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Seafarers Log

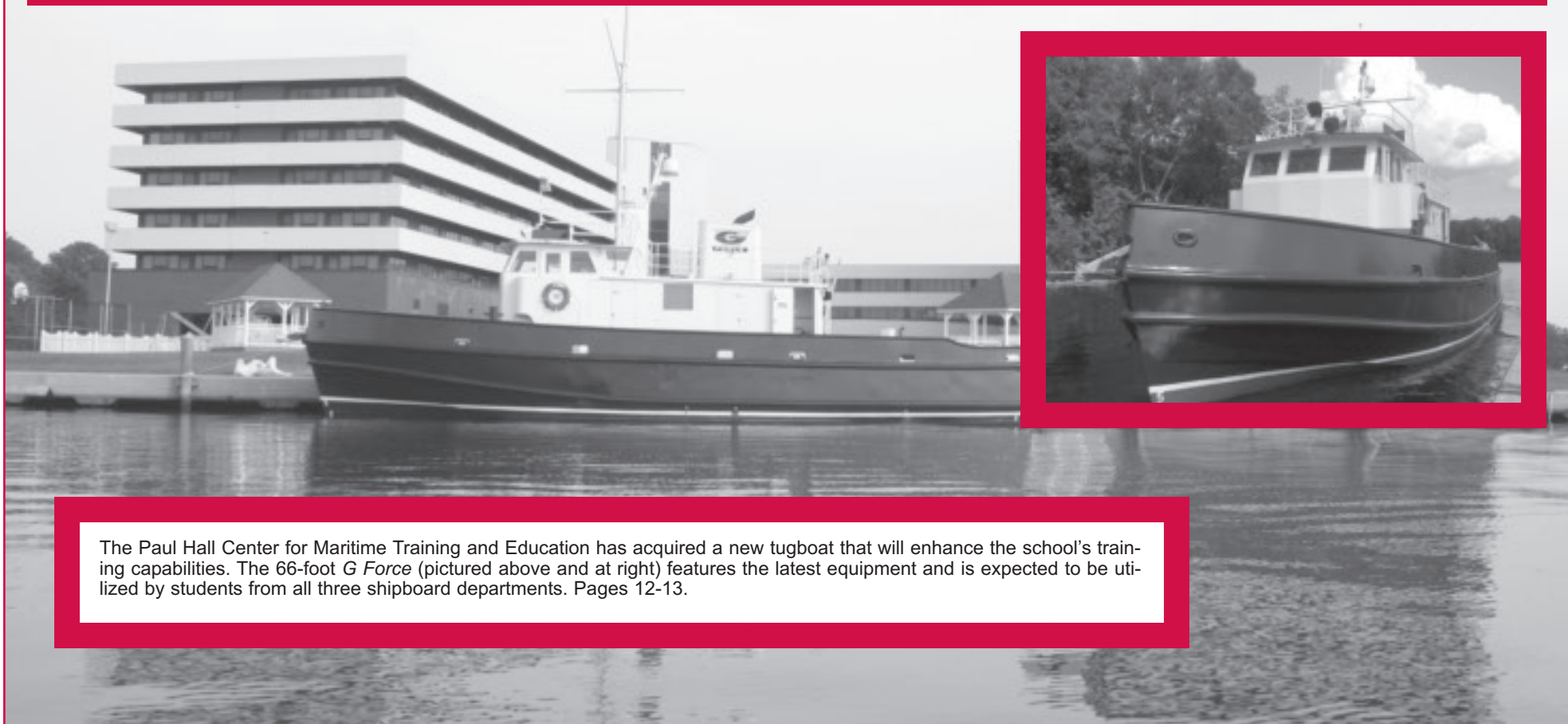
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Ocean Charger Flag-In Means New Jobs for SIU

The union recently welcomed the addition of a new heavy lift ship – the *Ocean Charger* – into its contracted fleet. The vessel (pictured above and at left) is operated by Pacific-Gulf Marine for Intermarine LLC. Flag-in ceremonies took place in August in Houston. Included in the group photo are SIU VP Gulf Coast Dean Corgey (fifth from left), Asst. VP Jim McGee (second from right) and SIU members Recertified Bosun Joseph Casalino, AB Derall Williams, ACU Adolfo Bermudez, GUDE Ruden Perez, Recertified Steward Mark Flores, AB Caesar Smith, QEE Bruce Korte and AB Bernard Blunt. Page 3.

Union-Affiliated School Adds State-of-the-Art Training Vessel



The Paul Hall Center for Maritime Training and Education has acquired a new tugboat that will enhance the school's training capabilities. The 66-foot *G Force* (pictured above and at right) features the latest equipment and is expected to be utilized by students from all three shipboard departments. Pages 12-13.

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President's Report

New Ships and More Progress

As the Congressional recess neared its end and summer vacations started giving way to school days, we received good news about another new ship entering the SIU-contracted fleet. Some of the details were still emerging late last month, but the Defense Department announced that



Michael Sacco

Sealift Inc. will be the operator of a soon-to-be-reflagged vessel whose main work will be resupplying our armed forces in Diego Garcia. With options, the contract would last until the year 2014.

We also recently picked up new work aboard the *Ocean Charger*, which is operated by Pacific-Gulf Marine, as reported this month on our front page. Both the *Ocean Charger* and the new Sealift ship are additions rather than replacement tonnage, so this is the type of news I love hearing. It means more jobs for SIU members, which is always our bottom line.

New tonnage is entering the Government Services Division fleet, too. The latest T-AKE ship, the *USNS Perry*, was christened in mid-August in San Diego. That program is relatively new but the Navy already has called it a great success, and our CIVMARS definitely share in the credit.

One of the ways we're able to supply qualified manpower to all of our contracted ships is by maintaining top-notch facilities and equipment at our affiliated school, the Paul Hall Center for Maritime Training and Education. On that front, we have another great story to report – namely, the addition of a new training boat. This new vessel is going to benefit students by offering hands-on training with state-of-the-art equipment. It will help make them even more efficient and safe when they return to work, whether it's on the rivers, the Lakes or the oceans.

These are all important developments but they're only samples of the recent progress within the SIU. Another one involves our upcoming, much-anticipated move to a new union hall in the Jacksonville, Fla., area. We remain on pace to close on the purchase of the new property in mid-September. Our goal is to begin operations there in the fall. We'll continue to report details in the *LOG* and at the membership meetings and on our web site.

Health Care: A Little History

The topic of health care went to a whole new level of national attention last month as certain town hall meetings brought out behavior that might charitably be described as strange.

Having recently used this space to spell out in detail organized labor's goals for health care reform, I won't repeat them now.

However, I think a quick history lesson is in order. Unions didn't just start pushing for health insurance reform when President Obama got elected or back during the Clinton administration. We've been calling for health care for all Americans as far back as the Truman administration in the mid-1940s! Truman himself wanted a national health care policy, but it didn't get done.

Here we are, so many years later, still battling – and arguably closer than ever to success.

It's important that our members aren't fooled by scare tactics from organizations and individuals whose top priorities don't include decent, affordable health care for all Americans. Like I've said about other subjects, when it comes to health care, get the facts.

Our union's position is that all Americans should have health care coverage. There should be a reasonable, viable system in which employers would either offer coverage or pay into a fund to finance coverage for uninsured workers. We also strongly believe that taxation of those with benefits absolutely must not be included in any plan.

This is an idea whose time has come.

Remembering a Friend and Supporter

As this issue went to press, we learned of the passing of Senator Edward Kennedy. Not only was he a champion for working people, he was a long-standing friend of the SIU and the U.S.-flag maritime industry. We will miss his leadership and support.



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The *Pride of America* (photo at left) has been part of the Seafarers-contracted fleet since 2005. SIU Representative Hazel Galbiso (right in photo above) meets with Jeremy Peyton, a union delegate, aboard the vessel.

NCL America Crews Ratify New Contract

Long-Term Agreement Features Numerous Gains

Seafarers sailing aboard NCL America's *Pride of America* have approved a new nine-year contract that includes wage increases and other gains. Ratified in mid-June by an overwhelming margin, the new pact – which also maintains health benefits at the CorePlus level – is retroactive to April 1.

The *Pride of America*, based in Honolulu, is the only U.S.-flag deep sea cruise ship. It offers inter-island cruises to Hawaii's four main islands.

"This is a great contract," said Recertified Bosun **Rene Govico**. "I have to thank our Vice President Contracts George Tricker and (Assistant Vice President) Bryan Powell and (SIU Representative) Hazel Galbiso for working very hard to get this agreement. They listened to our suggestions and we are happy. The union really delivered for us."

AB **Chris Bean** stated, "The union and company did a good job of working to agree on a solid and balanced contract. Of course, we didn't get all we wanted, and we always want more, but I think the union and NCL America came to a very respectable agreement considering the economy and the financial pressure on everyone. Times are tough and we should all be happy to have a good, steady job with NCL."

Assistant Electrician **Ramon Lirag** said the contract's length "shows the company and union expect this (cruise-ship operation) to go on for a long time to come. This gives us job security and with the pay, overtime and other good things we got in the contract, we are very happy."

"Although negotiations are always a challenge, it makes the union's job a lot easier when the company acknowledges the value of an SIU crew," Tricker stated. "Once that happens, and it's clear the company appreciates the professionalism and dedication an SIU crew provides, they generally are poised to accept the union's proposals."

Powell noted that despite a rocky economy that has affected the cruise industry, things are going well aboard the *Pride of America*. "The operation is a lot smoother now," he observed. "It has come a long way since the inception of the project and there's been a lot of progress.... The new contract delivers long-term employment for our members and demonstrates the company's commitment to the business in the Hawaii market."

The agreement calls for wage increases (including overtime) in each of its first three years. The union and the company agreed to reopen the contract on the third anniversary of the agreement to examine economic components.

New additions and improvements to the contract include the following:

- Effective January 1, 2010, SIU members sailing aboard the vessel will be eligible to participate in the Seafarers International Union 401(k) Plan.

- The rate for maintenance and cure payments has more than doubled.

- Mariners will receive an hour of overtime pay if they don't get their required meal breaks.

- The rules governing overtime have been adjusted to help equalize overtime opportunities for mariners.

- A new "standby pay" provision was agreed to.

- All safety shoes required by the company will be provided by NCL America at no cost to crew members.

- A new position has been added to the unlicensed ranks: general utility deck/engine (GUDE).

Members of the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) also recently approved a new nine-year contract covering their employment aboard the *Pride of America*. SEATU members work in hospitality jobs aboard the vessel.

The *Pride of America* joined the SIU-crewed fleet in June 2005. It is 921 feet long, has 15 decks and can carry more than 2,100 passengers.



Seafarers display their new contract aboard the *Pride of America*. Among those pictured are Recertified Bosun Rene Govico, Asst. Electrician Joel Bell, AB Larry Gannon, AB Ronnel Sugui, Asst. Refer Engineer Nilo Glen, AB Mauricio Elopez, Machinist Francisco Ramilo, Asst. Electrician Ramon Lirag, Asst. Electrician Armando Cortez and AB Chris Bean.

SIU Gains New Jobs On Ocean Charger

Pacific-Gulf Marine Operates Recently Reflagged Vessel

SIU members are sailing aboard the newly reflagged *Ocean Charger*, an outright addition to the Seafarers-contracted fleet.

Operated by Pacific-Gulf Marine for Intermarine LLC, the 393-foot heavy lift vessel entered American-flag service in Houston early last month. U.S. Rep. Gene Green (D-Texas), a staunch supporter of the U.S. maritime industry, was a featured speaker at a formal reflagging event Aug. 20. SIU Vice President Gulf Coast Dean Corgey and Assistant Vice President Jim McGee attended both that ceremony and an informal one that took place earlier in the month.

The *Ocean Charger* is operating in the commercial, international trades. It is the sister ship to the Seafarers-crewed *Ocean Atlas* and *Ocean Titan*.

"It's tough to beat a story like this

one," said Corgey. "The crew seems excited and the union is, too. This ship means new jobs, which is something we never take for granted, but especially during today's economic climate."

Todd Johnson, president and CEO of Pacific-Gulf Marine, said that flagging in the *Ocean Charger* "represents a major commitment by Intermarine, particularly when one considers the current volatility in the market. PGM is pleased to be a part of the *Ocean Charger* operation and we also hope it'll lead to more growth in the American-flag fleet."

Built in the year 2000, the *Ocean Charger* has a service speed of 16.5 knots. It is equipped with two electro-hydraulic cranes. The vessel can carry more than 500 containers or 395,000 square feet of cargo.

During the Aug. 20 ceremony, Green talked about how vessels like the *Ocean Charger* signify not only shipboard jobs, but also related shore-side positions.

Andre Grikitis, president and chief executive of Intermarine, also addressed the audience.



U.S. Rep. Gene Green (D-Texas) points out that new American-flag tonnage like the *Ocean Charger* means not just additional shipboard jobs, but related shore-side work, too.



Among those celebrating the addition of the *Ocean Charger* to the U.S.-flag fleet are SIU members (from left) Matthew Sagay and Edison Lalin, Intermarine President Andre Grikitis, SIU VP Gulf Coast Dean Corgey, U.S. Rep. Gene Green (D-Texas) and Seafarers Monte Pereira, Omaha Redda, Timothy Taylor, Leonilo Arano and Lolita Sanchez.

