



The

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# SEAFARERS LOG

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

# More Tankers

# Ordered



## Aker Philadelphia to Build up to 6 Additional Ships for OSG

SIU-contracted Overseas Shipholding Group on Feb. 7 announced it has signed an agreement through which Aker Philadelphia Shipyard will construct up to six additional Veteran-Class tankers. OSG will operate those ships in addition to 10 other tankers already being built at the yard. The first in the class—the *Overseas Houston*—is pictured above while on sea trials in mid-December. Page 3.

## Prepositioning Ships Play Vital Role in U.S. Sealift Capability

U.S.-flag prepositioning ships like the *Franklin J. Phillips* (pictured in photos at right) are vital to America's capacity to quickly, safely and reliably deliver materiel during contingencies, notes the U.S. Military Sealift Command. Pictured at far right are members of the *Phillips'* deck gang (from left): Bosun Robert Buzard, AB Ruben Gamboa, AB Jim Stetter, AB Ethan Mims, AB Ron Rizzuto and AB Roy Rhodes. Additional details about the prepositioning program and more photos appear on pages 10 and 11.



## Houston-Area SIU Members March In Historic Parade Honoring Dr. King

Approximately 20 Seafarers and SIU officials from the Houston area on Jan. 15 participated in the first ever national AFL-CIO observance of the Martin Luther King Jr. holiday in Texas. Seafarers also took part in related events in Houston throughout the week, including community service projects. Pictured at the parade are members and officials along with AFL-CIO Secretary-Treasurer Rich Trumka (fourth from right). SIU VP Gulf Coast Dean Corgey is next to Trumka, fifth from left. Page 4.



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## President's Report

### U.S. Crews Belong on New LNGs

Although I've never pretended to be impartial on the subject, I've always been very sincere in my belief that SIU members are the best-trained, safest and most productive unlicensed mariners in the world.



Michael Sacco

I'm equally truthful in saying that when it comes to reliability, qualifications and a proven track record, I believe you simply can't do better than the U.S. Merchant Marine as a whole.

We in the SIU have a well-earned reputation of making sure our members have received state-of-the-art training as well as the latest information before climbing the gangway. Whether it's STCW training or tankerman courses or background checks or some other requirement, it seems we're constantly being tested, both literally and figuratively.

It hasn't always been easy, but we've met every challenge. Our rank-and-file members have delivered. Our affiliated school, the Paul Hall Center, has been nothing short of vital in helping ensure that SIU members don't just meet the minimum requirements, but instead have access to the absolute "latest and greatest" training tools and techniques. Our contracted companies, of course, are key partners in this effort, too. They have a lot at stake, and they are willing to invest in vessel and mariner safety by supporting cutting-edge SIU and Paul Hall Center training initiatives. Many times, our members receive training before it is government-mandated.

As the saying goes, we're ready, willing and able to deliver the goods, anytime, anywhere. And we happen to believe we can do it better and safer than anyone else.

With that in mind, it was heartening to read last month about strong support for using American crews in conjunction with new U.S.-based LNG projects that are right on the horizon. Specifically, U.S. Representative Edward Markey (D-Mass.), a senior member of the House Energy and Commerce and Homeland Security Committees, and Massachusetts Governor Deval Patrick both spoke out in favor of utilizing U.S. mariners aboard all ships calling on new LNG terminals in their state.

Congressman Markey said, "While tougher screening and security measures were put in place for these (LNG) vessels following 9-11, I do believe that use of U.S. crews would help increase confidence in the safety and security of LNG shipments into the Commonwealth. In the aftermath of the 9-11 attacks, we found out those LNG tankers docking at the Everett terminal had been used to smuggle aliens into the U.S. and that one of them was later implicated in the Millennium bombing plot."

Governor Patrick stated, "The safe and secure transportation of liquefied natural gas is critical to the wellbeing of the citizens of the Commonwealth of Massachusetts. The use of U.S. citizen crews will help to accomplish this critical obligation.... The use of U.S. citizen crew members on these vessels will help to best serve the Commonwealth."

As you probably know, Massachusetts isn't the only state pursuing possible new opportunities involving LNG terminals. But it is welcome news, to say the least, to see their elected officials taking such a strong stand in favor of U.S. crews.

I'm sure our entire industry appreciates the vote of confidence. Meanwhile, SIU members should know that this union is ready to take advantage of new openings aboard LNG ships. Among other efforts, we are updating our LNG training program, including installation of an LNG simulator at the Paul Hall Center.

Stay tuned.

### Remembering Peter Finnerty

Our industry suffered a big loss last month when Peter Finnerty, a great advocate for the U.S.-flag fleet, died unexpectedly at age 64.

Peter spent most of his career with SIU-contracted Sea-Land, where he worked for 30 years advancing not just the interests of his company but those of the whole U.S. Merchant Marine. He was a respected, recognized figure when it came to promoting U.S. maritime policy. He was a great American—a hard worker and someone you could trust.

On behalf of the entire SIU, I extend our condolences to Peter's family, along with our thanks and admiration for his lifetime of dedicated work. He was a friend and he will be missed.



Peter Finnerty

# Bethel is National President of American Maritime Officers

The American Maritime Officers (AMO) recently announced that Thomas J. Bethel was elected by a unanimous vote of the union's National Executive Committee to complete the four-year term of former AMO National President Michael McKay.

McKay was re-elected as national president by the AMO membership in 2006. McKay resigned his position Jan. 8, 2007 after being convicted of multiple felonies in a federal trial.

Bethel was re-elected as AMO national executive vice president in the union's 2006 election. The AMO National Executive Committee Jan. 8 designated Bethel by unanimous vote to complete McKay's term, which began Jan. 1, 2007. AMO National Secretary-Treasurer

Jose Leonard, AMO Great Lakes Vice President Daniel Smith, AMO Deep-Sea Vice President Joseph Gremelsbacker and AMO Vice President at Large Edward Kelly supported Bethel to serve as AMO national president.

Bethel vowed to work closely with rank-and-file AMO members to "right the ship" in the wake of the criminal case against McKay, the union reported in its monthly newspaper.

"I have every confidence in the AMO membership, and I want all AMO members to know with absolute certainty that they can have every confidence in me and in the new national executive board of our union," Bethel said Jan. 8. "The membership's trust in us will not be squandered."

Michael McKay and his brother, former AMO National Secre-



AMO National President Thomas J. Bethel

tary-Treasurer Robert McKay, were convicted of several felonies Jan. 5 in United States District Court for the Southern District of Florida.

## SIU Ships Deliver in Operation Deep Freeze

Two SIU-crewed ships recently overcame severe weather to deliver vital cargo in "Operation Deep Freeze," the annual resupply mission to the National Science Foundation's McMurdo Station in Antarctica.

The *American Tern* (operated by Osprey-Acomarit Ship Management) and the *USNS Paul Buck* (Ocean Shipholdings, Inc.) sailed through rough seas and high winds and around small icebergs to reach McMurdo Station, according to a report by the U.S. Military Sealift Command. The National Science Foundation used two icebreakers, *USCGC Polar Sea* and Swedish icebreaker *Oden*, which began work in December to break a channel through 18 miles of ice that separated the open water from the pier. The SIU-crewed ships followed that channel.

"They made it on time and did their job," noted Larry Larsson, Deep Freeze Project manager at MSC's Sealift Logistics Command Pacific, speaking of the civilian-crewed U.S. vessels.

The *American Tern*, a dry cargo ship, arrived at the base Feb. 4 and spent the next few days offloading more than 29,000 tons of equipment, food and other supplies. The ship then spent another three days loading cargo for a return trip to the United States, with a stop in New Zealand. This shipment was to include ice core samples that will provide scientists studying global climate change with information about the composition of the atmosphere hundreds of thousands of years ago.

The tanker *Paul Buck* had arrived at the station Feb. 1 and pumped off 162,000 barrels of fuel for equipment ranging from generators to helicopters.

Tim Pickering, MSC cargo project officer, said ships like the Seafarers-crewed vessels used in Operation Deep Freeze are vital in keeping the base running. "Air Force cargo planes make hundreds of trips a year to McMurdo, but without the use of ships, it would not be possible to move the large quantities of supplies needed to keep the station operating," he said.

### Cape Taylor Crew Honored



The U.S. Maritime Administration late last year honored crew members from the *Cape Taylor*, operated by SIU-contracted Crowley Liner Services. A ceremony took place in Houston when the ship returned from a lengthy deployment in Kuwait. The *Cape Taylor* had been mobilized in support of U.S. troops serving in Operation Iraqi Freedom. Pictured above after the ceremony are Seafarers, SIU VP Gulf Coast Dean Corgey (seventh from right), SIU Assistant VP Jim McGee (far right) and the ship's master, M. Darley (next to Corgey). The SIU members recognized by the Maritime Administration include Bosun Kirk Pegan, ABs Daniel Carman, Adiwor Otumfo, Eberto Castro, Desta Gebrai, Joseph Merriweather and David Graves, GVA Deck Leandro Cacho, Electrician Jerome Dooms, Oilers Romuald Marlinski, Elmer Rochez and Adriano Coutinho, GVA Engine Egbert Campbell, Steward/Baker Joseph Pittman, Chief Cook Pedro Castillo and SAs Adam Saleh and Younis Saleh.

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# Aker Philadelphia to Build More Tankers

## Seafarers-Contracted OSG Will Operate New Veteran-Class Vessels

Several noteworthy stories emerged last month from union-contracted Aker Philadelphia Shipyard, but for Seafarers, the biggest report undoubtedly was the joint announcement by the yard and SIU-contracted Overseas Shipholding Group (OSG) concerning additional new builds for the Jones Act trade.

