer **Cliff Champagne**, Mate **Glenn Dupree** and AB **Paul Paszkiewicz**. For the Seabulk negotiations, delegates Chief Engineer **Michael Hoffpaur**, AB **Dewayne Guillory**, Mate **Donald Nutt** and Captain **Chad LaGrappe** rounded out the SIU group.

Both companies are based in Port Arthur. They offer harbor-docking services.

McGee said the negotiations were "long and arduous, but the delegates stood fast and we came out okay. I give our delegates a lot of credit. They did a great job."

The rank-and-file delegates from both committees offered a largely uniform view of the outcomes. They said that while it is human nature to always want a little bit more, they also understand today's difficult economic climate. Especially in that light, the contracts are solid achievements, they noted.

Both agreements call for wage increases in two of the three years. They maintain top-of-the-line medical coverage through the Seafarers Health and Benefits Plan, and they continue participation in the Seafarers Pension Plan.

"I think it went well," said Champagne. "It's so hard these days with the economy the way it is, to push these companies too much. The big picture is we got a three-year contract and kept our benefits and our pension. I think we did well. Your benefits – all that stuff costs

money. You have to give and take."

Champagne specifically pointed to the constantly escalating cost of health care as "really making it difficult to negotiate much of a wage increase. I'm sure everybody's having the same trouble."

Indeed, officials and members from many different unions across the nation in recent years have unequivocally said health care routinely is the top issue in contract negotiations. That is one reason why organized labor is pushing for good, affordable health care for all citizens.

Dupree said the negotiations went "pretty good, I thought. The contract is okay by me, and everybody seems fine with it."

Paszkiewicz mentioned that the committee regularly kept in touch with fellow members to update them on the negotiations.

"We're satisfied," he stated. "We kept our pension and our health and benefits plans. The company wanted to take that away from us but we really wanted to stay with it."

Paszkiewicz said that he previously has served on bargaining committees, and the most recent negotiations reflected tough times. He added that he appreciated the support from the SIU: "Being in the union, you've got somebody to back you."

Speaking about the Seabulk contract, LaGrappe said, "I think most people were expecting a little more, but at the same time, we did get a couple of raises. We understand the situation. In the company's eyes, the uncertainty of the economy is what they focused on. We're glad we're not getting a pay cut and we still have jobs."



Patrolman Mike Russo (left) and Captain Chad LaGrappe helped secure a new three-year contract, as did the other bargaining committee members.



SIU delegates on the Seabulk negotiating committee included Mike Hoffpaur (left) and Dewayne Guillory.

This was LaGrappe's first time serving on a negotiating committee. "It was good to see what it's all about and what it's like on the other side," he noted. "It opens your eyes to a lot of things – it did mine, anyway. I enjoyed it and I thought it was a good experience."

Hoffpaur stated, "Overall, it could have been better but it could have been a lot worse, too. It's hard to please everyone, but everybody understands that in today's economy, a lot of other people are out of work. We're not laying up any boats and we still have jobs. The wage increase – that's a plus right there."



Retired Seafarers Dave Wright (left) and Richard Dobbyn stand next to the new U.S. Merchant Marine monument located at the New Hampshire State Veterans Cemetery.



Among those pictured near the American Merchant Marine Veterans Memorial in San Pedro, Calif., are active and retired Seafarers and officials George Siegel, Ron Johnson, Rick Bernhardt, Jason Stutes, Jeff Turkus, Bob Flesey, Mary Lou Lopez and Jesse Solis.



SIU Guam Port Agent John Hoskins (third from left in photo above and far right in photo below) represents the union at a National Maritime Day ceremony aboard a U.S. Coast Guard vessel. Also pictured are (from left) USN Commander Delbert Yordy, United Seamen's Service Center Director John Nelson and USN Captain Michael Uva.



Seafarers Help Honor Mariners, Other Veterans Across Nation

Active and retired Seafarers and SIU officials across the country recently helped honor veterans, including U.S. Merchant Mariners who sailed in World War II.

In addition to participating in the traditional National Maritime Day ceremonies in the nation's capital (reported



Wearing a U.S. Merchant Marine cap, SIU member Todd Curry (front) participates in a Memorial Day observance in Alton, Ill.

in the June edition), SIU contingents turned out for National Maritime Day and Memorial Day events, respectively, in places including San Pedro, Calif.; Alton, Ill.; Boscowen, N.H.; and Guam.

The Guam ceremony took place May 22 (National Maritime Day) aboard the U.S. Coast Guard cutter *Washington*. SIU Port Agent John Hoskins represented the union and participated in a ceremonial wreath-laying.

Members, retirees and officials also were on hand May 22 in San Pedro for the annual ceremony and luncheon hosted at the American Merchant Marine Veterans Memorial. SIU crew members from the nearby *Cape Inscription* and *Cape Isabel* were among the attendees, as was SIU Wilmington, Calif. Port Agent Jeff Turkus. U.S. Rep. Dana Rohrabacher (R-Calif.) was a featured speaker.

Eight days later, retirees **Richard Dobbyn** and **Dave Wright** attended the U.S. Merchant Marine monument dedication at the New Hampshire State Veterans Cemetery in Boscowen. The dedication was followed another cere-

mony for Memorial Day which drew more than 4,000 people, including New Hampshire Governor John Lynch, U.S. Senator Jeanne Shaheen (D-N.H.), U.S. Rep. Paul Hodes (D-N.H.) and U.S. Rep. Carol Shea-Porter (D-N.H.).

Dobbyn, who sailed as a recertified bosun, said both ceremonies were "really something nice. At the monument dedication, a couple of U.S. Merchant Marine veterans from World War II described the Murmansk Run and spoke about how they weren't officially considered veterans for a long time. One of the speakers from the military said we couldn't have won the war without the merchant marine."

In Illinois, Assistant Cook/Utility Todd M. Curry participated in a Memorial Day remembrance at the Alton National Cemetery.

"We must never forget those who have gone before us, or those who have made the ultimate sacrifice," Curry noted. "May God grace us with the wisdom, strength and knowledge to continue answering freedom's cry when this nation calls upon us."

Study Finds U.S. Employers Becoming More Aggressive to Keep Out Unions

Threats, intimidation and stall tactics increasingly are being used by employers to thwart the will of workers who simply want a better way of life, says a study called "No Holds Barred, The Intensification of Employers' Opposition to Organizing." The study, completed by American Rights at Work, the Economic Policy Institute and noted analyst Kate Bronfenbrenner, is an examination of National Labor Relations Board (NLRB) campaigns and surveys from 1999 to 2003.

The study shows private-sector employer opposition to workers seeking their legal right to union representation has intensified. Compared to the 1990s, employers are more than twice as likely to use 10 or more tactics in their anti-union campaigns, with a greater focus on more coercive and punitive tactics designed to intensely monitor and punish union activity.

It has become standard practice for workers to be subjected by corporations to threats, interrogation, harassment, surveillance, and retaliation for supporting a union.

The analysis shows that:

- 63 percent of employers interrogate workers in mandatory one-on-one meetings with their supervisors about support for the union;

- 54 percent of employers threaten workers in such meetings;

- 57 percent of employers threaten to close the work-site;

- 47 percent of employers threaten to cut wages and benefits; and

- 34 percent of employers fire workers.

Employers have increased their use of more punitive tactics such as plant closing threats and actual plant closings, discharges, harassment, disciplinary actions, surveillance, and alteration of benefits and conditions.

According to the AFL-CIO, the national federation of trade unions (to which the SIU is affiliated), employers routinely go to extremes to obstruct and ultimately derail workers' rights to make free and fair decisions on joining or forming unions.

Although labor law prohibits such tactics, the government often has been unwilling to step in and protect workers' basic rights in the workplace. As a result, the federation contends, working families are paying a huge price for this interference, because unions play an essential role in society, and the rights of workers to organize them are crucial.

Union representation is a vehicle to help earn a decent

wage, encourage profit sharing between owners and workers, provide health care and pension benefits for families, improve health and safety in the workplace, advocate economic and social policies that support all workers, and offer workers a role in workplace decisions.

Recent polls show that as many as 60 million workers would be willing to join a union, but most believe that current laws and workplace situations are stacked against them. That is why union members and others across the country are working with Democratic and Republican members of Congress to pass the Employee Free Choice Act.

The Employee Free Choice Act has three major provisions:

First, it calls for certification of a union as the bargaining unit if the NLRB finds that a majority of employees in an appropriate unit have signed authorizations designating the union to be their representative. Basically, the act would make majority sign-up or card-check organizing campaigns the law of the land.

Second, it would put and end to delaying tactics to prevent negotiations for a first contract that have been used by many businesses to the detriment of workers. Instead, the measure would allow either party involved in the talks to reach out to the Federal Mediation and Conciliation Service (FMCS) after 90 days. If the FMCS cannot resolve the dispute within 30 days, it may be referred to arbitration whose results would be binding for two years.

Third, just as the NLRB must seek a federal court injunction against unions whenever there is a reasonable cause to believe that the unions have violated secondary boycott provisions, the legislation would call upon the NLRB to do the same if there is reasonable cause against an employer who has discharged or discriminated against workers or engaged in action that interferes with employee rights to organize or negotiate a first contract. The act also provides penalties.

The AFL-CIO states that there's little doubt in the labor community that the Employee Free Choice Act will help fix the flawed process through which workers currently form unions. This important legislation would make sure workers have a fair chance to exercise their democratic right to choose a union. If Congress passes the measure, stronger enforcements instantly would be in place to deter violations of labor law and help workers reach contracts quickly and fairly.

Keystone's Kurz, NOL's Widdows Selected as 2009 AOTOS Recipients

The United Seamen's Service (USS) last month announced the honorees for the organization's 40th annual Admiral of the Ocean Sea Awards (AOTOS), to be presented later this year in New York.

This year's recipients are Donald Kurz, president and CEO of SIU-contracted Keystone Shipping Co., headquartered in Philadelphia, and Ronald Widdows, group president and CEO of NOL (Neptune Orient Lines) of Singapore, parent company of Seafarers-contracted American President Lines (APL). A Special AOTOS Award also will be presented to the United States Coast Guard.

The event is scheduled to take place Nov. 13 in New York City. Richard Hughes, chairman of the USS AOTOS Committee and president of the International Longshoremen's Association, made the announcement June 22 on the occasion of the USS Annual meeting.

"The Keystone Shipping portfolio has one of the largest fleets under the U. S. flag and we are fortunate to honor Donald Kurz and his maritime-committed family for their roles in America's commercial shipping legacy," said Hughes. "At the same time, Ron Widdows has been instrumental in innovative programs at APL that have allowed the company to grow and prosper in highly competitive trade lanes."

Hughes added, "It is also our honor to present a much-deserved AOTOS to the Coast Guard, whose diligence to duty and incredible role in these times of uncertainty, terror and ongoing search, rescue and recovery missions. With a manpower force smaller than the New York police department, their significant roles worldwide is daunting and compelling."

All proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine and those of other free world countries. The recipients will share the evening with a group of American mariners who will be honored for specific acts of bravery at sea, including the crews of both the *Maersk Alabama* and *Liberty Sun* for their actions in the face of piracy at sea.