Officials Examine Maritime Labor Convention

Labor, Management, Government Reps Meet For Discussions in Washington, D.C.

SIU Secretary-Treasurer David Heindel was a featured panelist late last month as representatives from labor, management and government met to discuss the Maritime Labor Convention of 2006 (MLC). The gathering took place Aug. 24 at U.S. Department of Transportation headquarters in Washington, D.C.

Heindel, who also serves as first vice chair of the International Transport Workers' Federation's Seafarers' Section, spoke about the MLC from the perspective of mariners. The panel also included Jeff Lantz, U.S. Coast Guard director of commercial regulations and standards; Julie Misner, special advisor for international labor standards at the U.S. Department of Labor; Joseph Cox, presi-

dent of the Chamber of Shipping of America; Jean McKeever, associate administrator for business and workforce development at the U.S. Maritime Administration; and Mayte Medina, chief of the U.S. Coast Guard's marine personnel qualifications division.

Audience members included representatives from a cross-section of the industry, among them individuals from the SIU-affiliated Paul Hall Center for Maritime Training and Education; the American Maritime Officers; the Marine Engineers' Beneficial Association; the Masters, Mates & Pilots; and the Sailors' Union of the Pacific. Fr. Sinclair Oubre, a Seafarer who is president of the Apostleship of the Sea of the United States, also attended.

The MLC was adopted by the International Labor Organization in 2006 but hasn't been ratified by the United States. It aims to combine into one treaty the minimum standards required to provide satisfactory employment conditions for the world's mariners. The MLC has been described

by the ITF as a "bill of rights for seafarers."

"The bottom line is we believe the MLC needs to be implemented and ratified by all seafaring nations," Heindel said during the meeting at DOT. "U.S. standards generally are already higher than what's contained in this convention, but it would raise the benchmark globally. It provides comprehensive rights and protections. We need to protect the world's seafarers in addition to our own."

The MLC would apply to commercial ships outside of the inland sector. It offers shipowners a more level playing field by helping to ensure fair competition while marginalizing substandard operations.

Lantz said the Coast Guard sees the convention as providing a degree of consistency across the industry. Misner followed with an explanation of the ratification process. Cox briefly reviewed the build-up that led to the MLC and also stated that the Chamber of Shipping of America "will watch very carefully how it may affect our domestic fleet. We are

fully in support of the Jones Act."

McKeever reminded everyone that the nation "needs skilled U.S. maritime labor" in order to maintain its capacity to respond to emergencies. Medina wrapped up the formal part of the meeting by explaining each of the MLC's main components.

A question-and-answer session followed.

An exact timeline for implementation of the MLC isn't known, but it appears likely that the soonest it would take place is 2012. The ILO first must receive 30 "instruments of ratification" that essentially equal one-third of the world's gross tonnage. The convention would take effect 12 months later.



Fr. Sinclair Oubre says the convention is a "tremendously high priority" both for secular and faith-based mariner welfare organizations.



Audience members listen to a brief review of the convention's structure.



SIU Secretary-Treasurer David Heindel notes that the MLC protects fundamental rights.

USNS Perry Christened, Launched

The U.S. Navy's newest dry cargo/ammunition ship, the *USNS Matthew Perry*, was christened and launched Aug. 16 during a ceremony at NASSCO shipyard in San Diego. The 689-foot T-AKE vessel is the ninth in the Lewis and Clark class and is crewed in the unlicensed positions by members of the SIU Government Services Division.

The vessel, scheduled for delivery to the U.S. Military Sealift Command in the first quarter of 2010, is named in honor of Commodore Matthew C. Perry, the U.S. Navy officer who established American trade with Japan in the mid-19th Century.

Vice Adm. Richard Hunt, the commander of the Navy's 3rd Fleet, was the ceremony's principal speaker. Ms. Hester Evans, the great-great-granddaughter of Commodore Perry and the ship's sponsor, christened the ship by breaking the traditional bottle of champagne against the bow before the vessel slid into San Diego Bay. More than 2,000 people attended the ceremony.

"I am confident this fine vessel will well represent the spirit, tenacity and fortitude of her namesake," said Hunt. "*USNS Matthew Perry* and her sister ships represent the lifeline of our Navy, and are absolutely a vital underpinning of our maritime strategy. These ships' ability to carry a wide range of critical supplies and equipment, and to operate independently at sea for extended periods of time, translates into a higher state of readiness for our combatant ships."

"The ship has a great crew and we are all ready to get on board, get settled and get going with the work we do for MSC," said Capt. William Baldwin, the *Perry's* civil service master. "We're off to a really good start."

The Navy plans to build 14 dry cargo/ammunition ships at NASSCO, all of which will be owned and operated by MSC. The union-contracted shipyard employs more than 4,500 people.



The dry cargo/ammunition ship *USNS Matthew Perry* slides into the water for the first time during an evening christening and launch ceremony August 16 at the NASSCO shipyard in San Diego. (Photo by Sarah Burford, Sealift Logistics Command Pacific Public Affairs)

Crowley to Manage Five NASSCO Tankers

With procedural hurdles out of the way, SIU-contracted Crowley Maritime Corporation has reported that it will manage the five American-flag tankers being built at San Diego's NASSCO shipyard.

Crowley on July 28 announced that it is being retained by an investor conglomerate led by The Blackstone Group to manage the five ships. The formal announcement had been expected, but it still stood out as great news for Seafarers, union officials noted. That's because there was no guarantee the vessels (previously operated by U.S. Shipping Partners) would remain with an SIU-contracted company.

Crowley will manage the ships for a newly renamed company: American Petroleum Tankers LLC. The vessels include the *Golden State* and the *Pelican State*, both delivered earlier this year, as well as the *Sunshine State*, *Empire State* and *Evergreen State*. The *Sunshine State* is expected to be delivered later this year, while the *Evergreen State* and *Empire State* are slated for delivery in 2010.

"We are excited and honored to take part in this venture," said Crowley Chairman, President and CEO Tom Crowley. "We look forward to bringing our technical vessel construction expertise to the new-build process, and on the operational side of the business we're pleased to be working with some of our existing customers who have chartered these new ships. We pledge to deliver the same attention to detail and safety that we have always provided with our own petroleum vessels."

Each of the double-hulled tankers is slightly longer than 600 feet and has a cargo capacity of 331,000 barrels.

TOTE Ships to Reduce At-Berth Greenhouse Gas Emissions

Seafarers-contracted Totem Ocean Trailer Express (TOTE) in late July reported that a federal grant awarded to the Port of Tacoma, Wash., will help the company "to reduce the particulate matter and greenhouse gas emissions of its two Orca-class vessels by an estimated 90 percent while at TOTE's Tacoma terminal."

Those ships are the Seafarers-crewed *North Star* and *Midnight Sun*.

The emissions reduction will be the end result of the Port of Tacoma adding 600,000 volt electrical maritime power at the terminal and TOTE retrofitting both vessels with electrical power plug-ins. This will allow the ships to turn their

engines off while docked, eliminating at-berth diesel idling. Each vessel calls on the Port of Tacoma one time per week for about 12 hours.

The grant for the project was awarded by the United States Environmental Protection Agency (EPA) Region 10 under the American Reinvestment and Recovery Act (ARRA) of 2009, which was signed into law by President Obama on Feb. 17, 2009, and the National Clean Diesel Funding Assistance Program. Overall, the Port of Tacoma received nearly \$1.5 million.

TOTE has a long history of exploring ways to minimize its environmental

impact and had already been moving forward with plans for shore-side power. In 2008, TOTE spent nearly \$900,000 on the beginning stages of retrofitting its two ships to accommodate shore power connections.

"When this grant became available, we had already been researching this project," said TOTE Vice President of Marine & Terminal Operations Phil Morrell. "We had a lot of information already packaged - costs, drawings, emissions testing data - and we were able to respond quickly."

TOTE also has committed to contributing an additional \$283,000 to complete the project, which is scheduled to be "up and

running" by September 2010. Additional retrofitting work will be completed on each vessel during its regularly scheduled drydocking this winter.

It is estimated this project will help create or sustain an estimated 50 manufacturing and local installation jobs. Morrell said though the project will be beneficial to the economy, as well as the environment, it will also have a positive financial impact on TOTE.

"This is such a win-win project," Morrell said. "Our electric bill will be higher, but we will see a tremendous financial payback because we're not burning fuel."

Union Backs Abercrombie Campaign



The SIU earlier this year endorsed U.S. Rep. Neil Abercrombie (D-Hawaii) in his campaign for governor. SIU President Michael Sacco described Abercrombie, a longtime supporter of the U.S. Merchant Marine, as "a true champion of working families" and someone who "is tireless in his advocacy for his constituents." These two photos were taken at a late June event in Honolulu supporting the campaign. Above, Rep. Abercrombie (left) greets SIU VP West Coast Nick Marrone (center) and SIU Asst. VP Bryan Powell. In the other photo, Marrone and Powell highlight a sign listing names of some organizations that have endorsed Abercrombie.





AB Richard Gonzalez (left in photo above), whose home port is New York, helps deliver the message that health care reform is a must. In photo at right, Seafarers gather for a snapshot immediately after the rally in Washington, D.C.



Labor's Prescription: Provide Health Care for All Americans

Two dozen Seafarers were among the 500 union members and other supporters attending an impromptu demonstration near Capitol Hill in favor of reforming the nation's health care system.

The group gathered in the shadow of the U.S. Capitol on Aug. 20 to urge President Obama to continue the fight for getting affordable health care for all Americans. The president was speaking nearby at an Internet town hall meeting on the subject.

The Seafarers, who come from ports across the country, joined with the crowd in calling for "Health

Care Now!" The consensus among those participating was they wanted President Obama to see grassroots support for providing health care for all. During the month of August, many news shows televised several angry outbursts by constituents to their elected officials who were holding town hall district meetings during the summer recess.

As Congress returns to work this month, several health care proposals are being considered by both the House of Representatives and the Senate. While no single piece of legislation has been crafted,

President Obama has called upon Congress to complete work on a health care bill before the end of the year.

Many national polls show Americans are as confused as to what actually is being considered as they are upset that the health care system appears broken, with costs spiraling out of control.

The SIU and AFL-CIO are in support of reforming the health care system as a way to reign in medical costs while providing all working people with the ability to access the system

New York New Jersey Rail Earns 2008 Safety Award

The American Short Line and Regional Railroad Association (ASLRRA) recently honored SIU-contracted New York New Jersey Rail (NYNJR) with the Jake Safety Award Certificate with Distinction for the year 2008. The award is for any railroad that has no reportable Federal Railroad Administration (FRA) injuries or accidents during the year of 2008.

The SIU represents conductors, engineers, brakemen and bridgemen at NYNJR – the unique "floating" railroad between Brooklyn, N.Y., and Jersey City, N.J., in New York Harbor.

Donald Hutton, representing management for NYNJR, stated, "This award is a reflection not just on the management, but every employee of the railroad. The employees have worked as a team to maintain a safe environment and look out not only for their own safety, but that of their co-workers."

He added, "New York New Jersey Rail remains committed in making sure that employee training and education on proper safety continues. The SIU members of NYNJR are thanked for the great safety work last year. Congratulations!"

SIU Vice President Atlantic Coast Joseph Soresi said the award "definitely is well-deserved. The members at New York New Jersey Rail are totally committed to safety, as are both the union and the company. Safety is always the top priority for all of us."



Displaying the award in Jersey City, N.J., are some of the personnel at NYNJR (from left): Engineer Peter Valloo, General Manager James Christie, Engineer Scott Toomey and Conductor Sam Evans.

pocket, to recognize outstanding safety achievements in the short line railroad industry, which had gone unrecognized before. In 1999, the ASLRRA Safety Committee adopted the Jake Awards and since then has continued Jacobson's legacy of rewarding and drawing attention to the high safety standards of the small railroad industry.



In this file photo from 2008, mariners aboard the USNS Pathfinder prepare to launch a side-scanning sonar into the Black Sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jennifer Rivera)

Oceanographic Ship Turnover Scheduled to Start in October

As previously reported, SIU-contracted company 3PSC LLC has been selected to operate and maintain six oceanographic survey ships for the U.S. Military Sealift Command, which should help ensure continuity of employment for union members aboard those ships. The vessels include the USNS Bruce C. Heezen, USNS Pathfinder, USNS Bowditch, USNS Sumner, USNS John McDonnell and USNS Mary Sears. The government has picked up an option for a seventh ship, the USNS Henson.

All are multi-purpose and perform different types of research which provide much of the U.S. military's information on the ocean environment.

The ships, which have carried SIU crews for many years, use multi-beam, wide-angle, precision sonar systems that make it possible to continuously chart a broad section of ocean floor.

The terms of the new contract are one year fixed with four one-year options. The employment agreement calls for increases in wages and

paid vacation time. According to 3PSC President and CEO Gary King, the ships will be turned over in October, November and December of this year, all before the holiday season in December.

One major item of note for Seafarers desiring to continue working on the ships: The company is asking Seafarers to complete an employment application that can be done electronically or by mail for company data collection and clearance purposes. The application is available via the company's web site: www.3PSC.com.

"We're asking anyone who wants to sail on these ships to raise their hands and let us know," said King.