The company and the shipyard on Feb. 7 announced they had signed an agreement in principle through which Aker Philadelphia will construct up to six additional Veteran-Class product tankers. The agreement calls for three ships and includes options for three more vessels.

"Both OSG and Aker Philadelphia are demonstrating their commitment to the U.S.-flag fleet," said SIU Executive Vice President Augie Tellez. "The SIU in turn will proudly continue living up to our commitment to provide well-trained, reliable, safe and productive unlicensed crews for these new vessels."

That announcement wasn't the only good news. Two days

later, the SIU-crewed *Overseas Houston*—the first in the Veteran-Class series—was delivered.

Additionally, in early February the shipyard and the Philadelphia Metal Trades Council announced that a new collective bargaining agreement between the union and the shipyard had been ratified by the Philadelphia Metal Trades membership. The new agreement followed months of determined negotiations between the yard and union leadership and will be effective through Jan. 31, 2011.

Gary Gaydosh, president of the Philadelphia Metal Trades Council, stated, "Having this new agreement in place helps the shipyard and union work together to ensure a bright future for shipbuilding in Philadelphia. I believe it is a good agreement for both parties."

Dave Meehan, Aker Philadelphia Shipyard president and CEO, said, "Our union employees are the backbone of our shipyard, and their hard work

and dedication to their crafts are evidenced in the ships we build. This agreement speaks to the commitment of both parties to work together building on our accomplishments to date and looking to the future. It provides a foundation for continuing our solid relationship through the entire ten tanker build program."

The tanker program first was announced in April 2005 as a series of 10 ships scheduled for completion in 2010. OSG subsequently indicated a desire to expand the program.

When the first tanker was delivered last month, Eric Smith, chief commercial officer and head of government affairs for OSG America, commented, "OSG America is very excited to have taken delivery of the *Overseas Houston* today. Our relationship with Aker American Shipping is excellent. We use our combined resolve to deliver new Jones Act tonnage to our customers like Shell who will employ this vessel for many years to come."

The *Overseas Houston* was



The hull of the second tanker in the series (above) is nearing completion with only two sections remaining. As of early February, the deckhouse had been mounted atop the ship and was undergoing outfitting, while the piping systems in the engine room and main deck were being completed.

slated to sail from the yard to the Gulf of Mexico where it will soon begin service transporting refined petroleum products for Shell Oil Company under that company's time charter agreement with OSG.

There are three other product

tankers in the series currently under production at the yard. Each of the new tankers will be 600 feet long and capable of transporting 330,000 barrels of petroleum products. Each vessel will weigh 46,000 deadweight tons (dwt).

## USNS Mary Sears Locates Black Boxes from Flight 574

The SIU-crewed *USNS Mary Sears* in late January located two flight recorders from the Indonesian jet that crashed into the sea on New Year's Day with 102 people aboard.

The plane—an Adam Air Boeing 737—ran into bad weather including winds up to 80 mph and changed course twice before disappearing from radar off the coast of Sulawesi, Indonesia. No bodies were recovered.

According to a written message from the master of the *USNS Mary Sears* (an oceanographic survey ship operated by Horizon Lines), the vessel was assigned to participate in recovery operations after initial search-and-rescue efforts by Indonesia were unsuccessful.

"On arrival in the search area, *USNS Mary Sears* used her hull-mounted equipment to search the bottom," Captain James Mixon wrote. "Due to water depths in excess of a mile, this equipment was not sensitive enough to distinguish details. The vessel entered a local port and loaded more specialized equipment. *USNS Mary Sears*, along with the other five T-AGS 60 class vessels were designed to be easily and quickly altered to meet the demands of varying mission profiles. Two days after departing with the additional search equipment, the signals



The Seafarers-crewed *USNS Mary Sears* assisted in an international operation to find the flight data recorders from a downed Indonesian jet.

from the black boxes were located."

He further noted that MSC commended the efforts of everyone aboard the *USNS Mary Sears*.

"The crew of *Mary Sears*' ability to quickly and flawlessly shift missions was a direct reflection of its readiness and training," Mixon added. "The *Mary Sears* was recognized for the superb efforts and professionalism of everyone involved."

Seafarers sailing aboard the *USNS Mary Sears* during the mission included Bosun Harlan

Hulst, ABs Carlos Castillo, Kelly Doyle and Marco Figueroa, STOSs Brian Jackson and Thomas Tramutola, QMEDs Daryl Moore and Jim Farmer, Chief Steward Donna Saling, Chief Cook Anthony Jacobson, GVs Shabbah Shaibi and Roberto Nunez, Chief Storekeeper Nels Nelson and MDR James Bryant.

According to news reports, Indonesian authorities planned to attempt retrieval of the flight data recorders but weren't certain the operation would be successful, given the ocean's depth.

## Paul Hall Center to Offer Helo Fire Fighting Course

The SIU-affiliated Paul Hall Center for Maritime Training and Education in late January hosted a two-day meeting on behalf of the U.S. Military Sealift Command aimed at finalizing a draft curriculum for a maritime helicopter fire fighting course.

Subsequently, the school submitted the curriculum to the agency for its anticipated approval, possibly with minor modifications.

The one-day course to be offered by the Paul Hall Center (located in Piney Point, Md.) is intended primarily for merchant mariners (including CIVMARs) sailing aboard military support ships, particularly vessels equipped with flight decks.

Representatives from the following organizations participated in the curriculum-development meeting: MSC; Calhoun MEBA Engineering School; MITAGS; Texas A&M; Elkins Marine Training International; RTM Star Center; and the Paul Hall Center.

Abundant information is included in the course, which emphasizes hands-on training and also includes classroom instruction. Main topics include fire chemistry; flight quarters organization; personal protective equipment; fire fighting equipment; helicopter types; and helicopter fire fighting tactics (including practical exercises on combating engine fires, cargo fires and more).



The Paul Hall Center's helicopter fire fighting course will emphasize hands-on training. This photo was taken in late January at the center's Joseph Sacco Fire Fighting and Safety School.

Participating in the curriculum meeting are (from left) Barry Van Vechten, Kyrm Hickman and Bob Smith. Van Vechten and Smith are from the Calhoun MEBA Engineering School, Hickman is from MSC.



# Houston Seafarers Honor Dr. Martin Luther King Jr.

Some 20 Seafarers in Houston two months ago secured their places in history by participating in the first ever national AFL-CIO observance of the Martin Luther King Jr. holiday in Texas.

While recognizing his contributions to the nation and to humanity as a whole, the federation's observance primarily was focused on the slain civil rights leader's solidarity with the union movement. At the time of his assassination in 1968, Dr. King was in Memphis supporting sanitation workers who were fighting to form a union.

In the spirit of remembering that support, various events involving international union leaders, membership mobilizations, worker education and advocacy, and community service projects were conducted.

"We can't just celebrate

Martin," said the Rev. Joseph Lowery, president emeritus, Southern Christian Leadership Conference (SCLC), in remarks he made during opening ceremonies. "We must use this holiday as an opportunity to challenge our nation to honor its commitment to King's vision of equality." Lowery, with King, co-founded the SCLC.

In addition to Lowery, the list of guest speakers making appearances during the events included: AFL-CIO Secretary-Treasurer Richard Trumka; AFL-CIO Executive Vice President Linda Chavez-Thompson; Bill Lucy, secretary-treasurer of the American Federation of State, County and Municipal Employees; Norman Hill, president emeritus of the A. Philip Randolph Institute; and Nat LaCour, secretary-treasurer of the

American Federation of Teachers. Officials from the Texas AFL-CIO, the Harris County Central Labor Council and unions affiliated with the federation also participated in the week's events.

Vice President Gulf Coast Dean Corgey and Assistant Vice President Gulf Coast Jim McGee headed the contingent of SIU officials and rank-and-file members who participated in various activities staged during the Jan. 11-15 celebration. Both marched in the Martin Luther King Grande Parade. They were joined by other SIU officials from the Houston hall and members who proudly displayed the SIU colors. Among those joining Corgey and McGee were: ITF Inspector Swhe Aung, Patrolmen Mike Russo and Jimmy White, **Skhin Naing, Jose Clotter, Ronald Davis, Ralph Moore, James Wheat, William Sowell, Stephen Treece, Frank Strong and Andrew Lopez.** As a group, they all marched behind the AFL-CIO float. The federation's parade entries also included two city sanitation trucks which served as reminders to onlookers that Dr. King was assassinated while working to help sanitation workers in their struggle to gain union representation.

White, who also serves as SIU safety director in Houston, and Aung, a rep for the Asian Pacific American Labor Alliance, repre-



SIU VP Gulf Coast Dean Corgey (right front) and SIU Assistant VP Gulf Coast Jim McGee (left front) lead a contingent of rank-and-file union members during the Jan. 15 Martin Luther King Grande Parade in Houston. The group also included Swhe Aung, Mike Russo, Jimmy White, Skhin Naing, Jose Clotter, Ronald Davis, Ralph Moore, James Wheat, William Sowell, Stephen Treece, Frank Strong and Andrew Lopez.



AFL-CIO Executive Vice President Linda Chavez-Thompson (center) was keynote speaker during the civil rights forum's workshop on unions and immigrant workers. With Chavez-Thompson are Asian Pacific American Labor Alliance (ALPA) Executive Director Gloria Caoile and ITF Inspector Swhe Aung, who also serves as an ALPA representative.

sented the union during a civil rights forum, a lead event during the week. Each attended a workshop which focused on attacks on voting rights.

Featured events during the rest of the week—in addition to the parade and forum—included reports on the AFL-CIO's Rebuilding New Orleans Projects; updates on Zimbabwe trade unions; community service projects; and worship services.