Kurz began his maritime career as a tanker broker in London in 1973. Since he joined Keystone in 1974, the company has transformed from a traditional tanker owner/operator to the operator of the diversified fleet portfolio that exists today. Under Kurz's leadership, Keystone established a major presence in the liquid and dry bulk storage and pipeline business in the Port of Los Angeles. Together with partners British Petroleum and OSG, Kurz helped to create the Alaska Tanker Company, and he has led the diversification of Keystone's operating fleet.

Keystone Shipping and the Kurz Group of Companies have participated in U.S. maritime transportation services for more than 100 years, when its founder, Charles Kurz, began working in the ship agency business and with the transportation and storage of salt. Today, Keystone operates six fleets of vessels, including tankers, dry bulk carriers, tug barges, roll-on/roll-off and special purpose military vessels.

Kurz is the recipient of more than a dozen awards involving shipping and various philanthropic endeavors. He holds a Bachelor of Arts degree from Franklin & Marshall College and a Master of Business in Finance from New York University.

Widdows joined the NOL Board in July 2008 upon being appointed group president and chief executive officer. Since 2003 he has been the CEO of NOL's container shipping business, APL. Prior to that, he was executive vice president, Global Operations and Network, where he was responsible for APL's day-to-day operations including the line-haul and feeder fleets, global equipment management, procurement, terminals and alliance relationships.

He has tracked the container shipping industry from port-to-port services to today's end-to-end supply chain management. His innovative style has led to the introduction of liner trains and "stack train" services, post-Panamax ships and leadership in the evolution of carrier alliances that have created worldwide service networks. He has also been a leading voice on public policy issues and an advocate on the importance of improved transportation infrastructure.

Widdows has worked in the shipping industry for more than four decades and joined APL in 1980. He has held senior executive roles in Asia, the United States and Canada. Widdows is chairman of the World Shipping Council and of the Transpacific Stabilization Agreement and Westbound Transpacific Stabilization Agreement research and discussion groups. He is on the advisory boards of the International Transport Forum and the U.S. Merchant Marine Academy.

Hughes noted, "The U.S. Coast Guard's mission is to protect the public, the environment, and U.S. economic interests — in the nation's ports and waterways, along the coast, on international waters, or in any maritime region as required to support national security. No small part of this is their commitment to placing their own lives at risk while endeavoring to save the lives of others in distressful situations at sea. Truly an arm of U.S. Defense, this special AOTOS recognizes their thousands of successful missions."

For AOTOS 2009, Michael Sacco, president of the Seafarers International Union, is dinner chairman. Tony Naccarato of Crowley Maritime Corporation and Samuel B. Nemirow will be serving as national committee co-chairmen. Other committee members and chairmanships will be announced shortly.

The USS continues to provide community services for the U.S. Merchant Marine, the American Armed Forces, and seafarers of the world. A non-profit agency established in 1942, the USS operates centers in eight foreign ports in Europe, Asia, and Africa and in the Indian Ocean.

St. Louis Port Council Hosts Annual Event



Three individuals were honored by the Maritime Trades Department's St. Louis Port Council on June 6, during the organization's annual dinner-dance. This year's honorees were Lewis E. Reed, president, St. Louis Board of Aldermen; Vincent Todt, business manager for Elevator Constructors Local 3; and Michael S. Kelley, founder of The Kelley Group, a communications company. Pictured in the group photo (from left) are Port Council President Dick Mantia, SIU St. Louis Port Agent and Port Council Secretary-Treasurer Becky Sleeper, Kelley, Todt, Reed, Port Council VP Jack Martorelli and SIU President Michael Sacco. In the other photo, Sacco introduces Reed.

Maersk Missouri Rescues Yachtsman

When Italian yachtsmen Gianfranco Tortolani's boat, the *S/V Citta di Salerno*, capsized and its mast broke June 21 off the coast of Nova Scotia, the crew of the Seafarers-contracted containership *Maersk Missouri* swung into action to rescue him.

The yacht's pilot was alone on his boat, participating in a transatlantic race from Portsmouth, England to Rhode Island when he called in an SOS via satellite phone that



Involved in the rescue were (left to right) CM Mark Rhodes, rescued mariner Gianfranco Tortolani, SIU member AB Nabassin Adedouawongobou and 2E Mark Jones.

was relayed to the Joint Rescue Coordination Center in Halifax, Nova Scotia. In turn, the rescue coordination center contacted an affiliated unit in Norfolk, Va., requesting assistance because rescue planes and helicopters couldn't get to the stranded pilot due to high winds and low visibility. Responding to the distress call, the *Missouri*, which was headed for Newark, N.J., turned around and steamed 130 miles to a point approximately 160 miles south of Sable Island, Nova Scotia, where the rescue took place. On rolling seas, the *Missouri* crew rescued the pilot using life rings and brought him safely aboard.

John M. Coleman, master of the *Maersk Missouri*, described the crew's efforts as "true heroism at sea."



The capsized *S/V Citta di Salerno* (photo at left) drifts in the waters off of Nova Scotia. In the photo above, Yachtsman Gianfranco Tortolani was plucked from the sea by *Maersk Missouri* crewmembers.



Paul Hall Center Course Spotlight

The SIU-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., offers a wide variety of vocational and academic courses. Classes are available to upgraders and entry-level students. The following is a brief description of a course offered at the school, which opened in 1967.

Turn to page 21 for a list of upcoming course dates. Additional course descriptions were published in the January 2009 edition of the *Seafarers LOG*; they also are available on the web at www.seafarers.org/phc

Machinist

This is a 102-hour class. Upon successful completion of the course, which is part of the pumpman program, the student will have the practical skills



and the knowledge to be certified as a machinist with the qualified member of the engine department (QMED) certification by being able to read blueprints, operate and maintain a lathe, use a grinding wheel, select drill sizes and series, and conduct metal fabrication in a work-safe machine shop environments. Major topics in this course include the fundamentals of metallurgy, machine shop safety, linear measurement and measurement instrumentation, machine thread fasteners, blueprint reading, basic repairs, sawing, grinding, drilling, basic lathe operations, and fabrications. Methods of instruction include classroom lectures, audio-visual materials, extensive machine shop practical exercises with assessments and proctored final examination and practical assessments.

Road Sign Memorializes Joseph Sacco



The road leading to the union-affiliated fire fighting and safety school in Piney Point, Md., finally has a name, as shown in photos above and below. Recently, after securing the appropriate permissions from the local government, school personnel posted the new "Joey's Way" sign on the road leading to the Joseph Sacco Fire Fighting and Safety School, which is part of the Paul Hall Center for Maritime Training and Education. Both the safety school and the road are named in memory of Joseph Sacco, who passed away in 1996. Affectionately known as Joey, he came up through the ranks and was serving as the union's executive vice president at the time of his death. The road leading to the safety school had been, in essence, an unnamed farm road. Pictured from left to right in the photo above are instructor Bobby Dean, SIU President Michael Sacco, Paul Hall Center VP Don Nolan and Paul Hall Center Safety Director Jim Hanson. Below, Hanson puts the finishing touches on posting the street sign.



SIU-Contracted Companies Honored for Rescues, Safety

Numerous SIU-contracted companies were among those honored June 4 in Houston as the Chamber of Shipping of America (CSA) hosted its yearly safety awards luncheon.

The CSA represents 33 U.S.-based companies that own, operate or charter oceangoing tankers, containerships, and other merchant vessels engaged in both the domestic and international trades. The association also represents other entities that maintain a commercial interest in the operation of such oceangoing vessels.

As is its custom, the CSA presented Jones F. Devlin Awards to companies that have operated ships for at least two years without any lost-time injuries. Recipients included Alaska Tanker Company, American Roll-On Roll-Off Carrier, Crescent Towing, Crowley Petroleum Services, E.N. Bisso & Son, American Overseas Marine, Higman Barge Lines, Horizon Lines, Interocean American

Shipping Corporation, Keystone Shipping Co., Maersk Line Limited, Moran Towing, Ocean Shipholdings, OSG Ship Management, Sea Star Line, Seabulk Tankers, Seabulk Towing, and Totem Ocean Trailer Express.

Additionally, SIU-crewed vessels and Seafarers-contracted companies were recognized through the association's Ship Safety Achievement Award program, which is part of the same event. Those awards are reserved for "outstanding feats of safety that contribute to saving a life, a ship or other property," according to the CSA.

This year, the "Highest Honors" went to the *USNS Fred W. Stockham* of the Military Sealift Command, operated by Keystone Shipping Co. The award was based on the crew's "extraordinary courage and superior seamanship without regard to their personal safety in adverse weather conditions on June 21, 2008 when they successfully assisted with the

rescue of 43 Manila passengers on the *Princess of the Stars* vessel when it capsized and sank off of Romblon Island in the Sibuyan Sea with great loss of life during the sudden onslaught of Typhoon Fengshen. Their actions exemplified the devotion to duty and skills inherent in the professional mariner," the association reported.

The *M/V Courage* of American Roll-On Roll-Off Carrier received a citation of merit for the crew's alertness and good seamanship in responding to a situation on June 8, 2008 when they were diverted by the U.S. Coast Guard to evacuate three people from the French racing sailboat *SV Motus*, located northwest of the Azores. "Their professional seafaring skills, excellent ship handling and attention to detail led to a successful rescue," the CSA noted.

The *M/V Patriot* (operated by American Roll-On Roll-Off Carrier), *USNS Seay* (operated by American

Overseas Marine), *M/V Presque Isle* (operated by Keylakes, Inc.) and several other vessels were awarded letters of commendation.

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

He pointed out that the association has sponsored safety awards since the mid-1950s. He said that the number of awards presented this year reflects an "extraordinary record attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."



The new tanker is shown while under construction (photo at left) at NASSCO in November 2008. In photo above, the *Pelican State* in mid-May sailed on its sea trials.



SIU Executive VP Augie Tellez (second from right) represented the union at the christening ceremony in San Diego. Also pictured are members of the SIUNA-affiliated American Maritime Officers, AMO Secretary-Treasurer José Leonard (left), AMO National Executive Board Member Danny Shea (right) and ship sponsor Carolyn Evans. The AMO members are Second Assistant Engineer Evan Dub, First A.E. Mike Mooney, Capt. Stephen Byrnes, Capt. Peter Whiting and Chief Mate Ben Story.

Tanker *Pelican State* Christened

The *Pelican State* – the second in what has become a planned series of five new double-hulled tankers – recently was delivered by General Dynamics NASSCO following the vessel's christening on May 30.

A few days later, it was reported that SIU-contracted Crowley will operate all five ships: the *Pelican State*, sister ship *Golden State* and the remaining three tankers, all of which are under construction (*Sunshine State*, *Empire State* and *Evergreen State*). That announcement followed the dissolution of a partnership between U.S. Shipping Partners and the Blackstone Group.

As noted last month in a communication to all SIU halls, U.S. Shipping will continue to operate the *Chemical Pioneer* along with two ITBs and two ATBs.

The *Pelican State* (state nickname of Louisiana), like the other tankers in the series, is slightly longer than 600 feet and has a cargo capacity of 331,000 barrels. It will be used to transport petroleum and chemical products in the Jones

Act trades (between U.S. ports). Construction of the vessel started at NASSCO, a union shipyard, in August 2007. SIU Executive Vice President Augie Tellez represented the union at the christening.

"Completed more than eight months ahead of our original schedule, under budget, and in substantially fewer man-hours than the lead ship of the class, the *Pelican State* reflects NASSCO's high performance in product carrier construction," said Fred Harris, president of General Dynamics NASSCO (and a former union mariner). "We look forward to obtaining additional shipbuilding production and cost efficiencies during the build-out of this ship class."