He added, "We're excited and pleased to work with SIU mariners on this contract. We think the terms will go a long way for retention efforts and in giving our customer, the U.S. government, the best service available. We anticipate there could be tons of jobs available over the course of the contract."

3PSC is a Cape Canaveral, Fla.-based company.

UIW Forges Ahead During Challenging Times

SIU-Affiliated Union Conducts Convention

Despite America's ongoing economic downturn and the adverse impact it has had on virtually every segment of the population, the UIW continues to weather the storm and move forward.

This central message was echoed time and again Aug. 10-11 in Piney Point, Md., as officers, delegates and other rank-and-file members converged on the Paul Hall Center for Maritime Training and Education for the UIW's 13th Quadrennial Convention. The convention's theme was "Forging Ahead."

An affiliate of the Seafarers International Union, the UIW represents workers employed in the manufacturing, service and government sectors. Its members can be found in each major region of the United States as well as Central America and the U.S. Virgin Islands.

In addition to formulating strategies to provide union representation to workers who are not currently members of labor organizations, convention delegates also reaffirmed their commitment to political action, outlined various other goals, adopted resolutions and elected officers.

"Even though our 2009 convention takes place against the backdrop of an ongoing recession, those of us in the labor movement know how to survive difficult times," said UIW/SIU President Michael Sacco during his opening remarks. "During the next two days, we're going to hear reports from our regional officials and our other national officials. I think you will appreciate the fighting spirit and 'can do' attitude that's evident in those reports."

Sacco, who during the convention was re-elected to his post as UIW president, noted that the UIW has made a number of gains since its last convention including the organizing of new shops, expansion of existing ones and the negotiation of a number of new contracts.

"Without question, we're not immune from the lousy economy, and we've taken our share of hits, too," Sacco continued. "There have been cases where layoffs or plant closings were unavoidable. But we are weathering the storm."

Reflecting on the history of organized labor, Sacco told his audience that meeting and facing tough times are nothing new and that such a state of affairs are what led to the establishment trade unionism in the first place.

"The first trade union in the United States was formed in the late 1700s. During the next dozen years, many more unions were formed," he said. "The workers from that era weren't negotiating for comprehensive health care or an extra week's vacation. One of the first strikes was called in an attempt to secure a 10-hour workday."

"Job safety was a fantasy," he continued. "In those days, companies didn't break strikes through the courtroom. They sent armed goons to the picket lines, where innocent workers were beaten, maimed and sometimes even killed."

Praising the fortitude of his union predecessors, Sacco noted, "Our forefathers in the union

movement didn't give up. They were targeted by the police and ridiculed in newspapers, but they didn't give up. As factories began springing up all over the nation during the 1800s, they faced 18-hour workdays, child labor, actual starvation wages, illiteracy, slums, and recessions that almost make the year 2009 look like a picnic. Still, they didn't give up."

Focusing on the present, Sacco said that the UIW knows how to survive. "The lessons of union history teach us that solidarity will overcome whatever obstacles are placed in our path," he said.

Dubbing the 2008 Presidential Election as an overwhelming success for labor, Sacco praised the rank-and-file membership for its backing of candidates of who support working families. "The UIW answered the bell by stepping up and being part of a grassroots mobilization which absolutely, positively determined the outcome of the presidential election," he said. "As a result, we've got a fighting chance to turn around our economy and to make important gains in the labor movement."

In the closing stages of his remarks, Sacco thanked union officials and rank-and-file members for everything they did during the past four years to advance not only the UIW but the labor movement as a whole. "I understand and appreciate the hard work and the long hours involved in whatever success we achieve, whether it's organizing a new shop or negotiating a new contract or getting out the vote for the union-endorsed candidate," he said. "Nothing comes easy and nothing is given to us."

"At the same time, I challenge the officials - myself included - and the membership to offer up our very best efforts to support, sustain and grow our union," he said. "No one denies that it's an uphill fight at times. But no one should doubt our ability or our resolve, either."

Sacco told those in attendance that the UIW has a proven track record of long-term success; capable, dedicated people throughout the organization; and the support of an administration that views unions as part of the solution.

"And we've got an opportunity to secure a better standard of living for our members and their families," he concluded. Brothers and Sisters, we are 'Forging Ahead.'"

In addition to Sacco, several guest speakers addressed the convention. These included Maryland State Senator Roy Dyson; Maryland State Delegate John Bohanan; Fred Mason, president,



The election of officers was just one of many important orders of business accomplished Aug. 10-11 during the UIW's 13th Quadrennial Convention in Piney Point, Md. Those elected to office during the balloting, all incumbents, were sworn in by SIU Chief Counsel Leslie Tarantola shortly before the convention adjourned. Taking their respective oaths of office (left to right) were David Heindel, secretary-treasurer; Herb Perez, VP West Coast Region; Bill Ellis, VP Great Lakes Region; Michael Sacco, president; Kermet Mangram, VP Atlantic Region; John Spadaro, national director; Tommy Orzechowski, VP Midwest Region; Dean Corgoy, VP Gulf Coast Region and Eugene Irish, VP Caribbean Region.

Maryland State and D.C. AFL-CIO; Ernie Grecco, president, Metropolitan Baltimore AFL-CIO; Frank Pecquex, executive secretary-treasurer, AFL-CIO Maritime Trades Department; and Valerie Cole, Union Plus representative. Speeches also were delivered by Carolyn Gentile, UIW/SIU Employee Benefit Funds general counsel and Terry Turner, SIU legislative and political director.

Collectively, the speakers offered accolades to the union for its achievements on behalf of working families and addressed issues of significant consequence to the labor movement and to the American public. These included health care and the Employee Free Choice Act.



John Bohanan
Maryland
State Delegate



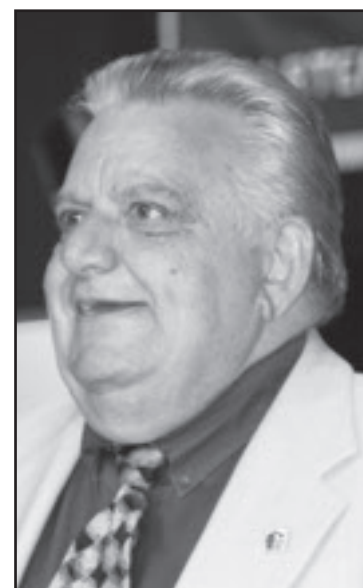
Roy Dyson
Maryland
State Senator



Frank Pecquex
Executive Secretary-Treasurer
AFL-CIO Maritime Trades Dept.



Fred Mason
President, Maryland
State & D.C. AFL-CIO



Ernie Grecco
President, Metropolitan
Baltimore AFL-CIO



Valerie Cole
Union Plus Representative



Carolyn Gentile
UIW/SIU Employee Benefits Funds
General Counsel



Terry Turner
SIU Legislative & Political
Director

Crew Members Receive Expeditionary Medals

The master of the Seafarers-crewed *MV Patriot* recently submitted these photos of SIU members receiving the U.S. Merchant Marine Expeditionary Medal in Beaumont, Texas. Capt. Darren McGowan noted that the *Patriot* – operated by InterOcean American Shipping for American Roll-On Roll-Off Carrier – loaded 8,256 tons of military cargo (a record amount for that ship) in Kuwait from May 10-12. Exactly one month later, the cargo was discharged in Beaumont.

McGowan said the operation “could not have been accomplished without the cooperation and coordination of the crew.”

Billy Greer, the U.S. Maritime Administration’s supervisory marine surveyor in Beaumont, presented the medals.

The Maritime Administration’s Merchant Marine Expeditionary Medal recognizes civil service and commercial mariners who served aboard U.S.-flagged chartered or government-owned ships that support Operations Enduring

and Iraqi Freedom. The medal, which was first authorized for American merchant seamen serving in Operations Desert Shield and Desert Storm in the early 1990s, consists of a two-sided bronze medallion suspended from a red, white, blue and green ribbon.

Note: McGowan is included in each of the posed shots appearing on this page. He is wearing a white shirt and a lanyard. Greer appears in all but one of these photos.



Bosun Shannon Smith (left) also received a safety award, presented by Capt. McGowan.



AB Dennis Avila



SA Jose Rojas



STOS Chris Funderburk



STOS James Grant



Chief Steward Shirley Bellamy



OMU Archie Eldridge



OMU Kevin Tyson



OMU Therman Ames



Bobby Dean, former instructor and facilities manager of the Joseph Sacco Fire Fighting and Safety School, tells students about the latest safety techniques.

Paul Hall Center Instructor Bobby Dean Dies at Age 64

The SIU and thousands of students from the Seafarers-affiliated Paul Hall Center for Maritime Training and Education are mourning the July 24 passing of Robert "Bobby" Dean Jr., age 64. Dean, who battled cancer for many years, was an instructor and the facilities manager since 1999 for the Joseph Sacco Fire Fighting and Safety School, part of the Paul Hall Center.

"Bobby Dean was one of the most incredible people who ever worked at the school," said Paul Hall Center Vice President Don Nolan, who has been employed at the training center since 1968. "He was unique and he certainly knew what he was doing. He did it well and he loved his work. He was just a great guy and this is a big, big loss."

Nolan added that Dean was meticulous when it came to helping ensure smooth operations at the fire fighting and safety school. "That place was his life," Nolan said. "He made sure everything was perfect out there, and the students always benefited from his efforts."

According to John Mason, a friend of Dean, "Bobby Dean was instrumental in developing the Piney Point fire fighting school's training aids and equipment. He helped set up the (affiliated) fire school in Hawaii, the Piney Point small arms training facility and the helicopter fire fighting training program. He built the helicopter training aids and the prac-

tical exercises that went with them. This program was the first helicopter fire fighting system approved outside of the Military Sealift Command for the maritime commercial sector. His main concern was the safety of the students. He made sure that all of the equipment was safe and that every student had a chance to do all the fire fighting practical skills required in shipboard fire fighting.

"More than 20,000 students went through the fire school while Bobby was there," continued Mason. "Student course evaluation forms often mentioned Bobby's name as a good instructor who cared about everyone knowing their fire fighting skills. Bobby told the students many times, 'If you know your skills and take care of the fire fighting equipment it will take care of you in an emergency.' He was always positive in his approach to work and life. The Seafarers he trained are better men and women because of Bobby Dean."

"Bobby always did everything better than you would expect," said longtime friend and Paul Hall Center Safety Director Jimmy Hanson. "He always had everything ready to go 110 percent of the time. He always made sure everyone got the best he could give. We will all miss Bobby, but I will miss a lifelong friend and companion who could never be replaced."

Bobby Dean is survived by his wife Linda and three children.

Honoring Brother Toomey's Wishes



On June 25, the ashes of the late Seafarer John Toomey were scattered in the Chesapeake Bay between Calvert Cliffs, Md., and Solomons Island, in accordance with his wishes. A memorial ceremony took place aboard the SIU-crewed *USNS Seay*, as shown in these photos. Capt. Rich Malloy (second from left in both photos) conducted the ceremony – a fitting development since both John Toomey and his widow, former Seafarer Barbara Toomey, had sailed with Malloy aboard the *Wright*. The captain gave Barbara a framed chart showing the latitude and longitude where the ashes were committed, and also supplied a video of the ceremony. Brother Toomey passed away in 2008. He upgraded to third mate at the Paul Hall Center for Maritime Training and Education, and sailed in that capacity on his final ship, the *Maersk Virginia*.



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.

For a list of upcoming course dates, see page 21.

Welding

Designed for the otherwise experienced workboat engineer with little or no practical welding skills, this 70-hour course provides the engineer with the welding skills necessary to accomplish basic temporary or emergency repairs while underway and assist in planned boat or barge maintenance. Topics include welding safety, oxyacetylene operations, and stick electrode arc welding. Welding proficiencies include welding positions, weld types and various applica-

tions. The emphasis is on typical workboat or barge repairs. Prerequisites are the general admission requirements.



Family Shows Support at Graduation



It's a long way from Hawaii to Piney Point, Md., but that didn't stop the family of Seafarer Nofoaali Aiaga (fourth from left) from attending graduation ceremonies last month at the union-affiliated Paul Hall Center for Maritime Training and Education. Aiaga in mid-August graduated from the third phase of the unlicensed apprentice program. A ceremony took place at the southern Maryland campus. Joining him all the way from Hawaii to celebrate the achievement were (from left) Fatalupe Tavita (an aunt), Suva Aiaga (mom), Christina Aiaga (sister), Wray Schwenke (uncle), Tamara Haro (cousin) and Abigail Timoteo (cousin).



Union members meet in Baltimore to discuss health care reform and the Employee Free Choice Act.

Seafarers Join Town Hall Meeting, Rally in Baltimore

Hundreds of union members, including many Seafarers, gathered at a town hall meeting and rally July 27 in Baltimore supporting the Employee Free Choice Act and health care reform. The meeting was sponsored by the Metropolitan Baltimore Council of AFL-

CIO unions. Participants had the opportunity to speak with two members of the U.S. House of Representative from Maryland – Rep. John Sarbanes and Rep. Dutch Ruppersberger – and with various union officials. Following are some photos from the event.

Maritime Briefs

Agency Launches Online Tool For Credential Verification

The U.S. Coast Guard recently announced the debut of a web-based tool designed to provide information on the validity of merchant mariner credentials (MMCs). It is available to individual mariners, employers and port state control officials.