AFL-CIO Executive Vice President Linda Chavez-Thompson (left) chats with Houston Patrolman Jimmy White following her presentation.

## Dredging Ambrose Channel



SIU Representative Jack Sheehan recently met with SIU members aboard the dredge *Liberty Island* in New York Harbor after the vessel had completed a segment of operations in Ambrose Channel. Pictured clockwise from upper left are the *Liberty Island*; Mate Rob Ellingson; Captain Dick Roel; and SA Carlos David with Steward Karen Mischel.



## 2007 Union Show Returns to Cincinnati

The 2007 America @ Work, AFL-CIO Union Industries Show is slated for June 15-17 in Cincinnati's recently modernized Duke Energy Convention Center.

Sponsored annually by the AFL-CIO Union Label and Service Trades Department (UL&STD), the Union Industries Show is an expo of the best products and services America has to offer. Everything scheduled to be on display—including goods and services by Seafarers-contracted NCL America and the SIU-affiliated United Industrial Workers (UIW)—will be made and produced by union workers. The show has run for nearly 70 years, with the exception of the World War II era when operations were suspended. The 2007 event will mark the fifth occasion that the show has visited Cincinnati, site of the first Union Industries Show in 1938. It returned in 1958, 1980 and 1990.

Coming off a successful 2006 event in Cleveland in which 10 SIU/UIW-contracted companies displayed their products and services for more than 200,000 show-goers, the 2007 show will feature an even larger display of union-made-in-America items. Cars and trucks from the big-three auto makers—Ford, General Motors and Daimler Chrysler—as well as thousands of appliances, household products, boats, motorcycles, clothing, consumer goods, and food products will be available for public scrutiny. Craft booths will feature live demonstrations of skills and crafts by iron workers, bricklayers, cement masons, roofers, members of the International Brotherhood of Electrical Workers and many others.

Trainers from dozens of apprenticeship programs will be on hand to talk about craft careers. Exhibition booths staffed by union workers will be spread across the Duke Center's 200,000 square-foot hall.

Guests are invited to participate in free raffles which are slated to be conducted throughout the three-day show. Typically, those raffles include bags of groceries, electronic products, appliances, automotive products, sporting equipment, autos and a spectacular Harley-Davidson motorcycle.

UL&STD representatives, in what will be the last big meetings leading up to the June show, on April 17 will meet with returning and prospective exhibitors in Cincinnati to preview details of the event.

The show will be free of charge and open to the public. Show hours are from 11 a.m. to 8 p.m. Friday and Saturday, and 11 a.m. to 7 p.m. Sunday.

# Employee Free Choice Act Re-Introduced in House

## 'Card Check' Legislation Would Restore Fairness

Far too often, America's workers unfairly experience significant difficulties when they want to exercise their right to bargain for better wages, benefits and working conditions, according to the AFL-CIO.

A December 2006 poll by Hart Research reported that given a fair chance, 60 million workers in the U.S. would form or join a union. For this reason, Rep. George Miller (D-Calif.) early last month introduced H.R. 800, the Employee Free Choice Act (EFCA), in the U.S. House of Representatives. The proposed measure—which if passed would make it considerably easier for people to join unions—is identical to legislation introduced in the House (H.R. 1696) and Senate (S. 842) last year. The bill, sometimes called "card check" legislation, has 230 House co-sponsors, or more than half the 435 members.

"Today the procedures for forming a union and bargaining for better wages and benefits are

stacked against the workers," Miller, who chairs the House Committee on Education and Labor, said during a Capitol Hill press conference Feb. 7, one day after introducing the measure. "The Employee Free Choice Act is very simple. It says that if a majority of workers in a workplace sign authorization cards in support of a union, they get a union. That's it."

Currently, the National Labor Relations Board (NLRB) requires that decisions on union representation be conducted through a system of secret ballot elections. Employees must first present "show of interest" cards to the NLRB and demand an election. Regardless of the number of cards, the employer can force an election. In a workplace with 100 workers, even if 100 of those workers sign cards stating plainly that they want the union to represent them, an election must still take place if the employer demands it.

Far too often, as frequently reported by the labor federation, that's where the problems escalate—not because of any wrongdoings or shortcomings on the part of unions or prospective members, but rather because of stall tactics, intimidation and firings by anti-union, anti-worker employers.

AFL-CIO President John Sweeney, who also spoke during the Capitol Hill news conference said, "The current system for forming unions and bargaining is badly broken. Every day, corporations harass, intimidate and even fire people who try to form unions to bargain for better wages and benefits. They deny employees the freedom to decide for themselves whether to form unions. And when they do that, they deny working men and women the freedom to pursue a better life. We must change the system."

Rep. Robert Andrews (D-N.J.), who chairs the House Education and Labor Subcommittee on Health, Employment, Labor and Pensions, said he was confident



AFL-CIO President John Sweeney

that the bill likely would pass, noting, "We'll get it through the House." If approved in the House, the EFCA will head—pending passage in the Senate—to the president's desk.

He added, "I believe that restoring workers' free choice, through the Employee Free Choice Act, is the only way to ensure that they have the right to bargain for fair wages and benefits. It is imperative that Congress take this action for all middle class Americans and particularly for the over 60 million nonunion workers who seek nothing more than decent wages and healthcare."

Sen. Edward Kennedy (D-Mass.) promised the bill would be introduced soon in the Senate, noting "the Senate is a couple of

weeks behind" the House when it comes to putting the bill on the legislative agenda. But Kennedy made it clear that he intends to fight for the bill in the Senate, where experts believe it will be tougher to gain a majority vote.

If passed, the EFCA would make the process of choosing a union more fair by:

- Establishing stronger penalties for violation of employee rights when workers seek to form a union and during first-contract negotiations.
- Providing mediation and arbitration for first-contract disputes.
- Allowing employees to form unions by signing cards authorizing union representation.

## Government Publishes TWIC Rule, MMC Update

As anticipated, the *Federal Register* dated January 25 contained a supplemental notice of proposed rulemaking for the consolidation of merchant mariner qualification credentials, abbreviated as MMC. It also contained the final rule for phase one of the Transportation Worker Identification Credential or TWIC program.

The government is accepting comments on the supplemental notice for the MMC until April 25, 2007. The final rulemaking on the new mariner credential isn't expected to take effect until approximately August 2008. Initial issuance of that credential will continue over a five-year period beginning around that same time in 2008.

This means that until the proposed MMC regulation is final, Seafarers should continue to apply for z-cards/MMDs, licenses, CORs and STCW endorsements under the current system. As previously reported, U.S. mariners eventually will be required to carry both a TWIC and an MMC, while the current mariner qualification documents and licenses are phased out.

The published summary of the TWIC rule states, "Those seeking unescorted access to secure areas aboard affected vessels, and all Coast Guard credentialed merchant mariners must possess a TWIC by September 25, 2008."

Maritime unions including the SIU had urged the Department of Homeland Security's Transportation Security Administration to add a biometric identifier to the current z-card and thereby let it also function as a TWIC. The supplemental notice goes into detail about why that request was rejected. Essentially, the notice states it would be too costly to add a biometric identifier to the existing z-card. It also indicates that the government doesn't believe a z-card (even with a biometric identifier) fulfills the mandate of the Maritime Transportation Security Act of 2002, which is the legislation behind these programs.

However, on a potentially very important note, the notice more than once indicates a strong willingness to work toward incorporating the MMC information onto a TWIC in the years ahead, so that eventually mariners would end up with one credential for everything. (If this happens, it undoubtedly will be years in the making—but the supplemental notice does indicate acknowledgement on the government's part that the one-credential system for mariners has merit.)

Among many other points, the supplemental notice stated the following:

- There will be more than 125 TWIC enrollment centers.
- The MMC rule proposes to remove the requirement that mariners appear at an REC.
- The format of the MMC hasn't been finalized. The Coast Guard also is considering a different format of the MMC for officers and ratings.
- The Coast Guard will work to ensure that the TWIC is accepted by the international community as a "replacement MMD for shore leave."
- "The TWIC/MMC enrollment process would work like this: To begin, a mariner would have the option of going online to provide pre-enrollment information for the TWIC to reduce the amount of time at the TWIC enrollment center. They would then travel to one of the many TWIC enrollment centers to be fingerprinted, photographed, show proof of ID and complete the TWIC application process. At any time after they have applied for their TWIC, the mariner would be able to mail his or her MMC application to the Coast Guard. The Coast Guard would then contact TSA to obtain electronic copies of the applicant's fingerprints, photograph, ID, and if applicable criminal record, FBI number and proof of alien status. If an examination is required, the mariner would be contacted to schedule the examination after the initial evaluation is completed. Once the TWIC has been issued, the MMC application approved, and the examination(s), if necessary, are completed, the MMC would be mailed to the applicant. The RECs would remain open and mariners would be allowed to apply in person or seek assistance from REC personnel if they choose."

The union will continue monitoring and publicizing information on the TWIC and MMC as it is released by the DHS, TSA and Coast Guard—including when, where and how to start applying for a TWIC. As reported in the February *LOG*, questions concerning the TWIC may be emailed to the Coast Guard at [uscg-twic-helpdesk@uscg.mil](mailto:uscg-twic-helpdesk@uscg.mil). The phone number for the TSA's TWIC help desk is 877-687-2243, and the TSA's TWIC web site is located at <http://www.tsa.gov/>. A list of Coast Guard RECs is located at: <http://www.uscg.mil/stcw/mmcc-regions.htm>.

## BLS Releases Annual Data on Unions

The number of union members in the United States declined in 2006 according to the Bureau of Labor Statistics' annual union membership report, but union members continued to earn significantly higher wages than their unrepresented counterparts.