The *Sunshine State* is expected to be delivered later this year, while the *Empire State* and *Evergreen State* are slated for delivery in 2010.

NASSCO, located in San Diego, also is building a series of dry cargo/ammunitions ships that are crewed by members of the SIU Government Services Division.



The tanker's christening party included (from left) Fred Harris, Carolyn Evans, Veronica Rojas, Ron O'Kelley and Kevin Mooney.



Ship Sponsor Mrs. Carolyn Evans christens the *Pelican State* as NASSCO President Fred Harris looks on.



AB John Barnard III (right) stands a cargo watch with a military stevedore.



Pictured from left to right are (standing) Unlicensed Apprentice Kevin Kelly, AB John Barnard III, GSU Yolanda Martinez, Unlicensed Apprentice Rosalind Sparrow, AB Steven Roquemore, AB Christopher Brady, AB Daryl Spicer, Recertified Steward Theodore Quammie, AB Sacarias Suazo, GUDE Oheneba-Francis Ackon, Recertified Bosun Elkanah Ladia, (kneeling) Chief Cook Alphonzo Berry and GUDE Vincent Turner.

Alliance New York Mariners Honor Crew Member's Milestone

Seafarers and officers aboard Liberty Maritime's *Alliance New York* recently took a few moments to honor a professional milestone reached by AB Christopher Brady.

In a written message to the *Seafarers LOG*, Capt. Costas Balomenos, master of the vessel, noted that on May 6, Brady "hit the milestone of having enough years to retire. That doesn't mean he wants to or will retire, but it probably is a nice feeling for him to know he could. A small ceremony was held on the bridge, where he was congratulated by his fellow SIU brothers and sisters along with the MEBA mates and engineers on board."

Brady, who ships out of the

Philadelphia hall, first sailed with the SIU in 1969, aboard the *Seatrain Louisiana*.

Balomenos added, "It really is good to have someone like AB Brady on board any time, but an honor that he reached this milestone while on the *Alliance New York*."

The captain also described the unlicensed mariners on the ship as "once again a hard-working, good group of SIU members. It will be nice for them to get some recognition."

During the recent voyage, the vessel was transporting U.S. military vehicles from the United Arab Emirates, to Jacksonville, Fla. Those vehicles had been utilized by American troops in Afghanistan.



Military equipment being returned from Afghanistan through a port in the United Arab Emirates is loaded on board from a security compound built with containers.



AB Sacarias Suazo (left in photo above) and GSU Yolanda Martinez enjoy a meal. In photo at right, Unlicensed Apprentice Rosalind Sparrow helps serve food to honor U.S. military personnel during a shipboard reception conducted in their honor.



Retired Seafarer's Daughter Wins Union Plus Scholarship

Like so many other parents, retired SIU QMED James O'Meara of Chester, Md., scrambled to find education funding to send his daughter to college. While looking, O'Meara turned to his union roots and suggested to his daughter Margot she apply for an AFL-CIO Union Plus scholarship. The effort recently paid off with a \$1,000 scholarship award.

The program offers a total of \$150,000 in scholarships annually to union members, their spouses and dependents and is sponsored by the

Union Plus Education Foundation, an arm of Union Privilege, which provides consumer benefits to members and retirees of participating unions. Active and retired SIU members and their families are eligible to apply.

Margot takes her studies and future seriously. She is a member of the National Honor Society and, with the help from the scholarship, she plans to attend St. Mary's College in St. Mary's City, Md. She plans to major in political science and eventually to attend law school. She says she missed her father during his seafaring career, but he was always a good provider. She plans to spend a lot more time with him now that he's retired.

"I'm so thankful for what the union has done for my family and what Union Plus is doing for me," Margot notes. "We really do take care of our own and I'm proud to be part of the union family."

For more information about the program, go to: www.UnionPlus.org/Scholarships.



Union Plus scholarship recipient Margot O'Meara and her father retired SIU member James.

At Sea & Ashore With the SIU

CHECKING IN FROM BLUE RIDGE – SA Lezlie Vehikite reports smooth sailing aboard the *Blue Ridge*, evidenced in part by these recent snapshots.



Pictured from left to right are GUDE Agustin Clotter, QMED Rodolfo Opinaldo, QEP Nestor Martinez and AB Liberato Viray.



SA Vehikite proudly describes the ship's galley as "the cleanest and shiniest in all the Gulf Coast!" Pictured with the spotless evidence (photo above) are SREC Brown (left) and Chief Cook Sierra. Pictured at left are Recertified Bosun Ken McLamb, Chief Cook Carlos Sierra and Recertified Steward Danny Brown.



ABOARD THE USNS MAJ. STEPHEN W. PLESS IN GUAM – SIU Guam Port Agent John Hoskins (right in both photos) recently submitted these images, taken in May aboard the Waterman-operated *USNS Maj. Stephen W. Pless*. In the photo above, Seafarer Jesselo Unabia receives his full book. In the photo below, the port agent greets an SIU member he knows better than most: QMED Steven M. Hoskins, his brother.



SHIPBOARD MEETING IN BALTIMORE – Quickly gathering for this photo aboard the *Honor* in Baltimore after a recent shipboard meeting are (seated, from left) Chief Steward Patty Sullivan, SIU Baltimore Port Agent Elizabeth Brown, STOS Carlos Dominguez, (standing, from left) AB Donald Desir, SA Ron Byrd, Chief Cook Allen Van Buren, Intercocean American Shipping VP Bob Rogers, Bosun Billy Hill and SIU VP Contracts George Tricker.



COMET CREW – Recertified Bosun Jeff Libby sent this picture of mariners aboard the *Sealand Comet*, which is one of the vessels enrolled in the U.S. Maritime Security Program. The MSP helps ensure that U.S.-flag vessels and well-trained American crews are available to the U.S. military during times of crisis. It also gives the military access to a modern, technologically advanced intermodal network that spans the globe.

JACKSONVILLE COOKOUT – SIU Asst. VP Archie Ware said members from the Jacksonville, Fla., hall did a great job putting together a recent cookout, where these photos were taken.



Pictured from left to right above are OMU Anjwar Brooks, ACU Anthony Rutland, AB Janaro Jackson, OMU Anthony Jones, OMU Degrick McLendon, AB Jackie Jones, AB Darnell Goggins, GUDE Justin Ravnell, AB Christopher Cash and ACU Duane Washington.



AB Janaro Jackson, AB Jackie Jones, AB Roosevelt Clark, SIU Representative Brian Guiry



AB Randell Porter



'JAWS' THEME NOT INCLUDED - Demonstrating both a sense of humor and an artistic touch, Bosun Carl Pedersen painted a shark inside the swimming pool aboard the *Independence II*. This photo was taken June 1 while the vessel was docked in Baltimore.



Bosun LBJ Tanoa



Pictured in the engine room are (left to right) GVA Mohamed Mohamed, Bosun LBJ Tanoa, QMED Phillip Greenwell and QMED Greg Abalos.



Government cargo is loaded onto the SIU crewed vessel.



QMED Phillip Greenwell



GVA Mohamed Mohamed sprays a new coat of paint on the SS Cape Intrepid.

With Seafarers Aboard The SS Cape Intrepid



SREC Eric Manley (right) serves up dinner onboard the SS Cape Intrepid.

The photos on this page show crew members aboard the Seattle-based *SS Cape Intrepid*. The *Cape Intrepid* is a roll-on/roll-off ship owned by the U.S. government. The unlicensed mariners are SIU members under contract with Crowley Maritime. It is part of the Ready Reserve Force (RRF) and is 685 feet long, with a beam of 102 feet.



QMED Greg Abalos

WHO Raises Swine Flu Alert to Pandemic Status

The World Health Organization (WHO) recently raised the worldwide alert status of the Novel H1N1 influenza, or swine flu, to Level 6. At this level the WHO considers the overall severity of the influenza pandemic to be moderate. This assessment is based on scientific evidence available to the WHO, as well as input from various nations on the pandemic's impact on their health systems, and their social and economic functioning.

Novel H1N1 is a new influenza virus causing illness in people. This virus is spreading from person to person, probably in much the same way that regular seasonal influenza viruses spread.

The following guidance has been offered by the U.S. Centers for Disease Control and Prevention (CDC).

What can I do to protect myself from getting sick?

There is no vaccine available right now to protect against novel H1N1 virus. However, there are routine actions that can help prevent the spread of germs that cause respiratory illnesses like influenza.

Take these everyday steps to protect your health:

- Cover your nose and mouth with a tissue when you cough or sneeze. Throw the tissue in the trash after you use it.
- Wash your hands often with soap and water, especially after you cough or sneeze. Alcohol-based hand cleaners are also effective.
- Avoid touching your eyes, nose or mouth. Germs spread this way.
- Try to avoid close contact with sick people.

■ Stay home if you are sick for seven days after your symptoms begin or until you have been symptom-free for 24 hours, whichever is longer. This is to keep from infecting others and spreading the virus further.

The CDC also recommends being prepared in case you get sick and need to stay home for a week or so. Specifically, a supply of over-the-counter medicines, alcohol-based hand cleaners, tissues and other related items could be useful and may help avoid the need to make trips out in public while you are sick and contagious.

What is the best way to keep from spreading the virus through coughing or sneezing?

If you are sick, limit your contact with other people as much as possible. If you are sick, stay home for seven days after your symptoms begin, if possible, or until you have been symptom-free for 24 hours, whichever is longer. Cover your mouth and nose with a tissue when coughing or sneezing. Put your used tissue in the waste basket. Then, clean your hands, and do so every time you cough or sneeze.

What is the best technique for washing my hands to avoid getting the flu?

Washing your hands often will help protect you from germs. Wash with soap and water or clean with alcohol-based hand cleaner. The CDC recommends that when you wash your hands – with soap and warm water – do so for at least 15 to 20 seconds. When soap and water are not available, alcohol-based disposable hand wipes or gel sanitizers may be used. You can find them in

most supermarkets and drugstores. If using gel, rub your hands until the gel is dry. The gel doesn't need water to work; the alcohol in it kills the germs on your hands.

What should I do if I get sick?

If you have severe illness or you are at high risk for flu complications, contact your health care provider or seek medical care. Your health care provider will determine whether flu testing or treatment is needed.

If you become ill and experience any of the following warning signs, seek emergency medical care.

In adults, emergency warning signs that need urgent medical attention include:

- Difficulty breathing or shortness of breath
- Pain or pressure in the chest or abdomen
- Sudden dizziness
- Confusion
- Severe or persistent vomiting
- Flu-like symptoms improve but then return with fever and worse cough

What surfaces are most likely to be sources of contamination?

Germs can be spread when a person touches something that is contaminated with germs and then touches his or her eyes, nose, or mouth. Droplets from a cough or sneeze of an infected person move through the air. Germs can be spread when a person touches respiratory droplets from another person on a surface like a desk, for example, and then touches their own eyes, mouth or nose before washing their hands.

How should waste disposal be handled to prevent the spread of influenza virus? To prevent the spread of influenza virus, it is recommended that tissues and other disposable items used by an infected person be thrown in the trash. Additionally, persons should wash their hands with soap and water after touching used tissues and similar waste.

What cleaning should be done to prevent the spread of influenza virus?