According to the agency, the mariner credential verification tool was created following Operation Big Tow, a marine safety operation focused on ensuring that uninspected towing vessels are being operated by properly licensed individuals.

To access the tool, go to the following web address: <http://homeport.uscg.mil/mmcv>

That page includes a drop-down menu offering different ways to get started in verifying the validity of an MMC (via, for instance, mariner reference number or last name, date of birth and last four digits of the mariner's Social Security number).

The Coast Guard noted that data released by this tool "is limited to what is contained on the actual credential."

Specific questions regarding a mariner credential may be directed via e-mail at IASKN-MC@USCG.MIL / or by phone at 866-IASKN-MC. Feedback regarding the tool itself may be submitted via the NMC website link: http://www.uscg.mil/nmc/contact_iasknmc.asp (select web site under the category drop-down menu).

DOT Announces Final Rule On Return-to-Duty Testing

The U.S. Department of Transportation (DOT) has announced that the start date for mandatory direct observation for return-to-duty and follow-up testing is Aug. 31, 2009. The provision calling for direct observation was

opposed by organized labor and had been stayed by a federal court order in November 2008, but the stay was lifted in July.

When announcing the final rule, the DOT noted, "Some employers and labor organizations may have entered into collective bargaining agreements that prohibit or limit the use of [direct observation] collections in return-to-duty and follow-up testing situations. When this final rule goes into effect, conducting all follow-up and return-to-duty testing using [direct observation] collections will be a requirement of Federal law."

New Medical Evaluation Forms Available on NMC Web Site

The Coast Guard's National Maritime Center (NMC) is releasing new versions of the forms CG-719 K (Merchant Mariner Credential Medical Evaluation Report) and CG-719 K/E (Merchant Mariner Evaluation of Fitness for Entry Level Ratings). The forms were expected to have been available on the NMC web site www.uscg.mil/nmc "for familiarization purposes" no later than Sept. 1 (after press time). Mariners may use the new forms beginning Oct. 1, 2009, though they may continue using the old ones through the end of this year.

U.S. Coast Guard Capt. David Stalford said the new forms are designed for use (by mariners and physicians) in conjunction with the Navigation and Vessel Inspection Circular (NVIC) covering medical and physical evaluation guidelines for mariner credentials.

The CG-719 K/E should be used only by mariners seeking an entry-level credential. This form is limited to applicants for the following rating endorsements: ordinary seaman, wiper, or steward department (food handler). The CG-719K should be used for all other endorsement applications.



U.S. Rep. Dutch Ruppersberger (D-Md.) greets trainees from the Paul Hall Center.



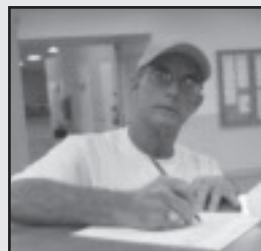
AFL-CIO health care reform expert Nick Unger (left) and U.S. Rep. John Sarbanes (D-Md.) were two of the speakers during the rally.



President of the Metropolitan Baltimore AFL-CIO Ernie Grecco (seventh from left) meets with unlicensed apprentices from the SIU-affiliated Paul Hall Center and with Port Agent Pat Vandegrift (fourth from left).



AB David McGrew, Recertified Bosun Barry Carrano



AB Dale McKelvie



Recertified Bosun Thomas Vain

Jacksonville-Area Members Back 'Belated Thank You'

More than 70 SIU members at the Jacksonville, Fla., hall recently signed a letter urging support of the Belated Thank You to the Merchant Mariners of World War II Act. Some of those members are shown in the accompanying photos, taken in early August.

The legislation calls for compensation to World

War II-era mariners or their surviving spouses. It passed in the House of Representatives earlier this year. The letter was coordinated by the St. Johns River Chapter of the American Merchant Marine Veterans (AMMV) and then was sent to U.S. Senator Bill Nelson (D-Fla.), asking for his backing.





APPRENTICE EXCELS ABOARD TEXAS CITY – These snapshots of Unlicensed Apprentice Kelvin Fussell Jr. were submitted by “impressed shipmates” who commended the Phase II trainee’s work aboard OSG’s *Overseas Texas City*, a tanker. Among other accomplishments, according to his fellow mariners, Fussell recently completed deck department requirements including cleaning and inspecting the shipboard compactor along with other duties in accordance with the company’s waste management program. During off time, he periodically honed his basketball shooting skills on a portable hoop.

SAILING ABOARD NEW TANKER – This summer, Seafarers welcomed the OSG-operated *Overseas Nikiski* into the union-contracted fleet. The new tanker is one in a series of Jones Act vessels being built at Aker Philadelphia Shipyard. Pictured above during the *Overseas Nikiski*’s maiden voyage are (from left) Chief Cook Enrico LaMarca, SA Justo Flores and Recertified Steward Joe Emidy.

At Sea And Ashore With the SIU



DOCKING IN JACKSONVILLE – These photos were taken aboard the *Horizon Trader* when the vessel recently docked in Jacksonville, Fla. Some of the SIU crew aboard the Horizon Lines ship posed for the group photo while Recertified Steward Kevin Dougherty prepared breakfast.

HAPPY RETIREMENT TO BROTHER GOLDY – SIU members recently wished a happy retirement to fellow Seafarer Tom Goldy, whose career with Crowley at Petty’s Island spanned more than 22 years. Seafarer Robert Weinhardt submitted these two photos (the one above shows the new retiree with SIU Philadelphia Port Agent Joe Baselice) and pointed out Goldy never missed a day of work due to injury. Weinhardt added, “Anyone who knows Tommy knows his passion for the caulk gun. He (photo at right) could completely rebuild an entire trailer if he had enough tubes of caulk.”



KUDOS TO GALLEY GANG – The master of Matson’s *Moku Pahu* recently commended the work of Recertified Steward Tony Pizzuto and Chief Cook Dorthy Pizzuto, pictured here during a summer voyage. Capt. Anderson said the Seafarers “have done a fantastic job this trip.... The quality of the food has been superb the entire voyage and the storerooms always immaculate. They already enjoy a good reputation and it is richly deserved.”



SALUTING 30 YEARS OF SERVICE – Seafarers and Crescent Towing officials recently honored Boatman Gerald Beuk, who is calling it a career after 30 years on the job. The deck-department Seafarer received a ship’s wheel during a gathering aboard the Crescent tug *Alabama* in Mobile, Ala. Pictured from left to right in the group photo above are SIU members Chris Walker, Beuk, Bo Tucker, SIU Port Agent Tony Elliott and Seafarer Mike Yarborough. Shown in the photo at right are Beuk (center) with Crescent officials Tadd Willcutt (left) and Tom Lambard.





The crane ship *Cornhusker State* arrives at U.S. Naval Station Guantanamo Bay, Cuba, on June 5. (U.S. Navy photo by Mass Communication Specialist 1st Class Brian A. Goyak)

Seafarers-Crewed Ships Assist in JLOTS

USNS Seay, Cape May, Cornhusker State Sail for Military Exercise

Three Seafarers-crewed vessels recently participated in the U.S. military's most recent "joint logistics over the shore" or JLOTS exercise.

The *USNS Seay*, *Cape May* and *Cornhusker State* played important roles in the operation, which took place from May to mid-July. This year's JLOTS training involved practicing the delivery of materiel and humanitarian cargo from a vessel at sea to the shore without permanent port facilities.

"For this year's exercise at Camp Lejeune (N.C.), the Military Sealift Command large, medium-speed, roll-on/roll-off ship *USNS Seay* carried more than 60,000 square feet of Army cargo, including containerized supplies, Humvees and other vehicles from Norfolk Naval Station to an anchorage two miles off of the coast of Camp Lejeune," MSC reported. "The ship is usually kept in reduced operating status at a layberth in Baltimore, but with orders to activate, the ship was crewed and underway for the exercise. *Seay's* civilian mariners offloaded and re-loaded cargo from the ship for the Camp Lejeune exercise June 14-19."

The agency noted that the Seafarers and other mariners aboard the *Seay* worked side-by-side with Navy and Army personnel "to ensure a safe offload of the cargo."

"I monitor the speed of vehicles driving off of the ship and make sure that everyone is operating safely," AB **Samantha Murphy-Ortiz** told MSC.

Capt. Richard Malloy, the ship's master, stated, "I have a very experienced crew. We've been out here working nonstop with the Navy and Army to ensure that we are able to conduct the whole evolution safely."

MSC further noted that the heavy lift vessel *Cape May* delivered most of the equipment needed to construct the floating and fixed platforms used in the exercise. The U.S. Transportation Command (TRANSCOM) "ordered the activation of the ship, which is ordinarily pierside in reduced operating status as part of the Maritime Administration's Ready Reserve Force. The ship comes under MSC's

operational control when activated..."

A second RRF asset, the crane ship *Cornhusker State*, was activated to deliver cargo for the JLOTS component at Guantanamo Bay, including items needed to construct a temporary fixed pier and some Army rolling stock offloaded as part of the exercise.

"JLOTS is an important exercise because U.S. armed forces may be required to deliver disaster relief or humanitarian assistance to a port that has been damaged," said JLOTS Task Force Commander Army Col. Chuck Maskell. "With this capability we can still bring the cargo into distressed areas."



The LMSR *USNS Seay* conducts operations supporting military exercises at Camp Lejeune, N.C. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Stratton)



A sailor from the Navy's Beachmaster Unit Two signals from shore to the Improved Navy Lighterage System (INLS) causeway ferry June 18 at Camp Lejeune's Onslow Beach. The Seafarers-crewed *USNS Seay* is on the horizon. (U.S. Army photo by Michael Petersen)

In this mid-June photo taken at Guantanamo Bay, Cuba (above left), the Seafarers-crewed *Cornhusker State* lifts cargo from its deck for use in JLOTS 09 (U.S. Navy photo by Mass Communication Specialist 2nd Class Meranda L. Keller). In photo at above right, Mariners and military personnel team up as materiel is moved from the *Cornhusker State* to the deck of the U.S. Army landing ship *USAV Aldie* at Guantanamo Bay. (U.S. Navy photo by Mass Communication Specialist 1st Class Brian A. Goyak)



The *Cape May* played a key role in this year's JLOTS exercise.



STOS Brandon
G Force's voya
its way down th



The docks at the Paul Hall Center for Maritime Training and Education were a flurry of activity July 28 when the school's new training vessel, the *G Force* arrived. Clockwise from directly above, Paul Hall Center Vice President Don Nolan greets Capt. Mel Stackpoole shortly after he completed the voyage from Florida. The *G Force* looks "right at home" in its new spot in the school's docks near the TRC Hotel. A state of the art bridge, two 450 horsepower 3406 Caterpillar engines and a well-equipped galley are a few of the new vessel's amenities.



New Training At SIU-Affili

A momentous signpost was realized recently by the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) with the arrival of its new training vessel, the *G Force*.

The vessel, a 66-foot Custom Trawler Tug, tied up at the Piney Point, Md.-based facility July 28 following a four-day voyage from the Everglades, Fla. Crewed by Great Lakes Capt. Mel Stackpoole and two Apprentices **Chuck Murphy** and **Brandon Braam**, the *G Force* was greeted with a fanfare of a large contingent of school officials, staff and trainees. The vessel during her voyage was PHC Safety Director Jimmy H.

The *G Force* will replace the *Osprey*, the wooden-hulled vessel that served as the school's training vessel for nearly 20 years. Her arrival was a joint effort launched by union and school officials more than one year ago to upgrade the quality of the institution's training vessel.

"It took a long time to get the agreement done for the school to purchase the *G Force*," SIU President Michael Sacco told rank-and-file members during an August membership meeting at Piney Point. "A lot of work and negotiations were involved, but everything finally fell into place and we are all proud because it's one really fine training vessel."

PHC Vice President Don Nolan echoed the view voiced by Sacco, noting, "We've needed to upgrade our capability in this area and the new vessel meets our needs in a number of ways and we're delighted to have her aboard."

The officials, instructors and staff of the Paul Hall Center for Maritime Training and Education recognize and thank the following SIU-contracted companies and labor-friendly organizations that provided financial support in this effort. These included: Alaska Tanker Company, American Marine, American Roll On/Roll Off Carrier, American Shipping Company, Crowley Maritime Corporation, Horizon Lines, International Maritime Corporation, Maersk Line Limited, OSG America, Pacific Gulf Shipping Company, Chas. Kurz & Co., Inc. (on behalf of Phil Fisher from Keystone Foundation).

A steel-hulled vessel, the *G Force* has a beam of 20 feet, a maximum draft of five feet. She is equipped with two 450 horsepower Caterpillar engines which can reach a top speed of 10.5 knots. The vessel features a fly-bridge with an enclosed pilothouse which is equipped with



Specially Trained Ordinary Seamen Chuck Murphy (right) and Brandon Braam disembark from the *G Force* shortly after her arrival in Piney Point, Md. In photo at above right, Capt. Mel Stackpoole stands with PHC Vice President Don Nolan (center) and PHC Safety Director J.C. Wiegman aboard the vessel. SIU President Michael Sacco (at immediate right) joins Nolan and Capt. Jack Russell (at immediate left) aboard the new training vessel.