Released Jan. 25, the government account states that union membership last year dropped from 12.5 percent of all workers in both 2004 and 2005, to 12.0 percent of all workers last year. These figures translate into a decline of more than 325,000 to 15.4 million in all wage and salary workers in the country.

When it came to income, full-time wage and salary workers who were union members had median usual weekly earnings of \$833, compared with a median of \$642 for wage and salary workers who were not represented by unions.

Last year, the union membership rate for government workers (36.2 percent) was substantially higher than for private industry workers (7.4 percent). Within the public sector, local government workers had the highest union membership rate, 41.9 percent. This group includes occupations such as teachers, police officers and fire fighters.

Among major private industries, transportation and utilities had the highest union membership rate, at 23.2 percent, followed by construction (13.0 percent). Within the information industry, telecommunications had a 20.7 percent union membership rate. Financial activities had the lowest unionization rate in 2006—1.9 percent.

In occupational groups, education, training, library occupations (37.3 percent) and protective service occupations (34.7 percent) had the highest unionization rates in 2006. Higher than average union membership rates also were registered in transportation and material moving occupations (18.5 percent), construction and extraction occupations (17.6 percent), installation, maintenance, and repair occupations (15.8 percent), community and social services occupations (15.6 percent), and production occupations (15.5 percent). Sales and related occupations (3.1 percent) and farming, fishing and forestry occupations (3.5 percent) had the lowest unionization rates.

The largest numbers of union members lived in California and New York. Just under half of the 15.4 million union members in the U.S. lived in six states (California, 2.3 million; New York, 2.0 million; Illinois, 900,000; Michigan, 800,000; New Jersey, 800,000; and Pennsylvania, 700,000).

Among the five states reporting union membership rates below 5 percent in 2006, North Carolina and South Carolina continued to post the lowest rates (3.3 percent each). The next lowest rates were recorded in Virginia (4.0 percent), Georgia (4.4 percent), and Texas (4.9 percent).

While news of the decline in union membership last year is far from a positive development, its timing perhaps is not all bad in that it underscores the need to restore fairness in the nation's labor laws. Specifically, it comes as organized labor is pushing for the passage of legislation in Congress that would make it easier for workers to form unions (see related story, this page).

That proposition, the Employee Free Choice Act, would permit workers to form unions simply by signing a card or petition. It would also impose stronger penalties on employers who violate labor laws and would allow for arbitration to settle first contract disputes.

# At Sea and Ashore . . .

# With the SIU



The SIU-crewed *USNS Harry L. Martin's* "Repel Boarders" team poses on the ship's deck after a drill. Seafarers pictured include ABs Allan Marshall and Kathleen Kemp, QMED Kerry and Steward Baker Greg Johnson. Also shown are members of the ship's Nepalese private security force: Sgt. Tika Ram Rai with his squad, including officers Khem Bahadur Angdembe, Kajiman Rai and Hari Bahadur Gurung. These men are all retired members of the famed British fighting unit "The Gurkha Rifles." Thanks to Recertified Bosun Mike Hester for sending this photo to the LOG.



SIU Baltimore Port Agent Dennis Metz (right) keeps Seafarers' interests front and center as he meets with the newly elected Speaker of the House Nancy Pelosi and C.A. Dutch Ruppersberger, who represents Maryland's 2<sup>nd</sup> district in the U.S. House of Representatives. Pelosi, who is a representative from California, was born and raised in Baltimore.



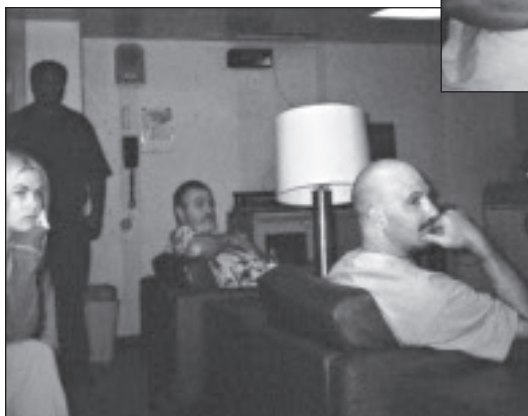
"Hats off to the steward department," wrote Robert Lee, captain aboard the SIU-crewed *USNS Lawrence Gianella*. "The members of the department have answered the call to duty in grand fashion. The skills of each and every member of the department have been greatly appreciated by the crew, and we all have new waistlines to prove it." From the left are GSU John Rascon, Chief Cook Gerald Joseph, SIU Apprentice Tabethia Twine, Chief Steward David Belle and GSU Carlos Balado-Hernandez along with some freshly baked desserts. Capt. Lee also recognized the great work by GSU William Carter, who went on vacation just before this photo was taken.



Seafarer Jimmy Gray (left) received many beautiful and thoughtful gifts at his recent retirement party. Gray worked for more than 22 years at Crowley Tug and Towing in the Los Angeles/Long Beach harbor as an AB/Deck Utility and Engine Utility. Helping Gray celebrate this milestone are (above, from left) Capt. Ed Brady, Capt. Mike Wilson, Engineer Deso Hrboka, Gray, Engineer Arsen Perhat, Capt. Rick Cavalier, Deckhand Mike Privette and Capt. William Privette.



Jack Wyatt (right), a captain at Crowley for more than 30 years, has retired to the Florida Keys, where he plans to do a lot of fishing. Here, he receives his first pension check from SIU Safety Director Kevin Marchand at the Ft. Lauderdale hall.



A union meeting recently took place aboard the *USNS Benavidez*. Included among those in attendance (shown in these three photos) were Recertified Bosun Thomas Minton and Recertified Steward Fernando Guity. The 950-foot vessel, which is in the Military Sealift Command fleet, was en route to the Middle East.



# Making the Holidays Special On the Alaskan Navigator

Being away from home for long periods of time is hard enough; being away from home over festive holidays like Christmas and New Year's can often be especially challenging.

**Donnell (Don) Lewis**, who is sailing as chief steward aboard the *Alaskan Navigator*, recognized the need to create a little bit of home for his fellow crew members over the holidays. Along with Chief Cook **Craig Lundberg** and Steward Assistant **Norberto Cacpal**, the galley gang went all out to make the days special, including a wide assortment of delicious breakfast, lunch and dinner selections.

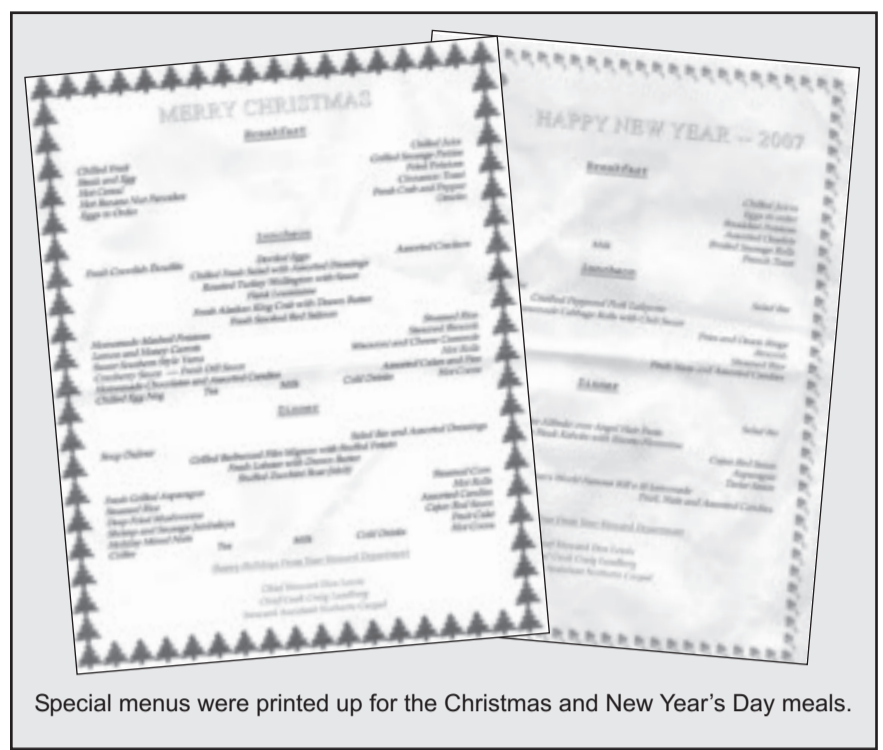
The dinner entree on Christmas Day included grilled filet mignon and fresh lobster. Lobster Alfredo and steak kabobs were

the New Year's Day choices.

Lewis wrote a poem that sums up his feelings about working on Christmas.

### Winter to Fall

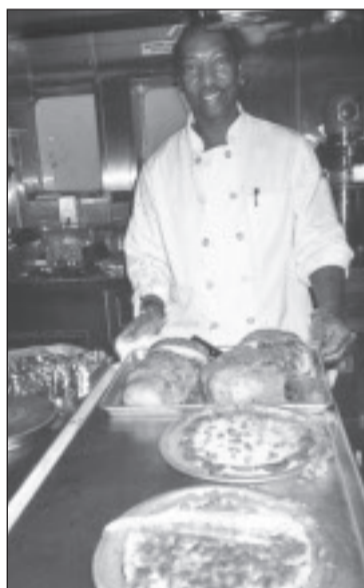
Being aboard an oil tanker in the middle of winter is the last place that I wanted to be; I'd rather be far, far away from here with family and friends you see, but then there's 30 other men who perhaps feel the same way that I do; if not me, then who?...and being aboard ship on Christmas Day ain't really nothing new, my kids are grown and on their own, my wife is at peace and life is sweet...so here I am, yet once again touring from winter to fall; if you're not going to do something right, then don't do it at all, as my father used to say; so here's a menu, to those of you who must sacrifice time away on Christmas Day.