To prevent the spread of influenza virus it is important to keep surfaces (especially bedside tables, surfaces in the bathroom, kitchen counters and toys for children) clean by wiping them down with a household disinfectant according to directions on the product label.

How should linens, eating utensils and dishes of persons infected with influenza virus be handled?

Linens, eating utensils, and dishes belonging to those who are sick do not need to be cleaned separately, but (importantly) these items should not be shared without washing thoroughly first. Linens (such as bed sheets and towels) should be washed by using household laundry soap and tumbled dry on a hot setting. Individuals should avoid "hugging" laundry prior to washing it to prevent contaminating themselves. Individuals should wash their hands with soap and water or alcohol-based hand rub immediately after handling dirty laundry. Eating utensils should be washed either in a dishwasher or by hand with water and soap.

Additional information and updates are available on the CDC web site at: <http://www.cdc.gov/h1n1flu/>



The SIU-crewed *Lt. Alex Bonnyman* (photo at left) transits the Miraflores Locks in the Panama Canal. Members of the vessel's crew (above) take in the sights during the transit. Members of the SIU-affiliated United Industrial Workers perform a variety of duties in the daily operation of the locks.

Affiliated Union Members Play Vital Roles at Panama Canal

Representation Helped Workers Secure Hard-Earned Benefits

Workers in the Panama Canal Zone for decades have played a significant role in the economic growth and prosperity of not only their own country but also those of numerous other locations around the globe.

Collectively, canal zone workers—mostly union members—provide the lion's share of the labor which supports the republic's well-developed services sector — one that accounts for two-thirds of its gross domestic product. It was not until 1962 when President John F. Kennedy signed into law Executive Order 10988, however, that these same workers started being fairly compensated for their seemingly countless hours of dedicated labor. Under this measure, workers in the Canal Zone for the first time were afforded the right to union representation and the opportunity to bargain for their wages and benefits. Not long after the order went into effect and at the request of a large contingent of the workers, Rene Lioeanjie (now a consultant for the SIU-affiliated United Industrial Workers) visited the Canal Zone to launch a wide-reaching organizing campaign. An accomplished author on the maritime transportation industry, Lioeanjie is a former president of the National Maritime Union (NMU) and former vice president-at-large of the SIU.

Within months of his arrival in Panama and following many hours of intense and often perilous dialogue, Lioeanjie organized some 4,000

workers as members of the NMU. Descendants of those original NMU members in Panama who remained with the union became UIW members in 2001 when the SIU (the UIW's parent union) and NMU merged.

But the road that had to be traveled for these workers to gain true union representation along with their right to bargain for fair wages and benefits was not short or easily navigated. En route to obtaining these returns, Lioeanjie, with the assistance of several of U.S.-based labor colleagues, was compelled to address and dispense with a series of institutionalized barriers that functioned to the detriment of workers.

Many of these impediments had been in place since construction of the Panama Canal began in 1903. Most dealt with issues of pay, benefits and leave, and over the years led to more than a few riots, work stoppages, sick-outs and even strikes. Several new memorandums of understanding, pieces of legislation as well as treaties between the United States and the government of Panama had to be drafted, negotiated and ratified before working conditions for union members in the Canal Zone arrived at their current state.

Through it all, however, union officials were there, leading the charge to secure the best representation possible for the workers.

"I was assigned to the NMU in Panama in 1963," said Lioeanjie. "The hopes of the

workers grew daily during our organizing campaigns because they could see how hard we were working. They understood that we were defending their rights.

"They saw that the NMU was a union that was 100 percent for what was right and that we would not allow discrimination of any kind ... especially due to race, color, political beliefs, religion or nationality," he said. "When you signed into the NMU, you were a union member right away, which gave you the same rights and benefits of union members from the United States."

Union efforts from that era have translated into favorable conditions for a host of union as well as non-union workers in the Canal Zone. Two such individuals are UIW members **Fernando Duran** and **Johel Tolato**. Duran is employed in the Panama Canal Authority's (PCA) Storehouse Division while Tolato works in the PCA's Line Handling Division.

"Prior to getting my current position in the storehouse division, I worked as a union member in the Panama Railroad Division," said Duran. "I've been a member of the union since 1988 and the experience has been very positive for me. Being in the union has benefited me personally, socially and economically."

"Through the union, I have been able to enhance my relationships with others and gain more respect in the workplace," he added. "Union members make better salaries and enjoy greater benefits than non-union members including life and health insurance. I have no regrets about becoming a union member and I'd highly recommend union membership to others. The union is very positive."

Tolato concurred with Duran, adding, "The union has been a welcomed change to my life. It has helped me a great deal and I'd have no hesitancy about suggesting joining the union to others."

He donned the UIW colors in 2004 after being employed at the AC Nielsen Company. "Since joining the union, I have enjoyed upgrades in all aspects of my employment," he said. "These include salary increases, access to life and health insurance and a variety of other benefits."

"I also have improved my capability to interact with other people," he concluded. "Most importantly though is that since joining the union, I have a permanent job."

Through collective bargaining, unions have helped raise the standard of living for millions of American workers. There is a distinct economic advantage in belonging to a union and working under a union contract. For example, figures from the Bureau of Labor Statistics show the typical union worker's pay and benefits are 33 percent higher than what non-union workers get.

Additionally, according to data from the agency, union representation means that workers are more likely to be able to retire with security and dignity. Overall, 90 percent of full-time union workers participate in at least one retirement plan, compared to only 74 percent of unrepresented workers. Union workers are far more likely to participate in traditional defined benefit plans — 86 percent for union members versus only 50 percent for non-union workers. Such plans are almost always financed entirely by the employer, and the retirement benefits are guaranteed by the federal government.

Moreover, unions have pioneered the provision of health care as an employee benefit. Many union contracts provide health care coverage, often paid for substantially or entirely by the employer. Among union workers, 52 percent have family medical coverage that is wholly paid by the employer. In non-union work places, only 18 percent have such coverage.



Members of the SIU-affiliated United Industrial Workers position their equipment (a railed locomotive called a Mule) into position to assist another vessel through the Miraflores Locks.



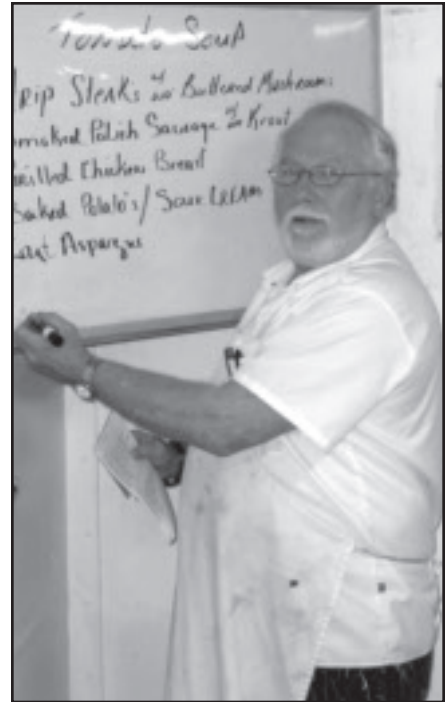
SIU Secretary-Treasurer David Heindel (left) and SIU Controller Nancy Beltran recently met with Rene Lioeanjie (right), now a consultant with the SIU-affiliated UIW, in Panama. Lioeanjie is a former president of the National Maritime Union (NMU) and former vice president-at-large of the SIU.



AB Carlton Dorrance, AB Foaad Saleh
American Mariner



AB Sadig Saeed
Presque Isle



2nd Cook Walter Wise
Adam E. Cornelius



2nd Cook Da...
Walter...



AB William Padgett
H. Lee White



AB Joseph Hance
Walter J. McCarthy



GUDE Salahuddin Saleh
American Mariner

SIU-Crewed Great Lakes Sailing Despite Recession

Even though cargo volumes on the Great Lakes are down this year due to the economy, most of the Seafarers-contracted fleet in that region has been operating since fit-out started earlier in 2009.

"The reliability of SIU crews and the various types of training they've completed have definitely helped us to weather the economic storm," said SIU Vice President Great Lakes Tom Orzechowski. "Overall, we have fared relatively well despite the recession. Our crews and our contracted companies here deserve credit."

Most of the SIU-crewed tonnage on the Great Lakes consists of self-unloaders. The vessels carry cargoes including coal, lime-



Seafarers meet with SIU Representative Don Thornton (right) a board the *Walter J. McCarthy*.



SA Mariusz Czepczynski
Walter J. McCarthy



SA Steve Martin
Presque Isle



SA Gary Lapczynski
American Mariner



SA Monassar Saleh
Adam E. Cornelius

Great Lakes Ships Survive Tough Economy

...one, iron ore, cement, salt and more.
Like the other Seafarers-contracted ships operating between domestic ports, the Great Lakes fleet is covered by a vital law called the Jones Act. This federal directive requires that vessels sailing from one U.S. port to another must be crewed, flagged, built and owned American.
The photos on these two pages were taken earlier this year aboard various SIU-crewed vessels during fit-out.



2nd Cook Maxine Bell
Indiana Harbor



SA Saleh Elhubishi
Walter J. McCarthy



Safety Director Monte Burgett, Recertified Bosun Joel Lechel, Walter J. McCarthy



SA Yahya Mohsin
H. Lee White



2nd Cook Amy Shunkwhiler
Indiana Harbor



OS Fadel Quraish
Presque Isle



GUDE Asker Abubaker
American Mariner



AB Jason Pechette
American Mariner



GUDE Clint Kujawa, SIU Algonac Safety Director Monte Burgett, Recertified Bosun Joel Lechel, Walter J. McCarthy



The deck gang gathers in the crew mess for a snapshot.



Tyco Dependable Docks in New York



SIU Patrolman Mark Von Siegel submitted these photos from a mid-May servicing of the Seafarers-crewed *Tyco Dependable* in New York. The 459-foot vessel was built in 2002. It has been part of the SIU-contracted fleet since 2003.



AB Michael Kanga



Members of the engine department are pictured aboard the cable ship.



The steward department includes (from left, wearing white) GVA Michael Sivells, GVA Danilo Achacoso, Recertified Steward Brian Gross, GVA Francisco Calix and Chief Cook Franz Schnell. Capt. Yann Durieux is standing at rear.

Happenings in Hawaii



On May 15, the union thanked Larayne Koide (left, with SIU Asst. VP Bryan Powell) for many years of dedicated service to the SIU and its membership. Her retirement took effect at the end of May. The SIU wishes her fair winds and following seas.



Each year, the SIU participates in graduation ceremonies of the Navy Junior ROTC program at Campbell High School in Ewa Beach, Hawaii. The union presents a "Good Shipmate Award" to a graduating cadet. At this year's ceremonies, which took place May 14, the union recognized the achievements of Cheyenne Ritt (left in photo at left above, with SIU Port Agent Neil Dietz). Also at this year's event, the son of SIU member Roberto Firme received accolades for his accomplishments. The son, also named Roberto, led a close-order drill team and was honored by the Hawaii King's Guard. Pictured from left to right in the group photo (above right) are Seafarer Firme, Commander John Hutchinson, Cadet Firme and Dietz.



SIU Members Participate In 'Rolling Thunder' Event

A small but enthusiastic contingent of Seafarers, SIU officials and family members recently participated in the 2009 "Rolling Thunder" event in Washington, D.C.