London Braam (left in photo at far left) chats with Paul Hall Center Safety Director Jimmy Hanson during the voyage to Piney Point. The vessel nears the docks in Piney Point (photo at immediate left) after making a round trip from the bay to Piney Point.

Training Vessel Makes Debut Affiliated Paul Hall Center

SIU-affiliated Paul Hall Center has announced the acquisition of its new training vessel.

The vessel, the *G-Force*, is docked at the pier of the Piney Point Marina, owned by Stackpole, and Phase III of the Paul Hall Center. The *G-Force* arrived to the pier on July 25 with 12 trainees. Also aboard the vessel is Paul Hall Center Safety Director Jimmy Hanson.

The vessel is a 34-foot Sea Ray motorboat that has served the Paul Hall Center for many years. Its arrival culminated a search for a platform to house the school's training program.

"This vessel is a long-awaited and welcomed addition to our training program," Wiegman continued. "Our previous training vessel (the *Osprey*) had reached the end of its service life."

"The *G-Force* is a giant step forward for us," Wiegman concluded. "Its modern equipment and systems will add significantly to our capability to instruct trainees in all three shipboard departments."

The vessel will be renamed during a ceremony later this year. The vessel is a 34-foot Sea Ray motorboat that has served the Paul Hall Center for many years. Its arrival culminated a search for a platform to house the school's training program.

The vessel is a 34-foot Sea Ray motorboat that has served the Paul Hall Center for many years. Its arrival culminated a search for a platform to house the school's training program.



London Braam (right in photo above) and Paul Hall Center Safety Director Jimmy Hanson (left) chat after the vessel docked at Piney Point. PHC Director of Training J.C. Wiegman (left in photo at immediate left) and Paul Hall Center Safety Director Jimmy Hanson (right in photo at immediate left) will go for a cruise on the

components including: Raymarine E80, Raymarine GPS sensor RS125, Furuno GPS GP32 Navigation Station, Simrad auto pilot AP35, Commercial air controls, Raymarine digital sounder and much more.

The *G-Force* has three staterooms, can sleep six and has three bathrooms. Its galley is equipped with all new appliances including a chest freezer, refrigerator, ice-maker and microwave. Several 26-inch flat screen LCD televisions adorn the galley and staterooms.

The *G-Force* should be fully on-line for integration into the school's training program in the next 90 days, according to PHC Director of Training J.C. Wiegman. Prior to being used as a teaching vessel, she must first undergo a rigorous certification process by the U.S. Coast Guard, Wiegman said, but after that "we'll have a go" on all systems.

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"The *G-Force* is a giant step forward for us," Wiegman concluded. "Its modern equipment and systems will add significantly to our capability to instruct trainees in all three shipboard departments."

The vessel will be renamed during a ceremony later this year.



STOS Chuck Murphy poses on the bridge of the *G-Force*. Murphy helped rescue three distressed mariners during the vessel's voyage to Piney Point, Md., from Port Everglades, Fla.

Trainee Learns Value of Being Observant While Standing Watch

The keen eye of a Phase III trainee from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., complemented by the professionalism of his vessel captain recently ward off potential disaster for three distressed sailors.

During the late evening hours of July 25 while standing watch on his docked vessel, STOS **Chuck Murphy** learned firsthand the importance of being observant and wide awake while on duty. Murphy, while standing watch aboard the *G-Force* in a marina situated along the coastal waterway on the Alligator River in North Carolina, detected a vessel—a 34-foot Sea Ray—underway and moving precariously close to the rock-strewn shoreline leading to the marina.

"At 23:20, I noticed a vessel close to the rocky shoreline and clearly in danger of running aground hard," Murphy said. "There were three young men aboard and they could not find the channel markers to the entrance of the marina."

As the situation unfolded, Murphy said one of the young men jumped overboard and began to make his way ashore. "At this point, I woke up Capt. Mel Stackpole and he took the situation in hand. The captain turned on our navigation lights to guide the ship into the entrance. I verbally directed the young man who had jumped overboard ashore while Captain Stackpole safely guided the vessel into a slip at the marina."

By the time the vessel was safely in the marina, Murphy said one of its passengers already had dialed 911 and a search and rescue helicopter from the U.S. Coast Guard (USCG) was dispatched to the scene. A USCG vessel also had been launched from the nearest station.

"As the helicopter circled the area in a tight pattern, Captain Stackpole established radio contact with the Coast Guard," Murphy recalled. "He asked them to call off their search, stating that we already had all passengers accounted for and the vessel safely docked."

"Captain Stackpole calmed the vessel owner (the young man who had jumped overboard) down and formulated a plan of action for first light," Murphy continued. "He then told the young man to get some rest. The two other passengers from the vessel left the marina and went about their respective ways."

Murphy then resumed his watch while staying in contact with the Coast Guard

and proving them with information as needed. "The helicopter pilot called and thanked us for having our lights on," Murphy said. "They (the *G-Force's* lights) were the only point of reference that the pilot had in the dark marina."

Murphy said the *G-Force* also received calls from the captain of the USCG rescue ship which had been deployed as well as the area Coast Guard Commanding Officer. "The rescue ship's captain thanked us for saving them a long trip and the commanding officer contacted us to find out who we were," Murphy said. "I informed him that we were a merchant marine training vessel for the SIU in Piney Point, Md., making our way up the intercoastal. They all were impressed with our captain's quick and professional actions and offered praise."

The following morning, the owner of the rescued vessel came aboard the *G-Force*. "Over breakfast, Captain Stackpole explained to him that we would do an inspection of his vessel, help him fuel up," Murphy said. "The captain also told him that we'd guide him to his destination which happened to be along our course. Since he had no radio aboard his vessel, Captain Stackpole also provided him with a hand-held radio so we could maintain communications."

Later that morning (July 26) the *G-Force* got underway and resumed its voyage towards Piney Point with the rescued vessel and its owner following closely behind. Murphy said the small vessel reached its destination without further incident. Along the way, Murphy reflected back over the events that took place during the previous 24 hours.

"There is no doubt in my mind that Captain Stackpole saved those young men from serious danger," Murphy said. "Of equal significance, the *G-Force's* lights guided them to safety and the Coast Guard helicopter to the scene."

Up until the time of the rescue, Murphy said he always thought that standing watch was only necessary for the physical safety and security of the vessel he was on. But now that line of thinking has completely changed.

"I really learned a serious lesson on the importance of being observant on watch; not only for the safety of my ship but also for the

safety of anyone else in the area who might need your assistance," he concluded. "Being on watch is a responsibility and being able to help someone in their time of need is a privilege."



STOS Chuck Murphy (right) laughs it up with one of the young men he helped rescue along the Alligator River in North Carolina.

Modern Saga Triggers Shipboard Memories

Retiree Legere Recalls Difficult 1946 Voyage Aboard Liberty Ship

Editor's note: The following story and accompanying photos were submitted by retiree Joseph R. Legere, who sailed with both the NMU and SIU beginning in the mid-1940s. Brother Legere also shared some of his shipboard memories in an article that was published in the May 2008 edition of the Seafarers LOG. These are his recently written memories of a voyage that took place 63 years ago, so any mistakes in the details need not be brought to his attention.

A few months ago, I followed the news about the *Maersk Alabama* and was glad to see the situation ended right for our mariners and ship. I sailed no more after May 1953 and was kind of in awe at how much a merchant crew had "downsized" since then.

Enclosed is a photo of one Liberty ship I sailed on from June to August of 1946: the *SS Newton D. Baker*. We had a crew of 36 from the captain on down and were sailing two men short (one ordinary seaman and one wiper). The Liberty was a smaller ship than the *Maersk Alabama* by about 68 feet and 25 feet less at beam (and tonnage displacement about 2,755 less). Of the 10 ships I sailed on, this was the only one for which I recorded crew names, and this was the only trip I made on it.

Enclosed also is a copy of ship's discharge and a photo of me and the one wiper. I'm the skinny guy – just turned 18 two days before signing on the ship. I also had registered for the draft in Baltimore.

The *SS Newton D. Baker* was my fifth ship sailing as fireman/watertender or oiler (mostly fireman/watertender). Starting Sept. 15, 1944 in a maritime school in St. Petersburg, Fla., I was sailing through NMU halls the first six ships. The seventh through 10th ships I was with the SIU. Between the sixth and seventh ships I came ashore and worked for Florida Power and Light Co. in south Florida for a few years, in their steam electric power stations.

But, back to the Liberty ship. We loaded a full load of coal for Aarhus, Denmark. A Dane took the photo of our ship in port, then came aboard and sold the photos to us.

The *SS Baker* was operated by Luckenbach Steamship Co. Our trip over went well – we had to stop at the Orkney Islands to get a chart on areas of the North Sea that were cleared of mines. We then went to Denmark.

I guess it was the next day or so, I was the fireman/watertender on the 4-to-8 watch. It was just after 7 a.m. and I was looking forward to eggs, potatoes, toast and coffee. Suddenly, I smelled smoke. At first, I thought it could be galley smoke, but it didn't smell like coal smoke. (All Liberty ships came out



The Liberty ship *SS Newton D. Baker* unloads coal in Aarhus, Denmark, in July 1946.

of the yards with coal-burning cook stoves.) It turned out that the smoke wasn't coming from the galley but instead from the back end of that triple expansion steam engine!

I yelled for the first engineer – my watch engineer. He came from port side, the boiler feed pump and main circulation pump area. He grabbed the throttle valve to the main engine and slowed it to dead slow. I had to cut out fires in both engines, save one in each. After doing this, I looked closer and saw the smoke was coming from the L.P. crosshead bearing.

As the engine kept moving (slowly going up and down), the chief engineer came down and called up to the captain, informing him we had to stop the engine to fix it – and that it could be done at sea. Keep in mind we were in the North Sea going with wind and current among possible floating mines, with 10,000 tons of coal aboard.

The captain put out "extra eyes" to scan the choppy sea for mines. I had no idea what could be done if any were spotted; the Navy already had taken the guns off. The captain may have had an Army .45 caliber pistol.

Fortunately, there was not any of that kind of excitement. A lot of action took place in the engine room, though. Before stopping the main engine, the auxiliary steam condenser had to be put in service along with all auxiliary steam operating pumps and steam engine drive generators. The exhaust steam from this equipment had to be switched over to auxiliary steam condenser and out of the main condenser. The main engine jacking gear was engaged so the L.P. crosshead came up to a position where men could get wrenches on nuts to dismantle the bearing. The bearing in question was the L.P. crosshead inboard bearing.

The cause? Back during the war, rags were hard to come

by, so textile companies pressed up in bundles floor sweepings called "waste." These were used on ships as rags. In the engine room, we would tear a hunk of this stuff off the bundle to wipe oil off of our hands, but it wasn't like a rag. This stuff would come apart and fall away in pieces. A chunk of it was found in the bottom of an oil cup plugging up oil flow to that LP inboard bearing. We were very lucky it didn't fall into the oil cup to the inboard L.P. crank pin bearing. Chief Engineer Lewis M. Free and his engineers made that repair in about five hours.

We made Aarhus okay, but unloading the coal took some time. It came aboard by conveyor belts in Baltimore. Now, it was unloaded by a single bucket crane on dockside rails, one hold at a time. This was a nice sea port – pretty country, clean, and the people were very nice and friendly.

The ship came home with no payload but all the while, we burned 30 tons a day of fuel. About two days' travel time west of England, an auxiliary steam line from the port boiler blew out a gasket at a flanged joint on the bulkhead, forward side of the port boiler at catwalk level, just above the floor plates.

Chief Free told the captain it had to be fixed – this line fed the engine's running DC generators. He told the captain we could return to port in England and lose that sea time (by running back) or let him and his engineers repair the line at sea. He said they could repair it, but we would be dead in the water with no generators (no lights).

The captain gave the go-ahead to kill the plant. The next morning the engine was shut down and all auxiliary pumps and generators secured. The boilers were secured and bottled up with a full head of steam. The weather was fantastic for the North Atlantic – much better than our North Sea shutdown. Liberty ships had no diesel engine generators, so work was done by flashlight.

Chief Free had prepared a fired-up blacksmith forge that was in the tool locker, using coal from the cook's coal bin, and had it down in the fire room floor plates. When the bolts were removed from the flanged joint, the line sprung apart several inches. He took out a length of this pipe and down to the floor plates where the forge was. He heated it until he could bend it and put an offset bend in the pipe so that faces of flanges came together more "true," installed new gaskets and bolted together the flanged joints. He opened the steam stop valves on the boilers and brought the engine room back to life. We were under way again before lunch.

And that was my one trip aboard the *SS Newton D. Baker*. Needless to say, I thought she should have been called *Jonah*. At least she brought me back to Baltimore, my "home" port even though I lived in West Palm Beach, Fla.

Shipping was very good back in Baltimore in 1945, 1946 and 1947. By 1952-53 shipping had slowed a bit and crews had shortened some. There was talk of cutting the steward-department crew. Now, more people must be doing other jobs in "dual hat" positions.