Special menus were printed up for the Christmas and New Year's Day meals.



Chief Cook Craig Lundberg arranges the Christmas lunch buffet.



Steward Assistant Norberto Cacpal (left) holds a freshly baked crab-shaped cheese bread while Chief Steward Don Lewis stands in front of the turkey Wellington and two desserts: a strawberry cheese cake and a kiwi cheese cake.



Lunch on Christmas Day included fresh Alaskan king crab (above) in addition to smoked red salmon and roasted turkey Wellington. Below is a fresh strawberry coffee cake along with an assortment of holiday cookies.



## WWII/Korean War Merchant Marine Veteran Celebrates 85<sup>th</sup> Birthday

*Editor's note: Marlen Buttke celebrated his 85<sup>th</sup> birthday on Dec. 17, 2006, surrounded by friends and family. He shared the following summary of his 10 years of service in the U.S. Merchant Marine, which was sent to the Seafarers LOG by his oldest daughter, Joy Berry.*

I began my seaman's training in December of 1942 at Sheepshead Bay, N.Y. and graduated the following May with basic endorsements and a lifeboat ticket.

My first trip was on Bull Line's *Governor John Lind*. We went through the Davis Strait to Baffin Island and unloaded the cargo ourselves. Then it was on to Hudson Bay, where we converted the ship to haul grain. Next, we carried wheat to Baltimore. Twelve ships were lost between Greenland and Newfoundland by torpedoes from subs. During the rest of the war, I sailed mostly to England and the Mediterranean. We lost 18 ships off the coast of Italy to planes. My last trip to Europe during the war was to Cherbourg (France). At that time, the U.S. was sending 2,000 bomber flights per day into Germany. The only things coming back were rockets and buzz bombs. Seeing no German planes were returning, we realized the war in Europe was over.

After that, I requested ships that were bound for the Pacific Ocean and helped load cargo onto a Liberty ship headed for Okinawa. After a very eventful trip to Okinawa, due to some "error of judgment," each of us was rationed to a half-bucket of water per day. In Eniwetok, the unlicensed crew was charged with mutiny. One guy per watch was left aboard ship; the rest were taken to prison. I remained on board. The captain tried to get crews from the Navy and the union to sail the ship, but they wouldn't send him anyone, so he had to take the crew back from prison.

From Eniwetok, we went to the Caroline Islands where we picked up gunners and operators for the equipment we had on board ship. Escorted by U.S. Navy destroyers, we saw a light come on under our ship. We



Marlen Buttke celebrates his 85<sup>th</sup> birthday with family and friends.

believe subs were using our ship for cover.

We were in Okinawa 26 days and averaged two or three suicide attacks per day. When we returned to the Caroline Islands, the captain knew supplies were on the way but did not wait for them. We left Okinawa and headed for San Pedro. I signed onto a Waterman ship, the *MV Bowline Knot*. I was in the crow's nest the day the war was over. U.S. planes were flying under me, waving up at me. The captain called up to me to get down from the crow's nest. "The war is over!" We celebrated the rest of the day.

After that, I went to Manila, unloading penicillin that was in a small refrigerator hold. We loaded barbed wire and then went to Nagasaki, but we didn't need the barbed wire; the Japanese were real friendly. They say 60,000 people were killed there.

There was a big hospital made up of 11 buildings, but the patients, nurses, everyone was dead where they stood or lay. I don't believe the atom bomb should ever be used again.

In 1950 I went around the world on the *Steel Age*. Then to Korea on the *Robin Hood* or *Robin Grey* on Christmas Eve of 1951. We helped evacuate Hungnam (North Korea). In January, on the same trip, we took refugees out of Inchon (South Korea).

I made one more trip to South and East Africa and then retired in the spring of 1952.

Buttke's daughter, Joy, writes that after leaving the Merchant Marine, he bought a farm in South Dakota within 10 miles of the farm on which he was raised. He married Mickey and they had five children. Buttke farmed for 15 years. They sold the equipment and livestock but continued to live on the farm. He then went to work for a stone quarry for 18½ years before retiring. But not one to remain idle, Buttke worked part time for the Farm Service Agency as a fieldman for 16 years and retired once again, at age 80.

A couple years ago, Buttke and his wife moved from their farm to the nearby town of Milbank. They have been married 54 years and have 11 grandchildren and five great-grandchildren.

Buttke looks forward to each and every issue of the *Seafarers LOG*—and to his weekday games of pinochle at the local community center.



This photo of Nagasaki was taken by Marlen Buttke after the atomic bomb. Buttke was one of the first Americans to view the horrific scene.



Taking on stores aboard the *El Yunque* are (from left) Chief Cook Adalberto Colon, AB Frank Sanchez, Unlicensed Apprentice Farren Blackwell, SA Alex Vasquez and Chief Steward Johnnie McGill.

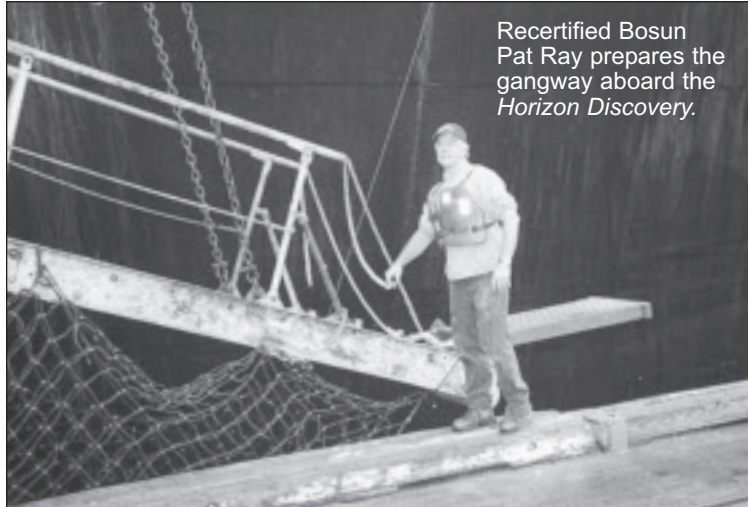


AB Ricardo Quinones readies the *Horizon Discovery's* gangway to go ashore in Jacksonville.



ACU Jaime Cayonte arrives at the Jacksonville hall, hoping to throw in for a job on an upcoming voyage.

# Around the Port of Jacksonville



Recertified Bosun Pat Ray prepares the gangway aboard the *Horizon Discovery*.

Located on Florida's north Atlantic Coast, the port of Jacksonville serves the state and the nation as a shipping point for the movement of goods all over the world and as a gateway to Puerto Rico. This keeps SIU Jacksonville Port Agent Archie Ware and his staff at the union hall very busy.

The photos on this page represent just some of the ships that have been met recently by representatives from the Jacksonville hall, including the *El Yunque*, *Overseas Luxmar*, *Horizon Discovery*, *Independence* and *Horizon Crusader*.



Jacksonville Port Agent Archie Ware (right) meets with Joseph Grandinetti, a QEE on the *El Yunque*.



Right: Crew members on the car ship *Independence*



Crew members on the *El Yunque*



Holding a copy of the ship's minutes is Jonny Cruz, chief steward on the *Overseas Luxmar*.



SA Esther Wilkes cleans dishes aboard the *Horizon Discovery*.

Right: AB J. Calix (left) assists Recertified Bosun Pat Ray with the *Horizon Discovery's* gangway.



The *Horizon Discovery's* chief cook is Tracey Newsome.



Right: Crew members on the *Overseas Luxmar*



Left: Crew members on the *Horizon Crusader*



Aboard the *Horizon Crusader* is the ship's committee: (from left) Recertified Steward Joseph Emidy, Recertified Bosun Roan Lightfoot and Electrician Morris Jeff.



Getting ready for the lunch crowd on the *Overseas Luxmar* is SA Adolfo Bermudez.



Lunch is being prepared aboard the *Overseas Luxmar* by Chief Cook Leoncio Castro.



# Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 2007

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	2	4	1	1	2	0	0	3	6	3
Anchorage	2	5	1	0	4	1	2	2	6	4
Baltimore	3	5	0	2	1	1	0	9	8	1
Fort Lauderdale	14	12	5	10	8	2	0	20	21	5
Guam	1	8	0	3	5	1	0	1	6	1
Honolulu	18	10	0	8	5	0	3	20	16	0
Houston	36	29	7	25	23	4	16	67	46	9
Jacksonville	25	22	6	25	16	5	14	58	36	12
Joliet	1	5	1	1	1	1	0	0	4	2
Mobile	13	12	0	7	7	2	2	20	15	1
New Orleans	13	16	3	16	8	2	8	28	19	4
New York	39	24	12	28	19	1	13	85	41	23
Norfolk	11	11	10	12	10	5	3	17	27	13
Oakland	20	15	3	25	7	1	5	34	16	3
Philadelphia	2	2	0	2	3	0	1	3	6	2
Piney Point	0	6	0	0	9	0	1	0	2	1
Puerto Rico	10	6	0	6	5	1	2	15	14	1
St. Louis	2	5	2	0	3	3	1	4	13	2
Tacoma	40	41	14	23	24	4	21	63	51	17
Wilmington	29	19	6	22	11	3	15	59	38	14
<b>Totals</b>	<b>281</b>	<b>257</b>	<b>71</b>	<b>216</b>	<b>171</b>	<b>37</b>	<b>107</b>	<b>508</b>	<b>391</b>	<b>118</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	1	0	0	0	0	0	0	1	1	0
Anchorage	0	0	1	0	0	1	0	0	0	0
Baltimore	4	4	2	4	1	1	0	8	8	3
Fort Lauderdale	4	3	3	5	4	1	5	12	10	4
Guam	0	2	0	0	1	0	0	0	4	0
Honolulu	5	4	2	6	2	2	2	12	8	4
Houston	13	15	6	9	11	2	6	28	22	10
Jacksonville	16	26	2	17	11	0	9	28	32	2
Joliet	0	2	1	0	1	1	1	0	1	0
Mobile	6	2	1	4	3	2	1	11	4	3
New Orleans	10	7	0	4	1	0	1	13	8	2
New York	20	9	3	10	5	3	3	35	16	11
Norfolk	8	9	7	11	11	3	2	7	16	7
Oakland	7	12	1	11	5	0	3	17	15	2
Philadelphia	1	2	1	0	3	0	1	3	1	1
Piney Point	1	1	2	2	1	2	0	3	1	0
Puerto Rico	3	4	0	5	4	1	5	3	6	0
St. Louis	0	3	0	0	2	1	1	0	4	0
Tacoma	15	20	2	9	11	2	11	22	25	5
Wilmington	9	12	7	9	6	4	2	18	18	12
<b>Totals</b>	<b>123</b>	<b>137</b>	<b>41</b>	<b>106</b>	<b>83</b>	<b>26</b>	<b>53</b>	<b>221</b>	<b>200</b>	<b>66</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	1	0	0	0	0	2	2	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	1	1	2	1	0	1	0	4	3	1
Fort Lauderdale	6	6	1	3	7	0	3	8	12	2
Guam	4	2	0	2	1	0	0	2	2	0
Honolulu	9	9	0	7	7	0	0	13	13	0
Houston	25	4	2	13	3	2	5	42	10	5
Jacksonville	21	17	2	15	8	3	8	27	17	2
Joliet	1	0	0	0	0	1	0	1	0	0
Mobile	9	3	0	4	1	0	0	12	6	3
New Orleans	3	6	0	4	2	0	2	11	6	2
New York	22	9	3	13	4	1	7	35	10	3
Norfolk	8	9	1	7	8	1	2	12	14	3
Oakland	27	1	0	13	3	0	5	42	6	0
Philadelphia	3	1	0	2	1	0	1	3	1	0
Piney Point	4	2	0	3	2	0	0	5	3	0
Puerto Rico	1	0	0	0	3	0	0	3	1	0
St. Louis	1	0	0	0	2	0	0	2	0	2
Tacoma	15	8	2	17	4	1	5	26	10	3
Wilmington	23	9	1	18	2	1	8	44	16	1
<b>Totals</b>	<b>183</b>	<b>87</b>	<b>15</b>	<b>122</b>	<b>58</b>	<b>11</b>	<b>46</b>	<b>294</b>	<b>132</b>	<b>28</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	3	7	0	0	1	0	0	3	10
Anchorage	0	2	1	0	1	0	0	0	5	1
Baltimore	0	1	0	0	1	0	0	0	3	2
Fort Lauderdale	0	6	10	0	4	3	0	1	11	16
Guam	0	5	1	0	1	2	0	0	5	0
Honolulu	0	7	6	1	3	6	0	1	14	13
Houston	2	25	11	3	11	4	0	10	42	29
Jacksonville	4	23	8	1	12	2	0	5	33	24
Joliet	0	0	0	0	0	0	0	0	0	1
Mobile	2	4	5	0	1	1	0	3	8	7
New Orleans	4	4	4	3	3	2	0	4	5	6
New York	7	27	11	2	17	1	0	15	68	40
Norfolk	0	7	18	0	6	8	0	0	15	27
Oakland	1	13	7	4	7	5	0	4	20	13
Philadelphia	0	0	1	0	0	1	0	0	0	1
Piney Point	0	6	35	0	9	33	0	0	7	7
Puerto Rico	0	2	0	1	2	0	0	0	3	0
St. Louis	0	0	0	0	0	1	0	0	1	0
Tacoma	4	12	12	2	4	10	0	6	28	16
Wilmington	2	15	11	2	8	3	0	3	21	12
<b>Totals</b>	<b>26</b>	<b>162</b>	<b>148</b>	<b>19</b>	<b>90</b>	<b>83</b>	<b>0</b>	<b>52</b>	<b>292</b>	<b>225</b>
<b>Totals All Departments</b>	<b>613</b>	<b>643</b>	<b>275</b>	<b>463</b>	<b>402</b>	<b>157</b>	<b>206</b>	<b>1,075</b>	<b>1,015</b>	<b>437</b>

\*"Total Registered" means the number of Seafarers who actually registered for shipping at the port.

\*\*"Registered on Beach" means the total number of Seafarers registered at the port.

## April & May 2007 Membership Meetings

Piney Point .....Monday: April 2, May 7  
 Algonac .....Friday: April 6, May 11  
 Baltimore.....Thursday: April 5, May 10  
 Boston .....Friday: April 6, May 11  
 Guam .....Thursday: April 19, May 24  
 Honolulu.....Friday: April 13, May 18  
 Houston .....Monday: April 9, May 14  
 Jacksonville .....Thursday: April 5, May 10  
 Joliet .....Thursday: April 12, May 17  
 Mobile .....Wednesday: April 11, May 16  
 New Orleans.....Tuesday: April 10, May 15  
 New York .....Tuesday: April 3, May 8  
 Norfolk .....Thursday: April 5, May 10  
 Oakland .....Thursday: April 12, May 17  
 Philadelphia.....Wednesday: April 4, May 9  
 Port Everglades ....Thursday: April 12, May 17  
 San Juan .....Thursday: April 5, May 10  
 St. Louis .....Friday: April 13, May 18  
 Tacoma .....Friday: April 20, May 25  
 Wilmington.....Monday: April 16, May 21

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

## Inland Career Opportunities: Immediate Job Openings

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

In Texas, the SIU has immediate openings aboard harbor tugs. Interested individuals who possess either a mate's or master's license (inland) greater than 200 GRT with a towing endorsement, or are licensed as a chief or assistant engineer (6,000 hp or greater) are encouraged to contact Jim McGee at the SIU hall in Houston. The phone number is (713) 659-5152.

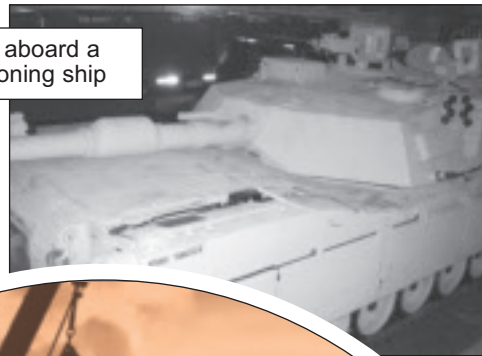




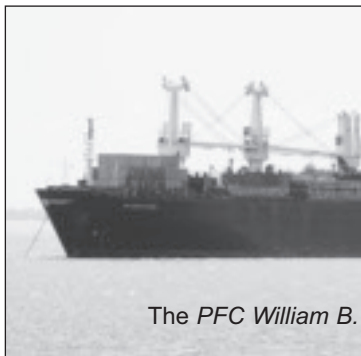
The Sgt. Edward A. Carter, Jr.



Materiel aboard a prepositioning ship



The PFC William B.



# PREP

## SIU Sa



AB Jim Stetter



Bosun Robert Buzard, AB Ruben Gamboa, AB Jim Stetter, AB Ethan Mims, AB Ron Rizzuto and AB Roy Rhodes

Special thanks to Third Mate Ed McDonnell for providing the photos on these two pages. Most of the shots show crew members and activities from aboard the prepositioning ship *Franklin J. Phillips* late last year in Diego Garcia. The ship is operated by SIU-contracted Maersk Line, Limited.



As with all vessels, steward department members aboard the *Phillips* play a key role in helping maintain good morale throughout the ship.



AB Ron Rizzuto



m B. Baugh



Helo ops and lighterage aboard the PVT Franklin J. Phillips



# POSITIONING POWER

## Sails Strategically Stationed Ships Strengthening Sealift

America's sealift capabilities depend on many factors, including reliable U.S. crews, adequate numbers of vessels, laws that help sustain a viable private U.S.-flag maritime industry, and effective partnerships between the military and various segments of that industry.

One important but sometimes publicly less-noticed component of U.S. sealift capacity is the U.S. Military Sealift Command's (MSC) prepositioning program, which the agency describes as "an essential element in the nation's triad of power projection into the 21st century - sea shield, sea strike and sea basing."

The term "prepositioning" refers to ships that remain at sea, normally fully loaded and ready to sail at a moment's notice so that vital materiel can be safely delivered to U.S. forces. SIU members sail aboard most of MSC's 35 prepositioning vessels, which are strategically located around the world. (Two are in reduced operating status in the U.S.; the rest are fully

crewed and deployed.)

SIU-crewed prepositioning ships support the U.S. Army, Navy, Air Force and Marine Corps and the Defense Logistics Agency. The vessels provide "the military equipment and supplies for a contingency forward deployed in key ocean areas before it is needed," according to MSC.

Afloat prepositioning started in the early 1980s as a simple but important means of delivering the goods as quickly as possible. Today, MSC prepositioning ships are located all over the globe, in areas such as the Mediterranean Sea, the Indian Ocean and Guam, the agency notes.

The vessels include a mix of chartered commercial ships, activated Ready Reserve Force vessels and other U.S. government-owned ships. U.S. civilian mariners sail aboard each type of platform, including tankers, RO/ROs, containerships and aviation logistics support vessels.



Bosun Bernard Baker and AB Louis Scull



Electrician Troy Ancar



DEU Abdelhak Moutmir



Chief Steward Raymond Alexander and SA Adobe Boateng



DEUs Gustavo Brown and Damion Vaughn



AB Emilio Abreau



When Chief Steward Tony Spain (above right) and Chief Cook Marlon Battad (photo above left) want fish on the menu, they sometimes take matters into their own hands.