Rolling Thunder is a yearly demonstration, mostly by motorcycle riders, for POW/MIAs and veterans' issues. Upwards of a half-million individuals rode on May 24.

The SIU group – on hand to honor all veterans but particularly to raise awareness about those who served our country on merchant vessels during times of war – first gathered at the union-affiliated school in Piney Point, Md., and then proceeded to the main staging area at the Pentagon (photo at top and below). From there, the official demonstration included travelling to the Vietnam Veterans Memorial in Washington.

Plans already are in the works for Seafarers to ride in the 2010 demonstration.



SIU participants initially met in Piney Point, Md., (photo above) and then proceeded to the main staging area at the Pentagon (photo at top and below).

Vietnam Veterans Memorial in



August & September 2009 Membership Meetings

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

*Piney Point change created by Labor Day holiday

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

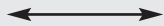
Dispatchers' Report for Deep Sea

May 16, 2009 - June 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	17	8	4	13	6	2	0	9	10	7
Anchorage	1	3	0	0	1	0	0	2	6	0
Baltimore	4	1	0	4	2	0	1	8	4	0
Fort Lauderdale	11	10	4	11	7	1	5	23	28	8
Guam	9	9	1	2	5	0	0	5	8	1
Honolulu	7	6	0	2	5	0	1	18	14	0
Houston	43	34	5	29	25	3	13	90	59	11
Jacksonville	43	26	2	24	16	1	17	68	53	10
Joliet	2	6	1	2	5	1	0	2	7	0
Mobile	13	9	0	15	3	0	7	31	12	3
New Orleans	21	9	3	13	7	0	12	27	16	7
New York	46	14	5	22	20	1	5	81	34	13
Norfolk	17	16	8	14	18	1	14	24	32	16
Oakland	26	14	2	21	8	0	8	43	27	5
Philadelphia	10	9	0	2	6	0	2	11	11	1
Piney Point	1	3	0	1	2	1	0	2	7	4
Puerto Rico	8	5	0	4	5	0	3	11	12	0
Seattle	31	36	2	27	28	0	20	62	56	10
St. Louis	2	3	0	0	4	0	0	4	7	0
Wilmington	32	23	6	25	13	1	13	57	36	15
TOTAL	344	244	43	231	186	12	121	578	439	111
Engine Department										
Algonac	3	1	1	1	0	1	0	1	6	4
Anchorage	0	3	0	1	2	0	0	0	1	0
Baltimore	5	1	1	3	2	0	2	7	2	1
Fort Lauderdale	9	2	2	6	6	1	4	14	12	2
Guam	2	2	1	1	0	0	0	2	4	1
Honolulu	12	6	0	2	0	0	2	20	9	2
Houston	20	19	0	4	12	0	3	36	32	1
Jacksonville	23	18	0	9	14	3	11	35	28	0
Joliet	1	2	1	0	1	1	1	2	2	2
Mobile	10	5	1	3	3	0	2	15	9	1
New Orleans	9	2	0	4	3	0	2	12	7	0
New York	15	16	2	9	3	0	0	32	25	5
Norfolk	4	14	2	8	10	1	6	11	32	5
Oakland	12	10	1	10	6	2	5	17	25	1
Philadelphia	2	4	0	1	3	0	0	2	4	0
Piney Point	0	1	0	0	1	0	0	3	3	0
Puerto Rico	6	4	0	3	2	0	3	8	15	0
Seattle	7	13	0	5	6	0	8	23	35	2
St. Louis	0	2	0	0	0	0	0	4	6	1
Wilmington	17	7	3	12	6	1	4	24	28	2
TOTAL	157	132	15	82	80	10	53	268	285	30
Steward Department										
Algonac	0	2	0	2	1	0	0	0	3	0
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	5	0	0	3	1	0	1	2	2	0
Fort Lauderdale	8	12	0	2	5	1	2	14	16	0
Guam	3	2	0	0	3	0	0	3	0	0
Honolulu	12	7	0	4	4	0	3	24	8	0
Houston	22	7	0	18	3	0	6	35	14	0
Jacksonville	17	4	1	9	1	0	3	30	15	3
Joliet	2	2	1	0	1	1	0	2	1	0
Mobile	8	1	0	7	0	0	0	14	4	0
New Orleans	6	5	1	7	5	1	4	10	6	0
New York	19	5	1	16	1	0	9	37	13	1
Norfolk	8	10	0	6	10	0	3	14	14	1
Oakland	25	8	0	17	6	0	11	39	7	1
Philadelphia	5	1	0	2	0	1	1	3	1	1
Piney Point	2	0	0	2	0	1	1	5	2	0
Puerto Rico	4	0	0	4	2	0	3	1	3	0
Seattle	10	4	1	13	2	1	4	20	8	1
St. Louis	2	0	0	1	1	0	0	3	1	0
Wilmington	28	7	0	17	2	0	5	62	8	9
TOTAL	186	79	5	130	48	6	56	318	128	17
Entry Department										
Algonac	2	17	7	1	11	1	0	1	16	14
Anchorage	0	3	0	0	1	0	0	0	2	0
Baltimore	0	4	0	0	1	0	0	1	4	0
Fort Lauderdale	1	3	4	0	6	0	1	0	12	12
Guam	0	2	1	0	1	1	0	0	2	0
Honolulu	2	7	2	1	2	2	1	3	12	5
Houston	4	18	6	3	9	5	0	9	51	30
Jacksonville	3	16	8	0	8	5	0	4	47	22
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	0	4	3	0	2	0	0	1	8	7
New Orleans	1	1	0	0	2	0	0	3	9	2
New York	8	36	2	4	21	5	1	14	63	10
Norfolk	1	13	5	0	8	4	0	1	28	25
Oakland	4	17	9	4	8	0	0	10	29	18
Philadelphia	0	1	2	0	1	4	2	0	0	3
Piney Point	0	6	18	0	3	23	1	0	8	18
Puerto Rico	0	0	2	0	1	0	1	0	1	3
Seattle	4	11	4	5	6	1	2	7	40	8
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	3	13	7	1	8	3	2	7	38	19
TOTAL	33	173	80	19	100	54	11	61	370	196
All Departments:	720	628	143	462	414	82	241	1,225	1,222	354

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

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was posed to Seafarers who recently were enrolled in courses at the union-affiliated Paul Hall Center in Piney Point, Md.

Question: What are some of the better aspects of upgrading at the school?

Nicole Walton, *Oiler, welding class*

For one thing, the distance to the school, since I live in Virginia. I just graduated (from the apprentice program) in August, Class 701.

I've been here to upgrade and also took a computer class. I enjoy the teachers here, especially Buzzy Andrews. I also like it that you can go to other teachers and they will help you. They really take the time to help. Please mention that my niece is (SIU member) **Fee Walton** – she's the reason I joined.



Brooke English, *AB, welding class*



You need to know as much as possible on these ships so you're qualified. Sometimes, on some ships, you won't survive if you don't know certain things. The resources here at

the school are awesome as far as upgrading is concerned. All the classes have (corresponding) computer programs in the library. I didn't know that until I came to upgrade for AB, but I really liked it. It's comfortable here. I graduated from Class 697 last May.

Nicholas Dippel, *QMED, marine electrician class*

I like the fact that it's technical and they tell you more about what goes on aboard the ships. They tell you what you'll experience, what you'll troubleshoot. The teachers are great. Because of where the base is located, you're not subject to outside influences. I've been to the school a lot – four or five times to upgrade, plus I was in the apprentice program. I've taken welding, junior engineer, oiler and BAPO (basic auxiliary plant operations). The biggest thing is you learn skills you will use on the job.



Robin Bourgeois, *D-MAC, machinist class*



The educational opportunities here are just amazing. I've also found out that the school has a lot of extra programs, like the college program, which

I'm doing. I like how they have free Wi-Fi and they keep making things better and better. It's definitely a good thing to be able to come here and feel like you're at home. Upgrading is the best thing anybody can do. I've been to the school as an unlicensed apprentice in 2004, then for oiler, junior engineer and college courses. Each time I come back, it's better. It has been a blessing and it has changed quite a bit in the last five years. The union takes care of you.

Chavalier Maycock, *Chief Electrician, marine refrigeration technician class*

A lot of guys who've sailed for years continue to get an education at school and upgrade. It's always good to get more knowledge. We're so busy on the ships, but you have time at the school – more time to study. The teachers reinforce the lessons. Overall it helps you a lot on the ships. For instance, you learn the cycles, the functions, the electrical parts and how they all go together. You're never too old to learn. I'm glad I come to the school and I would advise the younger people to get into the refrigeration training programs. It's all about knowledge and upgrading. It's a lot of work, but this is an important part of your life.



Pic-From-The-Past



The late SIU Executive Vice President John Fay (right) chats with Seafarers Patrick Dorrian (left), Arthur Raio and John Gallagher during a special meeting in the port of Philadelphia. This photo was taken in 1975 just prior to the start of a crews conference in which Dorrian (engine department), Raio (steward department) and Gallagher (deck department) had been elected to serve as delegates. Fay, who at the time was port agent in Philadelphia, briefed the three mariners on what to expect during the conference.

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

Welcome Ashore

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



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

DEEP SEA

THOMAS ARTHUR

Brother Thomas Arthur, 55, joined the union in 1978. He initially sailed on the *Montpelier Victory*. Brother Arthur was born in New Jersey and shipped in the engine department. He frequently visited the Paul Hall Center in Piney Point, Md., to upgrade his skills. Brother Arthur's final ship was the *USNS Sisler*. He resides in Seaside Heights, N.J.



MAURICE FORMONTE

Brother Maurice Formonte, 67, started sailing with the Seafarers in 1966 while in the port of New Orleans. His first voyage was aboard the *Kyska*. Brother Formonte, who sailed in the steward department, was born in Brazil. He was last employed on the *Overseas Vivian*. Brother Formonte continues to make his home in Brazil.



LARRY LIGHTFOOT

Brother Larry Lightfoot, 65, became an SIU member in 1970. His first ship was the *Warrior*; his last, the *North Star*. In 1987 and 2000, Brother Lightfoot enhanced his seafaring abilities at the Piney Point school. The steward department member was born in South Dakota. Brother Lightfoot lives in Seattle.



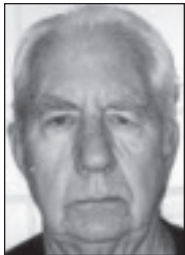
AHMED MEFTAH

Brother Ahmed Meftah, 67, donned the SIU colors in 1967. He originally shipped aboard the *Transwestern*. Brother Meftah was born in Arabia and worked in the engine department. He most recently shipped on the *Santa Mariana*. Brother Meftah is a resident of San Francisco.



JAMES REEVES JR.

Brother James Reeves Jr., 72, was born in Alabama. He began sailing with the union in 1957 from the port of Mobile. Brother Reeves initially worked aboard the *Alcoa Pioneer* as a member of the deck department. He last shipped on the *Overseas Joyce*. Brother Reeves calls Semmes, Ala., home.



INLAND

JAMES COOPER III

Brother James Cooper, III, 56, joined the SIU in 1974. He was employed with Crowley Towing & Transportation of Jacksonville for the duration of his career. Brother Cooper upgraded on two occasions at the Seafarers-affiliated school in Piney Point, Md. He resides in his native state of Florida.