Serial No. G 4489714 NCO USA Rev. 6-25-45	UNITED STATES COAST GUARD Certificate of Discharge	
	Name of Seaman	JOSEPH R. LEGERE (In full)
	Citizenship	USA
	Rating	F.M.W.T. (Capacity in which employed)
	Date of Shipment	6/19/46
	Place of Shipment	BALTIMORE
	Date of Discharge	AUG 7 46
	Place of Discharge	BALTIMORE
	Name of Ship	S.S. NEWTON D. BAKER
	Official No.	243064
Class of Vessel	STEAM (Steam, Motor, Sail or Barge)	
Nature of Voyage	FOR. (Foreign, Intercostal or Coastwise)	

Signature of Seaman: Joseph R. Legere
 Signature of Master: Willy Bergme
 Dated this 7th day of Aug 1946
 NOTE - Whenever a master performs the duties of the shipping commissioner under this act, the master shall sign the certification on the line designated for the shipping commissioner's signature.



Legere (right in photo at right) and Wiper Robert Metcalf are pictured aboard the vessel. Legere was 18 years old and Metcalf 17. Retiree Legere kept his discharge (photo above) from a 1946 voyage that included many challenges.

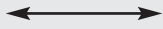
American Merchant Marine Veterans Provide History Lesson To Students

Mark Gleeson and Walt Luikart of the American Merchant Marine Veterans (AMMV) earlier this year talked to a group of juniors majoring in history at Westminster College in New Wilmington, Pa. (roughly 50 miles north of Pittsburgh). They discussed different aspects of the U.S. Merchant Marine and American shipbuilding in World War II. The students are pictured at right. Westminster College was one of the schools after which the World War II-era Victory ships were named – and Luikart was a member of the first crew of the *Westminster Victory*. The campus includes a veterans' monument that mentions the U.S. Merchant Marine. Gleeson noted that he gave each student a "Battlin' Pete" patch (the service patch of the U.S. Merchant Marine, created by Walt Disney Studios in 1944) and a monkey's fist key chain (made by Hilary Makowski, head of the Pittsburgh chapter of the Armed Guard).



Seafarers International Union Directory

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David Heindel, *Secretary-Treasurer*
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 Santurce, PR 00907
 (787) 721-4033

ST. LOUIS/ALTON

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 (314) 752-6500

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's Note: This month's Inquiring Seafarer question was asked to Seafarers in Piney Point, Md., and Houston.

Question: What are some of the things you enjoy about your profession?

Rick James, *Recertified Bosun (Piney Point)*



My favorite aspect of sailing is the ability to go to different places around the world and meeting different people. Getting a new perspective about cultures and customs from around the world.

AB Marie Acosta, *AB (Piney Point)*

I started as a Seafarer for NCL America and joined the SIU early in the year 2005. The freedom I have, the instruction I've been receiving from (the SIU-affiliated) Paul Hall Center, and the people I work with are the greatest.



Your pocket may be full, but I have the gold in my pocket working in paradise: Hawaii.

Felix Garcia, *AB (Piney Point)*

Being a Seafarer has been a gateway for a series of life-changing experiences.



Aside from the obvious reasons we obtain a job, being a Seafarer has given me the blessing of seeing things many people never get to see in their lifetimes. In the process, I've met an assortment of great individuals, not just at sea but at some of the destinations we visit.

Kenric Henry, *AB (Houston)*

I like being on the ship but I enjoy the job as a whole. I also like being off, having vacation at different times. I've never had a problem on the ships and I've learned a lot from different bosuns. There may be other opportunities that are non-union, but I don't want to have anything to do with them.... Eventually I want to move up and get a license. I've been to Piney Point five or six times, and every time I go there, I like it even more.



Kenneth Benton, *STOS (Piney Point)*

I like the sense of pride that it gives me, being in the U.S. Merchant Marine, and the financial stability that it gives me. And the travel, of course.



Dannal Williams, *OS (Piney Point)*

I like to travel and I enjoy working amongst people, being part of a team effort. I like the money but I also believe our work is important.



Terry Fowler, *Chief Cook (Houston)*

I like the travel. They are right in saying, 'Become a Seafarer and see the world.' I really enjoy going to places such as Saipan and the Philippines and doing a little beachcombing. I like being at sea and seeing other ships, but it's really relaxing and laid back to sit on a beach and see them on the horizon. In the Philippines, I got engaged to a very committed woman who understands my life as a Seafarer and my commitment to going to sea.



Pics-From-The-Past



Former Seafarer Leland Crawford submitted these photos of training vessels and other waterfront sites at the union-affiliated school in Piney Point, Md., as they appeared in 1974. That's the year Crawford graduated from the trainee program. "I still have the certificate from the school as well as from the fire fighting terminal in New Jersey (where students in those days travelled for fire fighting training)," he wrote. "My memories are with Pier 45, living on the *Dauntless* and going to classes. My first job was on an oil tanker out of Port Arthur, Texas. I remember hanging off the port side of a ship, as green as can be, but they're still very fond memories. In return, I have sent these photos from the past. I hope the other readers enjoy them like I have enjoyed them."



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.



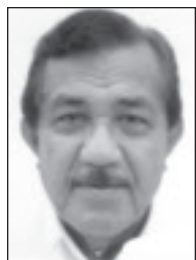
DEEP SEA

RAMLI SULAIMAN

Brother Ramli Sulaiman, 69, became an SIU member in 1991. His earliest trip to sea was aboard the *Horizon Hawaii*. Brother Sulaiman attended the maritime training center in Piney Point, Md., on numerous occasions. His most recent voyage was on the *Alliance Norfolk*, where he sailed as a member of the engine department. Brother Sulaiman was born in Indonesia but calls New York home.

EDDY USMANY

Brother Eddy Usmany, 69, joined the union in 1986 while in the port of New York. He initially sailed aboard the *USNS Bowditch*.



Brother Usmany often attended classes at the Seafarers-affiliated school in Maryland. Brother Usmany, a

native of Indonesia, shipped in the steward department. He was last employed with Marine Personnel & Provisioning Inc. Brother Usmany lives in Palm Coast, Fla.

FARID ZAHARAN

Brother Farid Zaharan, 66, started shipping with the Seafarers in 1970 while in the port of New Orleans. His first voyage was on a Michigan Tankers vessel. Brother Zaharan, who sailed in both the steward and engine departments, was born in Afghanistan. He frequently took advantage of educational opportunities available at the Paul Hall Center in Piney Point, Md. Brother Zaharan's final ship was the *ITB Philadelphia*. He resides in Terrytown, La.



INLAND

FRANK LYONS, JR.

Brother Frank Lyons, Jr., 62, signed on with the SIU in 1996 in the port of Philadelphia. The Pennsylvania native shipped in the deck department. Brother Lyons sailed with Crowley Liner Services for the duration of his career. He is a resident of Willingboro, N.J.

NAD MIYASATO

Brother Nad Miyasato, 58, was born in Honolulu. He began sailing with the union 1980. Brother Miyasato primarily worked in the steward department aboard vessels operated by Allied Transportation Company. He

upgraded his skills on two occasions at the maritime training center in Piney Point, Md. Brother Miyasato settled in Grandy, N.C.

RICHARD ROBINSON

Brother Richard Robinson, 62, joined the SIU ranks in 1971 while in the port of Norfolk, Va. He originally shipped on a vessel operated by Gulf Atlantic Transportation Corporation. Brother Robinson is a Kentucky native. He attended classes often at the union-affiliated school. Brother Robinson most recently worked with OSG Ship Management. He makes his home in Chesapeake, Va.

WILLIAM THOM

Brother William Thom, 62, became a union member in 1970. He initially was employed with Brooklyn Eastern District Terminal.



Brother Thom worked in both the inland and deep sea divisions. In 2000, he visited the Piney Point school

to enhance his seafaring abilities. Brother Thom was a member of the deck department. His last ship was the *USNS Potomac*. Brother Thom lives in Brooklyn, N.Y.

PAUL TYSON

Brother Paul Tyson, 78, donned the SIU colors in 1988. His first vessel was the *USNS Stalwart*. Brother Tyson sailed in the engine department. He upgraded his skills frequently at the Paul Hall Center. Brother Tyson's final trip was with Crowley Towing & Transportation of Jacksonville, Fla. He calls Orange Park, Fla., home.

JOE WILSON

Brother Joe Wilson, 64, started sailing with the union in 1979 from the port of Wilmington, Calif. He originally sailed aboard the *Santa Mercedes*. Brother Wilson was born in South Carolina. His most recent trip was on a Crowley Towing & Transportation of Wilmington vessel. Brother Wilson, who sailed in the deck department, is a resident of Moreno Valley, Calif.

JOHN ZELLER, JR.

Brother John Zeller, Jr., 62, signed on with the SIU in 1973 while in the port of Baltimore. He first worked with Charles H. Harper &



Associates. Brother Zeller, who sailed in the deck department, was born in Maryland. He was last employed aboard a Moran Towing of Maryland vessel. Brother Zeller continues to live in his native state.

NATIONAL MARITIME UNION

RAMON ALVAREZ

Brother Ramon Alvarez, 65, joined the NMU in 1966 in the port of New York. His first ship was the *Flying Cloud*; his last the *Export Patriot*. Brother Alvarez, who sailed in the deck department, was born in Puerto Rico. He resides in Philadelphia.

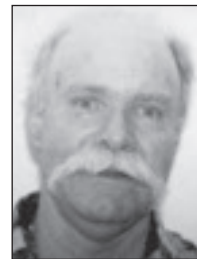
ALONZO HOPKINS

Brother Alonzo Hopkins, 67, became an NMU member in 1973. He initially sailed from Corpus Christi, Texas. His first voyage was aboard the *Tyconoga*. Brother Hopkins was born in San Jose, Calif., and sailed in the steward department. His final trip was on the *Alaska*. Brother Hopkins makes his home in Las Vegas.



MICHAEL LEE

Brother Michael Lee, 67, was born in New York. He began sailing with the union in 1989 while in the port of Seattle. Brother Lee, who sailed in the deck department, initially was employed aboard the *Texaco Florida*. He most recently sailed on the *Prince William Sound*. Brother Lee settled in Bremerton, Wash.



LAWRENCE MEERS

Brother Lawrence Meers, 65, donned the NMU colors in 1980 while in San Pedro, Calif. The deck department member's first trip was aboard the *Coronado*. His last voyage was on the *Thompson Lykes*. Brother Meers continues to live in his native state of New York.



CHARLES PALMER

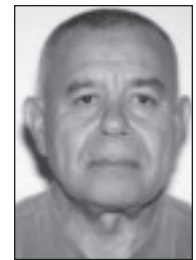
Brother Charles Palmer, 65, joined the NMU in 1968 in the port of New Orleans. He was born in Nicaragua. Brother Palmer originally shipped aboard the *Gulf King*. He was a member of the deck department. Brother Palmer is a resident of New Orleans.

ANDRES' RAMIREZ

Brother Andres' Ramirez, 70, started sailing with the union in 1966 from the port of New York. His earliest trip to sea was on the *Independence*. Brother

Ramirez was born in the Dominican Republic. The steward department member was last employed aboard the *Maersk Montana*.

Brother Ramirez resides in Newark, Del.



Reprinted from past issues of the Seafarers LOG

1940

After a strike of more than 14 months, the SIU signed a closed-shop contract with Peninsula and Occidental Steamship Company. Ninety percent of the 300 men in this fleet certified the SIU as their sole bargaining agent. In addition to all the other provisions of the contract, the company agreed to reinstate the SIU men with cash pay for all the time lost since September 1939.

1956

A vigorous SIU protest on proposals to use foreign-flag tankers in the domestic trades has drawn a prompt denial from the Maritime Administration of any such intention. However, Maritime Administrator Clarence Morse left the door open to such an operation in the case of a "critical tanker situation." Instead of considering an invasion of the domestic trades, the SIU demanded that run-away-flag tankers be brought back under the American flag if necessary to fill domestic tanker needs.

1969

Once again the quick and heroic action taken by Seafarers in an emergency has been credited with saving not only their own lives and the lives of their shipmates, but the vessel on which they sailed when the SIU-contracted *Buckeye Victory* came under Viet Cong attack recently. The *Buckeye Victory* had sailed from Sunny Point, N.C., with a full cargo of live

ammunition bound for South Vietnam. While proceeding up the Saigon River, the *Buckeye Victory* was attacked by Viet Cong rocket and machine gun fire. During this first brush with the enemy, the vessel managed to maneuver out of harm's way, received no hits and continued on its course. Less than an hour later, however, she came under another barrage of machine gun and rocket fire. This time the enemy's aim was better. Between 30 and 40 machine gun bullets ripped into the superstructure of the vessel and two rockets found their target. One hit on the port side near the bow. The other went through the No. 2 hatch,

starting a fire in the hold where 105mm howitzer shells and other munitions were stored.

With complete disregard for their own safety, ABs James Thomas and Tom Danzy were joined by Bosun Lewis Arena and three Seafarers successfully extinguished the fire before it could spread. The entire crew escaped injury.

1991

Bringing military materiel back to the United States from the Persian Gulf should keep most of the Ready Reserve Force (RRF) vessels broken out for Desert Shield and Desert Storm active through the end of this year. The Military Sealift Command reports that more than 100 ships are involved in the redeployment effort, of which are 49 from the RRF, three prepositioning ships, 52 from commercial carriers and seven fast sealift ships. For Seafarers, the effort means plenty of jobs for SIU members and government-employed civilian mariners.