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Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

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(671) 477-1350

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(713) 659-5152

**JACKSONVILLE**

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

**JOLIET**

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

**MOBILE**

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

**NEW ORLEANS**

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

**NEW YORK**

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

Government Services Division: (718) 499-6600

**NORFOLK**

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

**OAKLAND**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SANTURCE**

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

**ST. LOUIS/ALTON**

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

**TACOMA**

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

**WILMINGTON**

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

# With Seafarers in the Port of Norfolk, Va.



In January, the SIU welcomed three new full book members at the hall in Norfolk, Va. while also expressing best wishes for happy retirements to two other Seafarers who completed their respective maritime careers. Above left, Port Agent Georg Kenny swears in full book members (from left) SA Shanita Daniel, SA Peggy Young and Steward/Baker Robert Greenwood. At right, AB/Tankerman James Kruger receives his first pension check. Below, AB/Tankerman William Matthews Sr. (second from right) is joined by family members and Kenny as he also receives his first pension check. Matthews and Kruger both sailed with Penn Maritime.



## PIC-FROM-THE-PAST



This photo was sent to the *Seafarers LOG* by Ruby Higham of Kemah, Texas, the widow of **Armon Higham**, a charter member of the SIU who died February 5, 1998. Mrs. Higham wrote that her husband, who was called "Jimmy," is the 5th person from the left in the back row. She doesn't know any of the other attendees at the SIU Crews Conference in Piney Point, Md. in 1970, but is

hopeful someone will see himself pictured. Armon Higham joined the union in 1938 in the port of Mobile, Ala. Born in New York, he worked in the steward department, last sailing as a chief steward. During his career, he was active in union organizing drives and beefs and attended this educational conference at the school. He began receiving his pension in July 1971.

*If anyone has a vintage union-related photograph he or she would like to share with the LOG readership, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.*



### DEEP SEA

**JOSE CASTRO**, 65, joined the SIU in 1982. Brother Castro's first ship was the *Point Julie*. The Hawaii-born mariner worked in the engine department and upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Castro most recently sailed on the *Commitment*. He calls Houston home.

**LUIS COLON**, 62, began his seafaring career in 1971, initially sailing on the *Guayama*. Brother Colon was born in Puerto Rico and shipped in the deck department. He most recently sailed on the *San Juan*. Brother Colon continues to live in Puerto Rico.



**CHARLES CLACKLEY JR.**, 63, joined the SIU in 1990. Brother Clackley initially sailed in the engine department on

board the *Eugene A. Obregon*. He was born in Alabama and upgraded at the Paul Hall Center on two occasions. Brother Clackley most recently worked aboard the *USNS Stockham*. He is a resident of Dothan, Ala.

**HERBERT DAVIS**, 51, joined the union in 1978 in Piney Point, Md. Brother Davis first worked aboard a



Southern Ohio Towing Company vessel. The steward department member upgraded on numerous occasions at the Piney Point school. Brother Davis last shipped on the *Atlantic Forest*. Born in Norfolk, Va., he calls Hazelwood, Mo. home.



**RONALD DAVIS**, 57, began sailing with the SIU in 1967. Brother Davis's first trip to sea was aboard the

*Wayne Victory*. He was born in Mississippi and worked in the deck department. Brother Davis last sailed on the *Galena Bay*. He is a resident of Gulfport, Miss.

**RALPH EGELAND**, 65, became a Seafarer in 1969. Brother Egeland's first voyage was on the *Mohawk*. Born in



Minnesota, he shipped in the deck department. In 1974 and 2000, Brother Egeland upgraded his skills at the Piney Point school. Prior to retiring, he worked aboard the *Comet*. Brother Egeland calls Deming, N.M. home.

**KENNETH HERZSTEIN**, 65, embarked on his seafaring career



in 1991. Brother Herzstein first sailed on the *Overseas Juneau*. The deck department member was born in

San Francisco. Brother Herzstein's most recent voyage was aboard the *Meteor*. He upgraded his seafaring skills at the SIU-affiliated school in Piney Point, Md. Brother Herzstein resides in Oxnard, Calif.

**A.T. SALYARD**, 65, started shipping with the SIU in 1965.



Brother Salyard worked in both the inland and deep sea divisions during his career. He first sailed aboard an ISCO vessel as a member of the engine department. Brother Salyard upgraded at the Piney Point school in 1978. His last trip to sea was on the *Seabulk Tanker*. Brother Salyard makes his home in Bakersfield, Calif.



**SALEH SOOFI**, 65, joined the SIU in 1994 in the port of New York. Brother Soofi's first voyage was aboard the

*Independence*. He upgraded his skills at the Paul Hall Center in 2003. Brother Soofi most recently sailed aboard the *Franklin J. Phillips*. Born in Yemen, he calls Detroit home.

**KLAUS TANKERSLEY**, 59, was born in Germany and joined the SIU in 1968.



Brother Tankersley's first ship was the *Albany*. He sailed in the deck department, most recently on the *USNS Dahl*. Brother Tankersley upgraded on numerous occasions at the SIU-affiliated school. He is now a resident of Thailand.



**JOHN VIERRA**, 65, began sailing with the Marine Cooks & Stewards in 1978 in the port of San Francisco.

Brother Vierra, who was born in Oakland, Calif., worked primarily aboard Matson Navigation Company vessels in the steward department. He makes his home in Hayward, Calif.

### INLAND

**CHARLES CHAMBERLIN**, 62, became an SIU member in 1963 in the port of Philadelphia. Boatman Chamberlin initially

shipped aboard a Taylor Marine Towing vessel. The Pennsylvania native upgraded his skills at the Seafarers-affiliated school in 1974 and 1989. Boatman Chamberlin's most recent voyage was aboard a McAllister Towing of Philadelphia vessel. He lives in Haddon Heights, N.J.



**LOUIS GREEN JR.**, 58, launched his seafaring career in 1968. Boatman Green's first ship was operated by

Atlantic Carriers Inc. The deck department member, who was born in Florida, most recently sailed aboard the *Dodge Island*. He makes his home in Jacksonville, Fla.

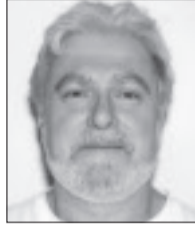
**WILLIAM MAHONEY**, 62, joined the union in 1988.



On two occasions, Boatman Mahoney upgraded his seafaring skills at the Piney Point school. He worked primarily aboard Maritrans Operating vessels. Boatman Mahoney resides in Clearwater, Fla.

## 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.



**MARLIN MILLER**, 55, joined the SIU in 1978. Boatman Miller worked primarily aboard Crowley

Towing & Transportation vessels. Born in Ohio, he was a frequent upgrader at the Paul Hall Center in Piney Point, Md. Boatman Miller calls Neptune Beach, Fla. home.

**EDWARD PACE JR.**, 55, was born in Florida.



Boatman Pace started his seafaring career in 1969, initially sailing aboard a Southern Carriers Corporation vessel. He upgraded often at the union-affiliated school in Piney Point. Boatman Pace most recently worked aboard a Penn Maritime vessel. He is a resident of Portsmouth, Va.

**JERRY WHITLEY**, 65, embarked on his seafaring career in 1968. Boatman Whitley first shipped in the deep sea division on the *Penn Sailor*. His final excursion was aboard a Mariner Towing vessel. Boatman Whitley lives in Lake Wales, Fla.

**JACK WYATT**, 61, joined the SIU in 1982. Boatman Wyatt, who was born in Brooklyn, N.Y.,



sailed primarily aboard Crowley Towing & Transportation of Jacksonville vessels. In 2001 and 2004, Boatman Wyatt attended classes at the union-affiliated school in Piney Point, Md. He resides in Miami.

### GREAT LAKES

**RUSSELL BROWN**, 56, joined the SIU in 1977. His first voyage was on the *J.J. Hutchison*.



Brother Brown was born in Flint, Mich. and sailed as a member of the deck department. Prior to his retirement, Brother Brown sailed aboard the *H. Lee White*. He now makes his home in Alger, Mich.



**JOHN GOFORTH**, 67, commenced his seafaring career in 1963, initially shipping aboard an American

Steamship Company vessel. Brother Goforth, who was born in North Carolina, most recently sailed on the *William Roesch*. Brother Goforth resides in McMinnville, Tenn.

Reprinted from past issues of the Seafarers LOG.

#### 1946

Voting on the ships of the Isthmian Steamship Company in the National Labor Relations Board election commenced on March 29. The first ship to be voted was the *SS Mobile City*, in New Orleans on March 29. Within a few days, ballots were cast on the *Wm. N. Byers* in Galveston, the *Nicaragua Victory* and the *Mandan Victory* in Baltimore, the *Thomas Cresap* in New York and the *Marine Fox* in Seattle. All reports indicated a favorable SIU vote.

#### 1957

The 43-man crew of a Liberian tanker was rescued by the SIU-manned *Claiborne* after a fire and two explosions flooded the vessel, causing her to sink in the Gulf of Mexico. The tanker *Perama* had reported that she was sinking fast after an explosion in her pumproom on March 18, some 150 miles southwest of St. Petersburg, Fla. The tanker was en route from Thomas Haven, England to Galveston, Texas with a cargo of soybean oil....

The Waterman freighter *Claiborne* went to the aid of the stricken vessel and picked up her crew. Members of the *Claiborne* gang manned a lifeboat and succeeded in attaching a towline to the sinking ship. However, the line later broke and further attempts to salvage the quickly sinking vessel and her cargo had to be abandoned.