RICHARD GORDON

Brother Richard Gordon, 77, signed on with the union in 1963 while in Fort Lauderdale, Fla. He initially worked in the Great Lakes division aboard an American Steamship Company vessel. Brother Gordon was a member of the engine department. The New York native's last trip was on the *Bob-Lo Island*. Brother Gordon settled in River Rouge, Mich.



JOHN MALONEY

Brother John Maloney, 65, became a Seafarer in 1998. His earliest trip was aboard an OSG Ship Management vessel in the inland division. Brother Maloney was born in Maryland and enhanced his skills often at the Piney Point school. He most recently sailed with Crowley Towing & Transportation of Jacksonville. Brother Maloney makes his



home in Northport, N.Y.

CHARLES VARNEY JR.

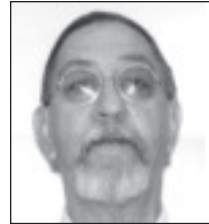
Brother Charles Varney Jr., 64, joined the SIU ranks in 1991 while in Puerto Rico. The deck department member was born in Massachusetts. Brother Varney upgraded on numerous occasions at the Paul Hall Center in Piney Point, Md. He primarily worked with Crowley Towing & Transportation. Brother Varney lives in Canyon Lake, Texas.



ROBERT WALKER JR.

Brother Robert Walker Jr., 62, was born in Hampton, Va. He donned the SIU colors in 1990. Brother Walker originally shipped on a McAllister Towing of Virginia vessel. He

frequently took advantage of opportunities available at the maritime training facility in Piney Point, Md. Brother Walker's final trip was with Penn Maritime Inc. He is a resident of Ware Neck, Va.



GREAT LAKES

EDWARD KESTER

Brother Edward Kester, 65, started his maritime career in 1964. He first sailed aboard an American Steamship Company vessel as a member of the deck department. Brother Kester's last trip was with



Great Lakes Associates Inc. He is a New York native but now calls Cleveland home.

NATIONAL MARITIME UNION

RODOLFO RIGONAN

Brother Rodolfo Rigonan, 65, joined the NMU in 1991, initially sailing from Charleston, S.C. His first ship was the *Austral Rainbow*; his last was the *Cape Decision*. Brother Rigonan was born in the Philippines and shipped in the steward department. He settled in Goose Creek, S.C.



Reprinted from past issues of the *Seafarers LOG*

1944

The War Shipping Administration has established new rules for medical examinations for merchant seamen. The new directive requires a complete annual physical examination for all seafarers shipping aboard WSA ships in addition to the regular signing-on physical. The WSA designated that the U.S. Department of Public Health and its facilities be in charge of implementing the new regulations. It also established that any seaman who does not pass a physical examination can appeal the rejection in accordance with the provisions of his collective bargaining agreement. The WSA also established a requirement that seamen be required to take immunization shots when their vessels will be proceeding into pestilence areas.

1950

On July 20, the SIU signed agreements with its contracted operators providing that Seafarers aboard contracted ships in the five zones along the Chinese coast will be protected against war risks by terms of riders supplementing the ships' articles until agreement is reached with the operators on adequate bonus payments, personal effects payments and attack bonuses. The agreements on the war bonuses payments were made retroactive to the date that the Korean hostilities broke out. Crew members of the affected ships will receive in addition to basic wages and allowances, 100 percent of their base wages while in the five specified areas rendered unsafe, including the waters around Korea.

1967

In a report to the Atlantic and Gulf membership during the regular July membership

meeting at headquarters, President Paul Hall told the members that facilities for the training and upgrading of seamen were being expanded. In addition to local training sites in New York and other outports, the SIU has recently purchased a 28-acre site at Piney Point, Md., to train members for entry-level jobs aboard American-flag ships. This will be in addition to upgrading training to enable working seamen to qualify for promotions after specialized training.

1982

Construction on the SIU's brand new six-story headquarters building in Camp Springs, Md., is nearing completion. The building is located just minutes by car from downtown Washington, D.C. All of the exterior work has been completed, and interior work is moving along rapidly. The building should be ready for occupation in the next few months. The opening of this structure gives the SIU a very visible presence in Washington, where the fortune of the U.S. maritime industry is decided on a daily basis.

1990

As the demand increased for vessels to supply the stepped-up military operations in the Persian Gulf, the SIU instituted a manpower alert to assure that all manning assignments within the union's responsibility would be met. In issuing the alert, SIU President Michael Sacco called on all union members to participate fully. He urged all Seafarers who are currently on the beach to immediately contact the nearest union hall or the SIU's manpower center to register for employment. In addition, Sacco extended the call to all physically fit pensioners, as well as to inactive SIU members.

This Month In SIU History

Final Departures



DEEP SEA

JOHN ADAMS

Pensioner John Adams, 69, passed away March 14. Brother Adams became a Seafarer in 1959. The New York native shipped in the deck department. Brother Adams first sailed in the inland division with Boston Towing Boat Company. His last vessel was the *Horizon Expedition*. Brother Adams went on pension in 1995 and called Jacksonville, Fla., home.



EGLICERIO BARRACA

Pensioner Eglicerio Barraca, 76, died March 2. Brother Barraca joined the union in 1989. He worked with American Hawaii Cruises aboard the *Independence* for the duration of his career. Brother Barraca retired in 2000 and lived in Pandan, Antique, Philippines.



ELLSWORTH BELL

Pensioner Ellsworth Bell, 91, passed away Feb. 2. Brother Bell was born in Dayton, Ohio. He signed on with the SIU in the port of San Francisco. Brother Bell was a member of the steward department. He began collecting his retirement compensation in 1977 and lived in Queen Creek, Ariz.



CURTIS BRODNAX

Pensioner Curtis Brodnax, 76, died Feb. 3. Brother Brodnax started sailing with the Seafarers in 1962. His first trip to sea was on the *Hurricane*; his last was aboard the *Dodge Island*. Brother Brodnax shipped in the steward department. He resided in his native state of Virginia. Brother Brodnax went on pension in 1995.

ANTONIO COLON

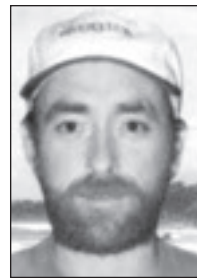
Pensioner Antonio Colon, 94, passed away March 12. Brother Colon joined the SIU in 1951. He originally worked with AH Bull Steamship Company.

Brother Colon was born in Puerto Rico. Prior to his retirement in 1973, he sailed aboard the *Trans Oregon*. Brother Colon continued to make his home in Puerto Rico.



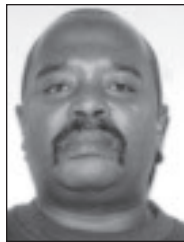
GERALD CORBIN

Brother Gerald Corbin, 48, died Dec. 28. He first donned the SIU colors in 1979 while attending classes at the Paul Hall Center in Piney Point, Md. Brother Corbin's earliest trip to sea was on the *Overseas Alice*. He was born in Beaufort, S.C., and shipped in the deck department. Brother Corbin's final voyage was aboard the *Cape Washington*. He settled in Clinton, Md.



PHILIP DIEGO

Brother Philip Diego, 57, passed away March 2. He began his seafaring profession in 1991. Brother Diego initially sailed on the *Independence* as a member of the engine department. He was born in New York. Brother Diego most recently worked aboard the *ITB New York*. He was a resident of Brooklyn, N.Y.



JACK GARDNER

Pensioner Jack Gardner, 86, died March 9. Brother Gardner, a member of the deck department, began sailing with the Seafarers in 1943 from the port of Baltimore. His first trip was on the *Alcoa Pennant*. Brother Gardner was born in Shelby, Tenn. He was last employed aboard the *Charleston*. Brother Gardner started receiving his pension in 1983. He called Sea Level, N.C., home.



WILLARD HUGGINS

Pensioner Willard Huggins, 81, passed away Feb. 14. Brother Huggins joined the SIU ranks in

1961. His first voyage was on the *Mt. Rainer*. Brother Huggins was a member of the engine department. He was born in Tennessee. Before retiring in 1993, Brother Huggins sailed aboard the *USNS Kane*. He made his home in Mobile, Ala.



WALTER KARLAK

Pensioner Walter Karlak, 78, died March 2. Brother Karlak signed on with the Seafarers in 1952. His first ship was the *Steel Chemist*; his last was the *Elizabeth*. Brother Karlak shipped in the engine department. He became a pensioner in 1987 and settled in Woodside, N.Y.



HAROLD MURPHY

Pensioner Harold Murphy, 76, passed away Feb. 25. Brother Murphy was born in Wisconsin. He joined the union in 1956. Brother Murphy's earliest voyage was on the *Mt. Evans*. The deck department member last worked with Michigan Tankers Inc. Brother Murphy went on pension in 1981 and continued to live in his native state.



CLINTON SMITH

Pensioner Clinton Smith, 81, died Feb. 13. Brother Smith began his SIU career in 1946. He primarily sailed aboard vessels operated by Delta Steamship Lines, including the *Del Norte* and *Del Sud*. Brother Smith shipped in the engine department. He continued to reside in his native state of Mississippi. Brother Smith retired in 1983.



INLAND

JOSEPH COURVILLE

Pensioner Joseph Courville, 77, passed away March 17. Brother Courville first donned the SIU

colors in 1963. He was born in Eunice, La. Brother Courville mostly shipped aboard vessels operated by Seabulk Tanker. He started collecting his retirement pay in 1993. Brother Courville was a resident of Marksville, La.



STEVE JONES

Pensioner Steve Jones, 68, died Feb. 10. Brother Jones joined the union in 1968 initially sailing with Dravo Basic Materials Company. Prior to his retirement in 2003, he worked aboard vessels operated by Martin Marietta. Brother Jones resided in Alabama.



STANLEY MANOWSKI

Pensioner Stanley Manowski, 91, died Feb. 2. Brother Manowski became a Seafarer in 1956 while in the port of Baltimore. He originally sailed on Arundel Corporation vessels. Brother Manowski was born in Maryland. Prior to his retirement in 1980, he worked with McAllister Towing of Baltimore. Brother Manowski called Baltimore home.



JEAN SAVOIE

Pensioner Jean Savoie, 74, passed away Feb. 20. Brother Savoie joined the SIU ranks in 1973 while in the port of Norfolk, Va. The steward department member was born in Massachusetts. Brother Savoie sailed in both the inland and deep sea divisions; his earliest trip was with Allied Transportation Company. His final ship was the *Cornhusker State*. Brother Savoie went on pension in 2000 and made his home in Portsmouth, Va.



CHARLES TURNER

Pensioner Charles Turner, 87,

died Feb. 28. Brother Turner signed on with the union in 1957 in the port of Baltimore. His first voyage was with Arundel Corporation. Brother Turner last sailed aboard a Moran Towing of Maryland vessel. He was a native of Baltimore but called Fort Myers, Fla., home. Brother Turner retired in 1983.



GREAT LAKES

ROBERT KANE

Pensioner Robert Kane, 86, passed away Feb. 25. Brother Kane was born in Conneaut, Ohio. He started sailing with the SIU in 1961, primarily on vessels operated by Great Lakes Towing Company. Brother Kane became a pensioner in 1984 and lived in Ashtabula, Ohio.