This Month In SIU History

Final Departures



DEEP SEA

ROBERT BENJAMIN

Pensioner Robert Benjamin, 91, passed away March 24. Brother Benjamin became a Seafarer in 1949 while in the port of New York. He originally worked aboard the *Steel Traveler* as a member of the steward department.



Brother Benjamin was born in Indianapolis. Prior to his retirement in 1984, he sailed on the *Elizabeth*. Brother Benjamin settled in Brooklyn, N.Y.

RAFFAELA BRUCATO

Pensioner Raffaella Brucato, 99, died Feb. 10. Brother Brucato joined the Marine Cooks & Stewards in 1967 in the port of San Francisco. Brother Brucato shipped with Michigan Tankers for the duration of his career. He was born in Italy and sailed in the steward department. Brother Brucato went on pension in 1980 and called San Rafael, Calif., home.

LUIS CEPEDA

Pensioner Luis Cepeda, 95, passed away March 28. Brother Cepeda started sailing with the union in 1943 while in Baltimore.



He was born in Salinas, P.R. Brother Cepeda's earliest trip was with AH Bull

Steamship Company. He shipped in the engine department. Brother Cepeda most recently worked aboard the *Tampa*. He retired in 1981 and lived in Arlington, Texas.

SEAN CRIPPS

Brother Sean Cripps, 37, died March 3. He signed on with the SIU in 1996. Brother Cripps initially shipped on a Delta Steamship Company vessel. His final voyage was aboard the *USNS Bowditch*. Brother Cripps, a member of the engine department, was born in Derby, Conn., and made his home in Daytona Beach, Fla.

MAXIE CURTIS

Pensioner Maxie Curtis, 85, passed away Feb. 10. Brother

Curtis, a member of the deck department, began sailing with the Seafarers in 1967. His first trip was on the *Wayne Victory* and his last was aboard the *Patriot*. Brother Curtis was born in Tennessee. He became a pensioner in 1988. Brother Curtis was a resident of San Francisco.



THOMAS DAILEY

Pensioner Thomas Dailey, 87, died March 11. Brother Dailey began his career with the MC&S in 1967 while in San Francisco. He originally shipped aboard the *Santa Mercedes*. Brother Dailey worked in the steward department. His last voyage was on the *President McKinley*. Brother Dailey was born in Pennsylvania but called San Ramon, Calif., home. He started receiving his pension in 1986.

CHARLES DAWSON

Pensioner Charles Dawson, 81, passed away March 15. Brother Dawson joined the SIU ranks in 1951 in the port of New York. The New York native sailed in the deck department. Brother Dawson's first voyage was aboard the *Alcoa Puritan*. Before retiring in 1992, he sailed on the *Express*. Brother Dawson resided in Marysville, Wash.



FRANCIS DICARLO

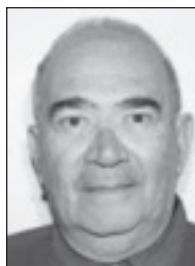
Pensioner Francis Dicarolo, 81, died March 22. Brother Dicarolo first donned the SIU colors in 1948 while in the port of New York. His earliest trip to sea was aboard a Delta Steamship Lines vessel. Brother Dicarolo was born in New York City and shipped in the steward department. His final voyage took place on the 2nd Lt. *John Paul Bobo*. Brother Dicarolo retired in 1992 and settled in Greencove Spring, Fla.



JOSEPH DIZENGOFF

Pensioner Joseph Dizengoff,

75, passed away May 3. Brother Dizengoff was born in New York. He joined the union in 1952 in the port of New York. Brother Dizengoff initially worked aboard the *Steel Maker*. He was a member of the engine department. Brother Dizengoff last sailed on the *Independence*. He went on pension in 1998 and lived in Las Vegas.



WILLIAM FEIL

Pensioner William Feil, 83, died July 11. Brother Feil became a Seafarer in 1949 while in New York. His earliest trip was aboard the *Alcoa Planter*. Brother Feil was a New York native.



He most recently shipped on the *Overseas Alaska* as a member of the deck department. Brother Feil started collecting his retirement compensation in 1991. He was a resident of Las Vegas.

ARNO LARSON

Pensioner Arno Larson, 92, passed away March 5. Brother Larson began his SIU career in 1948. He originally sailed aboard the *Del Alba*. Brother Larson worked in the steward department. His final trip was on the *Manhattan*. Brother Larson retired in 1998. He resided in Los Alamitos, Calif.



CHARLES LUCAS

Pensioner Charles Lucas, 83, died March 2. Brother Lucas signed on with the Seafarers in 1952. His first ship was the *French Creek*; his last the *Green Valley*. Brother Lucas was born in Mississippi and shipped in the engine department. He became a pensioner in 1990 and continued to make his home in his native state.



JOHN REPOSE

Brother John Repose, 64, passed away March 2. He started sailing with the SIU in 1997 from the port of San Francisco. Brother Repose initially shipped aboard the *Liberty Wave*. The deck department member was born in California. Brother Repose most recently worked on the *Lt. Col. Calvin P. Titus*. He settled in Klamath Falls, Ore.

JAMES ROSE

Pensioner James Rose, 80, died March 2. Brother Rose joined the union in 1944. His earliest voyage was aboard the *Elizabeth*. Prior to his retirement in 1983, Brother Rose was employed on the *Santa Barbara* as a member of the deck department. He lived in Rockland, Maine.



MATTHEW SCOTT

Brother Matthew Scott, 59, passed away Feb. 6. He first donned the SIU colors in 1986. Brother Scott originally sailed aboard the *Lurline*. He shipped in the steward department. Brother Scott's most recent ship was the *Horizon Discovery*. He was born in Mississippi but called Jacksonville, Fla., home.

INLAND

WILLARD BYRNS

Pensioner Willard Byrns, 71, died March 20. Brother Byrns began sailing with the union in 1970. He was employed with Chesapeake & Ohio Railway for the duration of his career. Brother Byrns was born in Virginia. He started receiving his pension in 2000. Brother Byrns was a resident of Hudgins, Va.



JERRY CARL

Pensioner Jerry Carl, 80, passed away April 6. Brother Carl became a Seafarer in 1950 while in the port of New York. He shipped in



both the deep sea and inland divisions. Brother Carl first worked with Mobile Towing Company. The deck department member was born in Oklahoma. Brother Carl's final trip was on the *Ambassador*. He went on pension in 1987 and made his home in Mobile, Ala.

JAMES COLLIER

Pensioner James Collier, 82, died Feb. 10. Brother Collier joined the union in 1963. He sailed with Hvide Marine for much of his career. Brother Collier called Buna, Texas, home.

CLEMENT DUHON

Pensioner Clement Duhon, 81, passed away March 16. Brother started shipping with the union in 1964. His earliest trip to sea was on a Higman Barge Lines vessel. Before retiring in 1983, Brother Duhon sailed with Dixie Carriers. He resided in Kaplan, La.

JACQUELINE GEIGER

Sister Jacqueline Geiger, 54, died April 2. She was born in Manistique, Mich. Sister Geiger joined the SIU in 2008 in Detroit. She primarily was employed in the steward department of OLS Transport vessels. Sister Geiger lived in Mesa, Ariz.



CARL MOOR

Pensioner Carl Moor, 80, passed away April 8. Brother Moor signed on with the union in 1976. He mainly worked with Allied Transportation Company. Brother Moor was born in Tennessee. He went on pension in 1999 and lived in Norfolk, Va.



DAN O'NEAL

Brother Dan O'Neal, 58, died Feb. 28. He became a Seafarer in 1968. Brother O'Neal initially sailed on vessels operated by Gulf Atlantic Transportation Corporation. He was born in Portsmouth, Va. Brother O'Neal's last trip to sea was aboard a McAllister Towing of Baltimore vessel. He was a resident of Hatteras, N.C.

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.

HARRIETTE (Sealift Inc.), July 19 – Chairman **Sean M. Ryan**, Secretary **George Quinn**, Educational Director **Timothy J. Hetz**, Deck Delegate **Joseph Carrillo**, Steward Delegate **Delfino M. Castro**. Bosun reported a smooth voyage and thanked the deck department for their hard work. He informed crew members that ship would be going into lay-up at Orange, Texas. One person from each department will remain on board. Secretary thanked mariners for help keeping messhall clean. Educational director urged Seafarers to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs; disputed OT reported in engine department. It was reported that ship was involved in a search and rescue mission in the South Atlantic.

GLOBAL SENTINEL (Transoceanic Cable Ship), July 14 – Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Vladimir G. Tkachev**, Engine Delegate **Norman A. Arquillano**, Steward Delegate **Robert J. Haggerty**. Chairman noted ship is going into shipyard. He reminded them to be vigilant about the surroundings and wear hardhats at all times outside. Crew was directed to report any problems with room, noises, air or water to their delegate. A new 52-inch TV for the crew lounge will be picked up in Portland, Maine. Secretary asked members to latch freezer door after use. Educational director discussed the importance of enhancing seafaring abilities at the union-affiliated school in Piney Point, Md. Treasurer reported \$4,224 in ship's fund. No beefs or disputed OT reported. Clarification was requested concerning health insurance.

HORIZON HAWK (Horizon Lines), July 13 – Chairman **David J. Garoutte**, Secretary **Mark V. Cabasag**, Educational Director **Michael J. Wells**, Deck Delegate **Ramon V. Duran**, Engine Delegate **Michael S. Kirby**. Chairman expressed gratitude for a good, safe trip. He reminded departing Seafarers to leave keys in their rooms. Bosun encouraged everyone to check document expiration dates and renew three months in advance. Secretary asked crew leaving vessel to make sure room is clean, supplied with fresh linen and that the trash can is empty. Treasurer stated \$285.00 in ship's fund. No beefs or disputed OT reported. Electrician thanked steward department for excellent food.

HORIZON HUNTER (Horizon

Lines), July 22 – Chairman **Wayne D. Casey**, Secretary **Jennifer K. Jim**, Educational Director **Kevin Miles**, Deck Delegate **Alexander C. Bermudez**, Engine Delegate **Jeffery L. Murray**, Steward Delegate **Oman N. Ziyad**. Chairman announced pay-off July 26 upon arrival in Long Beach, Calif. Crew was urged to carefully check OT and pre-payoff documents. Secretary read and discussed memo concerning trip tour scenarios aboard Pacific Express-run vessels. Treasurer reported \$2,100 in ship's fund. No beefs or disputed OT reported. Chairman acknowledged steward department for a job well done. Next ports: Oakland, Calif., and Tacoma, Wash.

MAERSK CAROLINA (Maersk Line, Limited), July 11 – Chairman **Brian K. Fountain**, Secretary **Alexander Banky III**, Educational Director **Kevin M. Cooper**. Chairman reported another safe trip and noted vessel has reached five years with no lost time injuries. He also announced payoff in Newark, N.J., on July 20. Departing crew was asked to clean rooms for replacements. Secretary thanked members for helping keep house clean and advised them to read the *Seafarers LOG*, their official line of communication with the union. Mariners were encouraged to contribute to SPAD (Seafarers Political Activity Donation); when they do, they are helping themselves as well as their union brothers and sisters. Educational director advised all mariners to attend classes at the SIU-affiliated training center and compare vacation checks against discharges. Treasurer noted \$1,500 in ship's fund. No beefs or disputed OT reported. **Dayman Abdul Gharama** was recognized for his dedication to ship safety. Next ports: Newark, N.J., Charleston, S.C., and Norfolk, Va.

MAERSK IOWA (Maersk Line, Limited), July 8 – Chairman **Conrad H. Burke**, Secretary **Paul H. Isherwood**, Educational Director **Eufemiano Gomes**. Crew members were urged to make sure all necessary shipping documents were up-to-date. Educational director encouraged mariners to take advantage of Paul Hall Center to upgrade not only for job security but to stay on top of the technology on the new ships coming out. Treasurer stated \$500 in ship's fund. Suggestion was made to have vacation checks directly deposited to members' personnel accounts. It was reported that ship needs digital analog converter for entertainment system in the staterooms.

With Seafarers in Florida

Patrolman Brian Guiry submitted these two photos of the galley gang aboard the *Sealand Racer* during a recent stop in Jacksonville, Fla.



Pictured from left to right in photo at left are Unlicensed Apprentice Kerian Reyes, Steward/Baker Milton Sivells, (back) SA Shadrick Barrington and Chief Cook Alex Aguinaldo. SA Shadrick Barrington is pictured in a close-up above.

Safety Director Kevin Marchand snapped these images of SIU members on the *Seabulk Energy* in Ft. Lauderdale, Fla.



Recertified Bosun Ronald Paradise



Chief Cook Samuel Jackson, Steward/Baker Loicy Jones

Questions were raised pertaining to OT, cost of living adjustment which took effect July 1 and how SIU rules affect former NMU seamen when it comes to medical and retirement benefits. Vote of thanks was given to the steward department for doing a good job.

PEARL (American President Lines), July 22 – Chairman **Salim Ibrahim**, Secretary **Denis W. Burke**, Educational Director **Ed Almodobar**, Deck Delegate **Morris D. Foster**, Engine Delegate **Ashley J. Carmichael**, Steward Delegate **Radfan A. Almaklani**. Chairman notified crew members of payoff in New York City on July 23, where SIU representatives will come aboard. He expressed his gratitude to the steward department for excellent food and BBQs. Secretary informed crew that only steward department personnel should be dispensing cleaning materials. He thanked all aboard for helping keep ship in good order. Educational director urged seamen to upgrade whenever possible to improve skills and better their chances of moving up. No beefs or disputed OT reported. It was noted that dryer and elevator would be fixed in New

York. Stores to be purchased in Charleston, S.C. Recommendations were made concerning medical and retirement benefits. Next ports: New York, Dubai and Singapore.