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

Name	Age	DOD
Alonso, Jose	84	April 8
Alpert, Milton	81	May 2
Barthelemy, Duvic	82	May 2
Bermudez, Mack	83	May 18
Carcamo, Robert	80	April 28
Carvajal, Alphonse	93	April 25
Constantaras, James	84	April 26
Diaz, Neftali	85	May 19
Doroba, Marian	88	April 29
Gilmore, Russell	80	April 27
Grant, Lee	92	March 30
Hydock, Thomas	81	April 13
Johnson, Claudio	82	May 31
Jones, Anthony	84	April 15
Jones, James	95	May 2
Kavanagh, Henry	92	May 27
Leal, John	87	May 5
Lesassier, Theodore	81	April 24
Montijo, Quintin	89	May 2
Natal, Juan	89	May 22
Nolen, Zenith	84	May 21
Ortega, Manuel	91	May 6
Reyes, Felipe	73	May 17
Rubio, Luis	85	May 13
Santiago, Carlos	83	May 23
Schmidli, Donald	86	May 15
Tatum, Harding	86	March 31
Thomas, Carlos	85	April 23
Tomlinson, Elsadia	95	April 8
Victorine, John	92	May 1
Visbal, Reeding	83	May 12



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.

EAGLE (Maersk Line, Limited), May 3 – Chairman **Michael R. Hester**, Secretary **John Reid**, Educational Director **Daryl D. Thomas**, Deck Delegate **Korron Richardson**. Chairman notified crew members of upcoming sanitary inspection and asked them to keep rooms clean. He also thanked the steward department for great meals. Secretary reported a smooth trip and expressed his gratitude to his fellow mariners for their help keeping ship clean. Educational director urged Seafarers to keep documents current and visit the Paul Hall Center for Maritime Training and Education in Piney Point, Md., to upgrade skills. Treasurer reported \$925 in ship's fund. No beefs or disputed OT reported. It was reported that a stainless steel grill had been purchased for galley. Suggestion was made to lower retirement age and increase benefits.

GLOBAL SENTINEL

(Transoceanic Cable Ship), May 22 – Chairman **Joseph J. Olson**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate **Justin S. Beal**, Engine Delegate **Gary M. Bartlett**. Chairman requested clarification on medical coverage while on foreign voyage. Bosun was asked to check into getting flat-panel TV for crew lounge. Secretary reminded crew to let him know of any items they would like stocked in the slop chest. Educational director stressed the importance of keeping individual records straight. No beefs or disputed OT reported. Communications are posted as received. Next port: Portland, Ore.

H. LEE WHITE (American Steamship Company), May 12 – Chairman **William H. Mulcahy**, Secretary **Jeffrey J. Van Slambrouck**, Educational Director **Dean M. Parks**, Deck Delegate **Raymond C. Hotchkiss**, Engine Delegate **Mohsin K. Nasser**. Chairman talked about the importance of keeping seafaring documents up-to-date and contributing to the 401(k) plan. No beefs or disputed OT reported. Mariner was encouraged to enhance their skills at the Piney Point school. All new crew members were reminded to stay alert on deck and in the engine room.

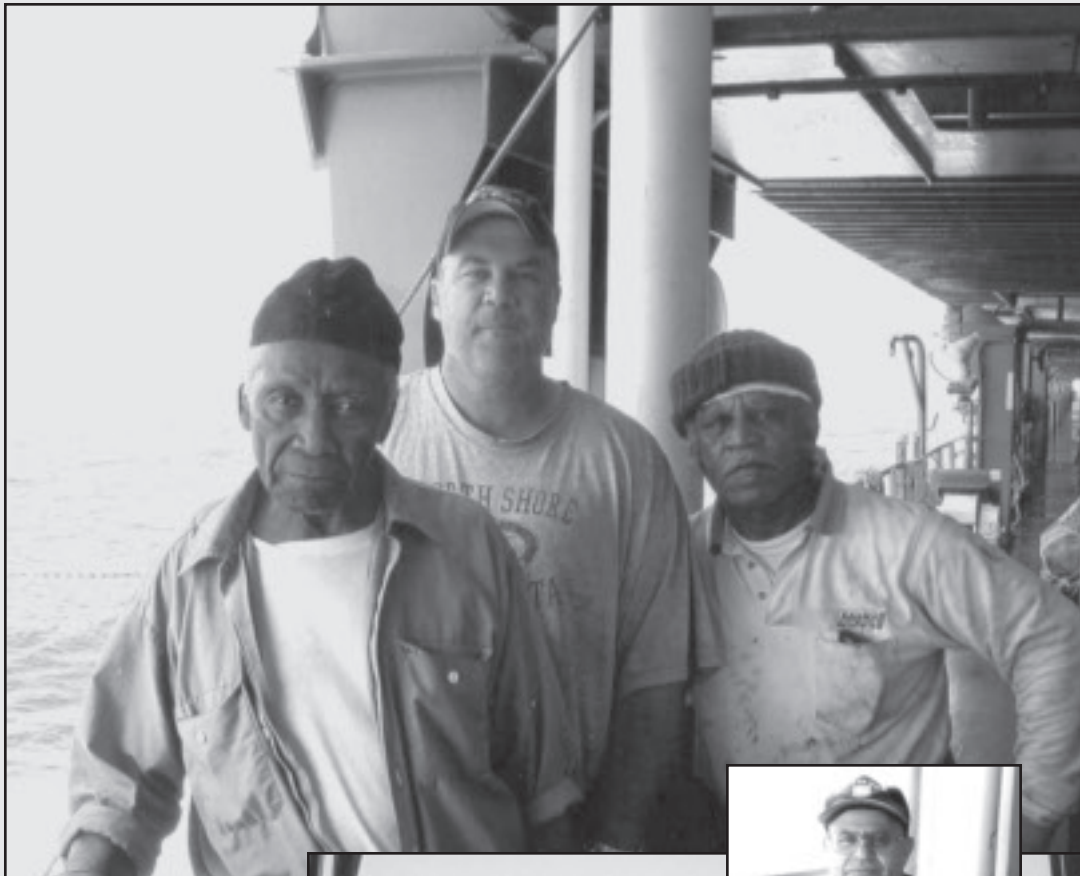
HOUSTON (U.S. Shipping Partners), May 10 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox Jr.**, Educational Director **Michael L. Williams**, Deck Delegate **Victor Cooper**, Engine Delegate **Jeffrey Fields**, Steward Delegate **Anthony Rutland**. Bosun reported good voyage and

thanked reliefs for their hard work and professionalism. Secretary expressed his appreciation for crew's help keeping pantry and messhall clean. Members were asked to clean lint filters in dryer so it will work more efficiently and to prevent fires. No beefs or disputed OT reported. Communications were read from VP of contracts and Fort Lauderdale port agent. It was noted that new washing machine has been installed in crew laundry. Request was made to reimburse members for added baggage fees when joining vessel.

MAERSK CAROLINA (Maersk Line, Limited), May 31 – Chairman **Konstantinos Prokovas**, Secretary **Alexander Bank III**, Educational Director **Kevin M. Cooper**. Chairman announced payoff June 1 in Newark, N.J. Secretary urged mariners to contribute to SPAD (Seafarers Political Activity Donation) because when you do, you help yourself as well as your union brothers and sisters. Educational director encouraged members to check out what the union-affiliated school has to offer. He suggested mariners compare information on vacation checks to discharges and also recommended mariners keep all necessary seafaring documents current. Treasurer reported \$1,000 in ship's fund; crew would like to use money for satellite TV system. No beefs or disputed OT reported. Request was made for a cold drink dispenser, barbecue grill and an instant coffee machine. Steward department was thanked for great meals. Crew sent well wishes to all brothers and sisters on vacation, asking them to have fun and be safe. Maintenance required on watertight doors on A B and C deck, as evidenced during driving rain. Next ports: Newark, N.J., Charleston, S.C. and Norfolk, Va.

MAERSK MISSOURI (Maersk Line, Limited), May 3 – Chairman **Oliver M. Balico**, Secretary **Billy Gigante**, Educational Director **Jaime A. Colon**, Deck Delegate **Gregory T. Johnson**, Engine Delegate **Ibarra A. Mangaya**, Steward Delegate **Jose F. Manandic**. Bosun stated payoff to take place in Elizabeth, N.J., on May 4. Chairman reported great crew and smooth voyage. Secretary asked departing crew members to leave cabins neat for reliefs. Educational director advised seaman to take advantage of the Piney Point school to enhance their skills. He reiterated the need to keep documents current. Treasurer stated \$2,000 in ship's fund.

Aboard the Maersk Ohio



The union-contracted *Maersk Ohio* recently made a voyage which involved the transit of the Suez Canal. Recertified Bosun Jim Joyce lauded his shipmates for their hard work and professionalism during the trip and sent these photos to the LOG. In photo above, Joyce (center) takes a break from his duties to pose with AB James Robinson (left) and AB Donald Wallerson. Pictured in the inset photo is SA Salea Mohmohd. In the photo at right, the *Maersk Ohio* makes its way through the Suez Canal.



No beefs or disputed OT reported. Vote of thanks was given to the steward department. Next ports: Elizabeth, N.J., Charleston, S.C., Norfolk, Va. and Egypt.

MAERSK UTAH (Maersk Line, Limited), May 13 – Chairman **Herbert Charles**, Secretary **Michael M. Amador**, Educational Director **Eric Bain**, Deck Delegate **Raphael S. Vargas**, Steward Delegate **David Halim**. Chairman thanked crew for working well together and keeping house clean. Secretary reminded Seafarers leaving vessel to leave rooms clean and supplied with fresh linen. Educational director encouraged mariners to check credentials' expiration dates and take advantage of educational opportunities available at the Paul Hall Center. No beefs or disputed OT reported. Next port: Savannah, Ga.

TYCO DEPENDABLE (Transoceanic Cable Ship),

May 3 – Chairman **Sanyboy Whiting**, Secretary **Emmanuel F. Laureta**, Educational Director **Ely R. Cuaresma**, Deck Delegate **John G. Salarda Jr.**, Steward Delegate **Rolando A. Alonzo**. Bosun talked about the importance of union and solidarity. He also discussed why union meetings take place and how union officials can't help unless they are kept informed of what's happening on board the vessel. Secretary expressed gratitude to fellow members for helping keep ship clean. Educational director recommended mariners attend classes at the SIU-affiliated school to improve job skills. Treasurer noted that new DVD and boxing gloves had been purchased from the ship's fund money. No beefs or disputed OT reported.

WESTWARD VENTURE (Interocean American Shipping), May 24 – Chairman **Thomas W. Grosskurth**, Secretary **Robert S. Davis**,

Educational Director **Herman Castro**, Deck Delegate **Agustin Miranda**, Engine Delegate **Joe E. Hargrove**. Bosun announced payoff May 29 in Jacksonville, Fla. Patrolman will be coming to ship. He also stated sanitary inspection would be May 26 and suggested everyone turn mattresses. Members were reminded to check dates on documents and renew early. Secretary notified mariners that he has a copy of the letter to President Obama from President Sacco regarding piracy if anyone wants a copy. No beefs or disputed OT reported. Crew members would like to check on getting new recliners in crew rooms and getting the ice machine on cabin deck fixed. Steward department was thanked for terrific job especially Chief Cook **Roderick Franklin** and GUDE **Juan Colon**. Next port: Jacksonville, Fla.

Letters To The Editor

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



The Sabatinis are all smiles on graduation day.

Bosun's Son Capitalizes On SHBP Scholarship

Enclosed is a photo of Anthony R. Sabatini, son of Recertified Bosun Anthony Sabatini and his wife, Debbie. Four years ago, Anthony was awarded a \$20,000 scholarship from the Seafarers International Union and the Seafarers Health and Benefits Plan. On May 30, 2009, Anthony graduated (with honors) from San Diego State University with a Bachelor of Science degree in computer science.

We would like to express our sincerest thanks to Kathleen Eno, Gloria (Coley) and Beverly (Watkins) from the scholarship department for their timely help. We would also like to thank the Seafarers for giving Anthony this great opportunity.

*The Sabatini Family
San Diego, California*

U.S. Mariners Remembered At Ceremony in Australia

Once again, at the Battle of the Coral Sea memorial service here in Fremantle, Western Australia, I had the

honor to represent Mr. A.J. Wichita, president of the American Merchant Marine Veterans, and also Mr. Ian T. Allison, co-chairman of the Just Compensation Committee. This year's ceremony took place May 7 and was hosted by the Australian American Association, Western Australian Division.

I made my own floral wreath (photo enclosed). There was a big roll-up of service personnel and ex-service personnel. A message from President Barack Obama was read by Capt. Michael P. Donnelly, USN (ret.). The words I wrote on the wreath's card were, "In memory of the men of the U.S. Merchant Marine of World War II who gave their lives for the U.S.A. and their bodies to the oceans and seas and P.O.W. camps of the world – and their souls to God. They are now anchored safely in God's harbor. Lest we forget...."

I would like all Americans, young and old, to take note that at the memorial here in far away Australia, a World War II U.S. Army veteran, formerly from Boston and now 100 years old, climbed lots of steps to lay a wreath in memory of his fallen comrades. His name is Victor Lane and he was a sergeant.

God bless America and God bless Australia, always loyal shipmates.

*John E. Helman, age 89
Hamilton Hill, Western Australia*



John Helman put together this wreath as a tribute to U.S. Merchant Mariners of WWII.



At a separate commemoration for the Battle of the Coral Sea, Robert Bickerton from the Catafalque Party is pictured at Sir Thomas Blamey Square, Canberra, Australia.

Belated Thank You Bill Deserves Full Support

Recently, the Belated Thank You to the Merchant Mariners of World War II Act passed in the U.S. House of Representatives. This is not a bailout. It is not an earmark, nor is it an entitlement. It is a 65-year-old war debt that has never been paid.

So what is the big holdup? If we can spend trillions of dollars bailing out these corporations ... why can't we pay a 65-year-old war debt? We can't seem to compensate the few old WWII merchant marine veterans who are left after so many years. Why?

Please do what is right and help generate support for S. 663 today. There is a trail of dead bodies from the U.S. all the way across the North Atlantic to Russia. These unmarked graves tell the story of the many brave veterans of the merchant marine who gave their lives for their country.

*Robert Simpson
Antioch, Tennessee*

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	August 17 October 12	September 11 November 6
ARPA	July 20 November 16	July 24 November 20
Bosun Recertification	October 13	November 2
GMDSS	July 6 July 27	July 17 August 7
Government Vessels	July 27 September 21 November 16	July 31 September 25 November 20
Lifeboat	September 28	October 9
Radar	July 6 November 2	July 17 November 13
Specially Trained Ordinary Seaman (STOS)	August 24 October 19	September 4 October 30
Tanker Assistant	July 27 September 21	August 7 October 2
Tank Pic Barge	September 21	September 25

Engine Upgrading Courses

Advanced Refrigerated Container	October 5	October 30
Basic Auxiliary Plant Operations (BAPO)	July 20 September 14 November 9	August 14 October 9 December 4
FOWT	August 17 October 12	September 11 November 6
Junior Engineer	August 31	October 23
Marine Electrician	October 26	December 18
Marine Refrigeration Technician	November 9	December 18

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 _____

Course	Start Date	Date of Completion
Machinist	September 14	October 2
Pumpman	October 5	October 16
Welding	July 6 September 7 October 5 November 2 November 30	July 24 September 25 October 23 November 20 December 18

Safety Specialty Courses

Advanced Firefighting	August 17 November 30	August 28 December 11
Basic Firefighting/STCW	July 20 September 14 November 9	July 24 September 18 November 13
Fast Rescue Boat	June 29 August 17	July 3 August 21
Medical Care Provider	August 31 December 14	September 4 December 18

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations

These modules start every Monday.

Certified Chief Cook/Chief Steward

These classes start every other Monday. The most recent class began June 29.

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

Five new online "distance learning" (DL) courses now 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 new online courses are: Communications, First Aid Preparation, Bloodborne Pathogens, Basic Culinary Skills, and Basic Math Refresher. Also available in the DL program are Hazardous Material Control and Management, Hearing Conservation, Respiratory Protection, Heat Stress Management, Environmental Awareness, Shipboard Pest Management, and Shipboard Water Sanitation (for a total of 12 courses).

Students MUST have access to the internet with an e-mail address in order to take the foregoing classes. Each 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 form below.

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.

7/09

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class – Twenty unlicensed apprentices recently completed their requirements for graduation in Class 718 for this course. Those graduating (above, in alphabetical order) were: Ezallah Ali, Jessica Crockett, Jason Demayo, Timothy Denny, Alethea Earhart, Michael Fernandez, Lamont Fulton, Joseph Gibbens, Miran Harris, Michael Knight, Nicholas McAbier, Darryl McCoy, Sunnil Motley, Tyrell Perry, Michael Sheehan, Joel Shelton, Sean Smith, William Smith, Vincent Steppits and Zatarian Turlington. (Note: Not all are pictured.)



Able Seaman – The following upgraders (above, in alphabetical order) graduated from this course on May 22: Jeffrey Amestoy, Stephen Amthauer, Keithan Bland, LaDarus Clark, Angela Corbitt, John Curran, Joven Deocampo, James East, Brooke English, John Figgins, Nicholas Gustafson, Jose Layz, Cameron Mitchell, Jesse Mixon, Juan Ortega Jr., Paublito Ramos-Ortiz, Ronnie Rodriguez, Anthony Snoeyenbos and John Wahl. Their instructor, Bernabe Pelingon, is at far right.



Welding – Ten upgraders on May 22 completed training in this 103-hour course. Those graduating (above, in alphabetical order) were: Sandra Baker, Francis Brown, Michael Clark, Marion Cruzat, Melvin Cruzat, Arman Deblois, Sherrod Frazier, David Ruggirello, Ronald Sease, and Jesse Tornabene. Their instructor, Buzzy Andrews, is sixth from the left.



FOWT – The following upgraders (above, in alphabetical order) on May 22 graduated from this course: Larbi Andaloussi, Tsawang Gyurme, Brian Jackson, Henry Sheppard, Charles Toliver, Bernard Wade, Nicole Walton, Oshema Watson and Igor Yakunkov. Tim Achorn, their instructor, is at far right. (Note: Not all are pictured.)



Tank PIC Barge (DL) - Twenty-three individuals on May 15 completed training in this course. Graduating (above, in alphabetical order) were: James Baldwin, Jose Baltazar, Andrew Browning, Harvey Carvajal, Scott Daly, Denis Dubro, Eugene Edwards, Tyler Egan, Byron Graham, Richard Gruskin, John Harper, Veronica Hernandez, Rafael Lanila, Parris Mancuso, Joe Mieluchowski, Johnnie Owens Jr., Kyle Parson, Michael Ribeiro, Cesar Runatay, Justin Spadoni, Samuel Stewart, Donald Wellentin and Herbert Zehnder. Their instructor, Mitch Oakley, standing, seventh from right.

Paul Hall Center Classes



Tank Ship Familiarization (DL) – Twenty Phase III unlicensed apprentices on May 15 completed training in this 63-hour course. Graduating from the class (left, in alphabetical order) were: Tallentyre Barmann, Collins Brooks, Casimir Cain, Vicki Coats, Scott Collins, Eric Cunanan, Timothy Cunningham, Maurice David, Miguel Hernandez, Jonathan Johnson, Patrick Leming, Marcus Logan, Jesus Pacheco, Bruce Raquet, Enrique Rodriguez, Angel Rodriguez, Jerald Salas, Richard Vega, Edwin Velez and Osburn Wyche Jr.

Computer Classes



Christian Rosado (above right) recently completed training in several computer courses while upgrading at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Rosado proudly displays his certificates of course completions while posing with Rich Prucha, his instructor.



STOS – The following upgraders (above, in alphabetical order) completed training in this 70-hour course on May 15. Those graduating (above, in alphabetical order) were: Eugene Ajoste, Ahmed Almihany, Joseph Barnes, Arnold Castro, Jayson Cummings, Abdul Ghaleb, Larry Middleton, Amin Mohamed, Anthony Newbill, Alfredo Nieto, Jamal Sailan and Daniel Wilcox. Tom Truitt, their instructor, is at left.



BST (Hawaii) – The following individuals (above, in no particular order) on May 16 completed training in this course at the Seafarers Training Center at Barbers Point, Hawaii: Carl Barry, Chad Cid-Hogan, John Jackson, David McDaniel, Michael Wren, Stephen Foster, Chulsoo Kim, Blakely Marquez, Mark St. Denis, Zachary Davis, David Robbins and James Ruhle.



Medical Care Provider (Hawaii) – Six individuals on May 2 finished their training in this course at the Barbers Point, Hawaii-based Seafarers Training Center. Graduating, above, in no particular order were: Chuck Howard, Chinando Pacis, Calvin Kaawa, Kalani Low, Jim Carras and Keoki White.



BST (Hawaii) – The following individuals (above, in no particular order) on May 8 graduated from this course in Barbers Point, Hawaii: Sue Mayes, Sandy Frate, Elizabeth Johnson, Antonina Kozyryeva, Christopher Arnold, Cindy Lowe, Michael Wippert and Carlos Lopez.



BST (Hawaii) – Eighteen individuals on May 9 completed training in this course at the Hawaii-based Seafarers Training Center. Those graduating (above, in no particular order) were: William Bryant, Edith Taylor, Serina Dolly, Jason Charles, Amber Wehrle, Cindy Gonzalez, Tan Tran, Jacob Carey, Curtis Hill, Yves Balbinot, Clinton Wayne Barnes, Cindy Crawford, Dario Daraman, Geovannie Marin Rivera, Kris Steinke, Robyn Foster, Adam Straga and James Edward Gill.



Capt. Dale Leonard



On the Job at Luedtke Engineering

Derrick Boat No. 16 (above) is part the company's stable of top-notch equipment.

SIU members play important roles in the ongoing success of Luedtke Engineering Co., a family owned dredging and marine construction business based in Frankfort, Mich.

More than 30 Seafarers are employed at Luedtke, which was founded in 1930. They work aboard tugs, derrick boats, dredges and other equipment.

Luedtke has been an SIU-contracted com-

pany for approximately 35 years.

"Part of the key to our success is well-qualified people, experience and the equipment," the company notes on its web site. "These capabilities show that Luedtke personnel have the skills and ability to keep our equipment running efficiently."

The photos on this page were taken recently at a work site in the Saginaw (Mich.) River.



Seafarers conduct dredging operations (photo above and below) in the Saginaw River.



Seafarer Charles Wallace



Deckhand Abdulwali Eljahmi



Tugboat Kurt R. Luedtke