SBX-1 (Interocean American Shipping), July 5 – Chairman **Weldon J. Heblich Jr.**, Secretary **Larry D. Pugh Sr.**, Educational Director **Randy Clark**, Steward Delegate **Regie Ignacio**. Chairman informed crew that if they remained on the beach for more than 60 days, their random drug screen would have to be renewed. He also advised them to keep current with all union protocol. Secretary reviewed highlights from the *Seafarers LOG* and went over chain of command with the crew. He suggested that members register at the union hall as soon as they return home. Educational director urged mariners to upgrade whenever possible to improve skills. Treasurer reported \$110 in crew fund and \$4,000 in ship's fund. No beefs or disputed OT reported. Chairman addressed crew members' concerns about unemployment compensation. He also reported new cable channels were being added and three new games have been purchased for crew enjoyment.

HOUSTON (U.S. Shipping Partners), Aug. 9 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox Jr.**, Educational Director **Scott S. Fuller**, Deck Delegate **Sunday Nwanko**, Engine Delegate **Davon Brown**, Steward Delegate **Enrique Agosto**. Bosun expressed his satisfaction with the work being performed by the crew and stressed safety first. He thanked mariners for their hard work and professionalism; being professional keeps our union strong. Secretary thanked members for keeping pantry and messhall neat. Crew was reminded to clean lint filters in laundry room to prevent fires. It was noted that food budget is outdated. Educational director reiterated the need for mariners to make sure all shipping-related documents are current. He noted that TWIC deadline is in effect and urged members to take advantage of the upgrading opportunities available at the Piney Point school to be the best trained seamen in the world. No beefs or disputed OT reported. Motion was made to reimburse members for added baggage fees when joining the vessel.

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9/09

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	October 12	November 6
ARPA	November 16	November 20
Bosun Recertification	October 13	November 2
Government Vessels	September 21 November 16	September 25 November 20
Lifeboat	September 28	October 9
Radar	November 2	November 13
Specially Trained Ordinary Seaman (STOS)	October 19	October 30
Tanker Assistant	September 21	October 2
Tank Pic Barge	September 21	September 25

Engine Upgrading Courses

Basic Auxiliary Plant Operations (BAPO)	September 14 November 9	October 9 December 4
FOWT	October 12	November 6
Marine Electrician	October 26	December 18
Marine Refrigeration Technician	November 9	December 18
Machinist	September 14	October 2
Pumpman	October 5	October 16
Welding	September 7 October 5	September 25 October 23

Course	Start Date	Date of Completion
Welding	November 2 November 30	November 20 December 18

Safety Specialty Courses

Advanced Firefighting	November 30	December 11
Basic Firefighting/STCW	September 14 November 9	September 18 November 13
Medical Care Provider	December 14	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 August 24.

Academic Department Courses

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

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

Online Distance Learning Courses

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

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

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

UPGRADING APPLICATION

Name _____

Street Address _____

City _____ State _____ Zip Code _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 9/09

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class – Thirteen unlicensed apprentices on May 15 completed their requirements in this course. Graduating (above, in alphabetical order) were: James Anderson, Michael Andrew, Ryan Boltz, Talib Cherry, Kevin Cunningham, Hannah Gates, Antonio Jones, John Matichak, Tyler Peyton, William Roach, Omar Rodgers, Shawn Spencer and Kellan Von Rabenstein. (Note: Not all are pictured.)



Advanced Container Maintenance – Nine upgraders on July 17 completed their training in this course. Those graduating (above, in alphabetical order) were: David Dinan, Donald Lumpkins, Chavalier Maycock, Erik Nappier, Benny Orosco, Allan Rogers, Robert Rush, Louis Santiago and Jessie Ulibas. Calvin Beal, their instructor, is at far right.



Fast Rescue Boat – The following mariners (above, in alphabetical order) on July 2 completed this 30-hour course: Joel Encarnacion, Arthur Horner, Kenneth Johnson, Michael Lyons, Charles Tison and Clarence Wilson. Their instructor, Tom Truitt, is at left.



Radar Observer – Seven upgraders on July 15 completed their training in this five-day course. Graduating (above, in alphabetical order) were: Marie Acosta, Jamie Avendano, William Johnson, Rafael Lanila, Charles Mul Jr., Korron Richardson and Cesar Runatay. Stacey McNeely, their instructor, is at left.



Basic/Advanced Fire Fighting (OICNW) – Five individuals on July 17 completed this 41-hour course. Those graduating (above, in alphabetical order) were: Patrick Coppola, Alfred Drake, Steven Haver, Christopher Paul and James Robinson. Mike Roberts, their instructor, is at left.

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



Basic/Advanced Fire Fighting (Express Marine) – Five individuals from Express Marine on June 26 completed their training in this 41-hour course. Those graduating (above, in alphabetical order) were: Greg Allman, Scottie Duncan, Ryan Jones, Steven Jones and Thomas Spain. Their instructor, Joe Zienda, is at left.

Tank Ship Familiarization (DL) – Twenty-three Phase III apprentices on July 10 completed their training in this 63-hour course. Those graduating (above, in alphabetical order) were: Tousif Ahmed, Nofoalii Aiaga, Brandy Baker-Days, Brandon Braam, Latiffe Brooks, Donnel Cherry, Derrick Clark, Sorrad Ali Dognia, Alejandro Esparza, Jamar Harley, Kevin Hunt, Kevin Jenkins, Keith Jordan, Rafael Leon, Charles Murphy, Anthony Pena, Nicholas Pratt, Keven Reyes-Velez, Gary Richards, Corey Shanley, Jesus Sifuentes, Rosalind Sparrow and Clayton Walker. (Note: Not all are pictured.)



Paul Hall Center Classes



Able Seaman – Fourteen upgraders on July 17 finished their training in this course. Graduating (above, in alphabetical order) were: Chad Bruch, Mitchell Childress, Jason Davis, Philip Forman, Andrew Gerrie, German Guity, Petite James, Eric Johnson, Kenneth LeDeoux, Matthew Martel, Renard Murphy, Leroy Sierra, Mark Turner and Lamar Walton. Bernabe Pelingon, their instructor, is at right.



Marine Electrician – Twelve upgraders on July 3 completed their training in this 280-hour course. Graduating (above, in alphabetical order) were: Tawrence Abrams, Nabil Ahmed, Ursel Barber, Sterling Cox, Eugene Davis Jr., Nicholas Dippel, Scott Fuller, Nicholas Gattuso, Pete Gerber II, Lisa Harewood, Yuri Khitrenko and Frank Strong. Their instructor, Jay Henderson, is at right. (Note: Not all are pictured.)



Pumpman – The following Seafarers (above, in alphabetical order) on July 3 finished their training in this course: Maurice Baptiste, Robin Bourgeois, Sherrod Frazier, Steven Haver, Craig Perry, Lamont Robinson, David Spaulding, James Tyson and Furman Watson. Their instructors, Jay Henderson and Jim Shaffer, are pictured at the left and right, respectively



FOWT – Fifteen upgraders on July 17 graduated from this course. Completing the training (above, in alphabetical order) were: Ryan Bernal, Dustin Brantley, Daryl Corbett, Hubert Dennis, Darrell Goggins, Marcus Gramby, Braden Horne, Edison Lalin, LaToya Lundford, Denise Mendoza, Craig Meredith, Kwame Owusu, Thomas Quinlan, Luchi Watson and Pavis Whitley. Tim Achorn, their instructor, is at right.



GMDSS – Six individuals completed their training in this course on June 26. Graduating (above, in alphabetical order) were: Jason Boyer, Daniel Carman, Sean Damron, Walter Gebert, Nicholas Kempker and Jon Silveira. Their instructor, Joe Curtis, is at left.



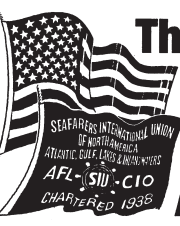
Water Survival – Eight Seafarers on June 19 finished their training in this 60-hour course. Those graduating (above, in alphabetical order) were: Terry Adkins, Eugene Ajoste, Kevin Carraby, Shending Hu, Irena Jansone, John Mackey, Michael Ribeiro and Daniel Wilcox. Bernabe Pelingon, their instructor, is at right.



STCW/BST (Hawaii) - Eleven Seafarers completed this course June 20 at the Seafarers Training Center in Hawaii. Graduating (above, in no particular order) were: Frankie Hernandez, Bryant Davis, William Kedler, William Manning, Robert Peete Jr., Martin Muchemwa, Jose Perez, Dwight Aubert, Arlough Lacap, Brittany Mensing and Amanda Snyder



STCW/BST (Hawaii) - The following individuals (above, in no particular order) on May 30 finished their training in this course at the Barbers Point, Hawaii-based Seafarers Training Center: Rayon Davis, Eduard Baniqued, Lee Jones, Brandy Clark and Ronnie Lindsay.



The USNS Comfort (left) receives supplies during an underway replenishment with the dry cargo/ammunition ship USNS Robert E. Peary. The Comfort was underway to Panama for a liberty port call in July. The ship was deployed on the Continuing Promise 2009 four-month humanitarian and civic assistance mission.

First Lady Michelle Obama Honors Crew, Family Members

USNS Comfort Returns Home Following Humanitarian Mission

The USNS Comfort, crewed in the unlicensed positions by civil service mariners (CIVMARs) from the SIU Government Services Division, early last month returned to its layberth in Baltimore following the completion a four-month humanitarian and civic assistance mission to Latin America and the Caribbean.

A U.S. Military Sealift Command (MSC) hospital ship, the Comfort during its mission delivered medical and dental care to more than 100,000 people in the aforementioned locations. The operation, designated Continuing Promise 2009, was planned and coordinated by Commander, U.S. Naval Forces Southern Command and U.S. 4th Fleet. Its purpose was to build strong and enduring partnerships and demonstrate the lasting commitment of the United States to the region, according to MSC.

Before returning to Baltimore, the Comfort stopped in Fort Lauderdale, Fla., and then Norfolk, Va., where First Lady Michelle Obama honored the Comfort's crew and the crew of aircraft carrier USS Dwight D. Eisenhower in a speech marking the ships' return from deployment.

The Comfort visited Antigua and Barbuda, Colombia, the Dominican Republic, El Salvador, Haiti, Nicaragua and Panama. At each stop, the ship's CIVMAR crew of about 63 mariners worked tirelessly to transport mission personnel and patients between ship and shore by small boat. The ship's size precluded it from pulling into port at all stops but Panama. The crew was also responsible for maintaining electricity and water supplies to the shipboard hospital where 1,657 life-changing surgeries were conducted. While the CIVMARs operated and navigated the ship and transported patients via small boats, Navy medical personnel worked side-by-side with partners from other U.S. military services, host and partner nations, and non-governmental organizations to staff the Comfort's shipboard hospital and shore-side medical treatment sites. "There is no doubt that every person on this ship – every

civil service mariner, service member, medical personnel and non-governmental organization volunteer – did phenomenal work," said Capt. Thomas Finger, the Comfort's civil service master. "The patients in every country we visited were grateful and impressed by the willingness of people on the ship to leave their families for months to help those less fortunate."

In addition to medical services, the Comfort's team included veterinarians who treated 13,238 animals and Navy Seabees who completed 13 construction projects ranging from minor renovations of facilities to building new schools. None of this work, however, could have been conducted without close coordination between the medical mission and the Comfort's civil service mariners.

Thomas Sellers, the Comfort's navigator who not only navigated the ship, but also drove the utility boats that connected patients and doctors when the vessel was anchored off shore, enjoyed the hands-on role that the CIVMARs played in the medical mission.

"MSC's role in most of our missions is to support. This mission was different because we were directly part of the end goal," said Sellers. "I felt a profound sense of accomplishment every day."

Finger agreed. Even with more than 30 years of experience sailing for MSC, he said of this mission, "It's the most personally rewarding assignment I've ever had. Anyone who has participated in this mission even for a short while would recognize the value it has in bridging cultural and national boundaries."

When not deployed, the Comfort is kept in reduced operating status in Baltimore where a small crew of about 18 civil service mariners and 58 Navy medical personnel maintain the ship in a high state of readiness. When activated, the Comfort can transition to full operating status in five days.



First lady Michelle Obama delivers remarks to Sailors and their families at Naval Station Norfolk during a homecoming celebration for the Dwight D. Eisenhower Carrier Strike Group and the Seafarers-crewed Military Sealift Command hospital ship USNS Comfort.



Seaman Roger Panelo (photo above, left), a civilian mariner assigned to the USNS Comfort, hangs life vests on the weather deck aboard Comfort to dry after cleaning them in preparation for storage. In the photo at immediate right above, Nicaraguan patients prepare to depart the USNS Comfort after receiving treatment from medical professionals aboard the ship during "Continuing Promise 2009." Rough seas force crewmembers aboard the USNS Comfort to transit patients to shore on the lifeboats while anchored at sea (photo at right).