#### 1968

SIU President Paul Hall was named "Man of the

Year" by the Anti-Defamation League of B'Nai B'rith at a testimonial dinner conducted in New York City on March 21. The presentation to Hall was "in recognition of his devoted efforts and leadership in helping to build a world of freedom, equality and justice."

Joseph Kahn, chairman of the board of SIU-contracted Seatrain Lines, in presenting the award to the SIU president, cited his contributions to organized labor as well as his efforts in furthering the brotherhood of man. Honorary chairman of the presentation ceremonies was AFL-CIO

President George Meany.

#### 1997

The U.S. Coast Guard in March formally gave its consent for the use of the training record books (TRB) developed recently by the SIU and the Paul Hall Center for issuance to all deep sea, Great Lakes and inland Seafarers. The books are scheduled to be printed in April and will be distributed by the Paul Hall Center's admissions office....

In a letter verifying the agency's acceptance of the TRB, the Coast Guard pointed out that an interim final rule is due in April that will require the use of such credentials. "I am impressed that you have not let the rulemaking process discourage you from working with the companies that have contracts with the SIU to develop a TRB which will not only meet STCW requirements but will be useful for other purposes," wrote Coast Guard Captain R.L. Skewes in the letter of acceptance to the center.

## THIS MONTH IN SIU HISTORY

# Final Departures

## DEEP SEA

### PRINCE BAKER



Pensioner Prince Baker, 89, passed away June 2. Brother Baker became an SIU member in 1945 in the port of Baltimore. He first sailed on a vessel operated by M.J. Troy Inc. as a member of the steward department. Brother Baker was born in Arkansas. His last trip to sea was aboard the *Overseas Marilyn*. Brother Baker retired in 1990 and settled in Leesville, La.

### JAMES BOND



Pensioner James Bond, 83, died June 1. Brother Bond joined the union in 1946 in the port of Baltimore. His first voyage was aboard an A.H. Bull Steamship Company vessel. Brother Bond, who was a Baltimore native, shipped as a member of the deck department. He last sailed on the *Seamar*. Brother Bond went on pension in 1994 and called Baltimore home.

### ANTHONY BURRELL

Brother Anthony Burrell, 39, passed away June 29. He launched his seafaring career in 1990, first sailing aboard the *USNS Kane*. Brother Burrell, who was born in Louisiana, most recently worked on the *Atlantic Forest*. Brother Burrell made his home in Westwego, La.

### DAVID CAMACHO

Brother David Camacho, 56, died July 17. He began sailing with the SIU in 1977. Brother Camacho's earliest trip to sea was aboard the *Walter Rice*. The steward department member, who was born in Puerto Rico, last sailed on the *Developer*. He was a resident of St. Augustine, Fla.

### FRANK COSTANGO



Pensioner Frank Costango, 79, passed away June 23. Brother Costango joined the SIU ranks in 1962 when he first sailed aboard the *Alcoa Pointer*. He was born in Delaware and shipped in the steward department. Brother Costango's most recent voyage was aboard the *ITB Groton*. He started receiving his retirement compensation in 1995 and continued to live in his native state.

### WILLIAM DAVIS



Pensioner William Davis, 75, died July 29. Brother Davis embarked on his seafaring career in 1966, first sailing on the *OMI Sacramento*. He was born in Durham, N.C. and shipped in the deck department. Brother Davis last worked aboard the *Worth*. He became a pensioner in 1995 and continued to call Durham, N.C. home.

### BRYAN ELLIS

Brother Bryan Ellis, 36, passed away July 5. He joined the SIU in 1993. Brother Ellis' first trip to sea was on the *Eugene A. Obregon*. The Michigan-born mariner sailed in the steward department. Brother Ellis most recently shipped aboard a Waterman Steamship Corporation vessel. He resided in Fenton, Mich.

### ROBERT MARTINEZ

Brother Robert Martinez, 62, died June 16. He joined the Marine Cooks & Stewards (MC&S) in 1990 in the port of San Francisco. Brother Martinez first worked aboard the *Independence*. Born in California, he was a member of the steward department. Brother Martinez's last voyage was on the *APL Philippines*. He made his home in Gig Harbor, Wash.

### LESTER MOORE



Pensioner Lester Moore, 88, passed away July 24. Brother Moore initiated his SIU career in 1948. His first ship was operated by Seatrain Lines Inc. Brother Moore was a member of the engine department. The Texas native last sailed aboard a Cove Shipping Company vessel. Brother Moore was a resident of Livingston, Texas.

### RAFAEL QUESADA



Pensioner Rafael Quesada, 91, died July 16. Brother Quesada joined the SIU in 1951 in the port of New York. He first sailed on an A.H. Bull Steamship Company vessel. Brother Quesada, who was born in Puerto Rico, shipped in the steward department. Prior to his retirement in 1980, he worked aboard the *Horizon Anchorage*. Brother Quesada continued to live in Puerto Rico.

### TEODORO RUIZ

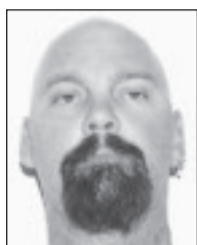


Pensioner Teodoro Ruiz, 92, passed away July 13. Brother Ruiz embarked on his SIU career in 1940 in the port of New York. He sailed in both the inland and deep sea divisions. Brother Ruiz's first ship was operated by Edgewater Terminal Corporation. The deck department member was born in Puerto Rico but called San Antonio home. Brother Ruiz was last employed on the *Humacao*. He went on pension in 1979.

### CHARLES SIMPSON

Pensioner Charles Simpson, 96, died June 1. Brother Simpson initially sailed with the MC&S in 1962 from the port of San Francisco. He worked aboard Delta Steamship Line vessels for the duration of his career to include the *Santa Mercedes* and the *Santa Mariana*. Brother Simpson was a member of the steward department. He continued to live in his native state of California. Brother Simpson began collecting his retirement pay in 1984.

### KENNETH STRATTON



Pensioner Kenneth Stratton, 50, passed away July 8. Brother Stratton joined the SIU in 1972 at the maritime training center in Piney Point, Md. His first ship was the *Brooklyn*. Brother Stratton sailed in the engine department. Born in Boston, Mass., he most recently worked aboard the *Humacao*. Brother Stratton, who was a resident of Daytona Beach, Fla., retired in 2003.

### GOUMAS STYLIANOS

Pensioner Goumas Stylianos, 81, died June 28. Brother Stylianos began shipping with the Seafarers in 1960 from the port of New York, first working aboard a vessel operated by Texas City Refining Inc. Brother Stylianos last sailed on the *Elizabeth*. He became a pensioner in 1985 and made his home in Greece.

### MARCOS SUAREZ

Brother Marcos Suarez, 44, passed away June 8. He joined the SIU in 1999. Brother Suarez worked in both the deep sea and inland divisions. His first voyage was on NPR's *San Juan*. Brother Suarez was a deck department member. The New York-born mariner last sailed aboard a Crowley Towing of Jacksonville vessel. Brother Suarez resided in Puerto Rico. He went on pension in 2003.

### ALFONSO TUCKER

Pensioner Alfonso Tucker, 77, died June 26. Brother Tucker was born in Georgia. He launched his MC&S career in San Francisco. Brother Tucker was a resident of California. He started receiving his retirement compensation in 1977.

### MICHAEL WILEY

Brother Michael Wiley, 61, passed away June 26. He joined the union in 1978, first sailing aboard the *Overseas Juneau*. Brother Wiley was born in Washington and worked in the deck department. His last voyage was on the *Horizon Anchorage*. Brother Wiley called Everett, Wash. home.

### JEROME WILLIAMS

Brother Jerome Williams, 48, died July 17. He began his seafaring career in 1979 in Piney Point, Md. Brother Williams' first ship was the *Connecticut*; his last was the *Overseas Arctic*. The deck department member, who was born in Louisiana, continued to live in that state.

### KALEB YAFAI



Pensioner Kaleb Yafai, 72, passed away July 26. Brother Yafai joined the SIU in 1967. Born in Yemen, he shipped in the engine department. Brother Yafai's first trip to sea was aboard the *TransOneida*. Before retiring in 1996, he sailed on the *Overseas Chicago*. Brother Yafai settled in Newark, Del.

### INLAND

#### HENRY BIGHAM

Pensioner Henry Bigham, 79, died

June 5. Boatman Bigham began his seafaring career in 1951. He initially sailed on vessels operated by Doric Shipping Corporation. Boatman Bigham, who was born in North Carolina, last worked aboard a Mariner Towing vessel. He retired in 1991 and continued to make his home in North Carolina.

### ALICK HELGREN



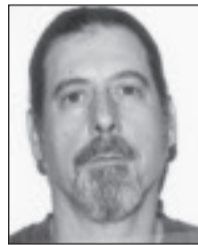
Pensioner Alick Helgren, 88, passed away June 25. Born in Texas, Boatman Helgren joined the union in 1950 in the port of Houston. He shipped primarily aboard G&H Towing vessels. Boatman Helgren went on pension in 1980 and made his home in Austin, Texas.

### OSCAR LIND



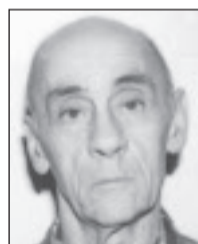
Pensioner Oscar Lind, 98, died June 13. Boatman Lind was born in Galveston, Texas. During his SIU career of 24 years, he worked primarily aboard Sabine Towing Company vessels. In 1972, Boatman Lind started collecting compensation for his retirement. He was a resident of Houston.

### JAMES SHIFFLETT



Boatman James Shifflett, 53, passed away June 12. He became a union member in 1977. Boatman Shifflett worked primarily aboard Maritrans Operating Company vessels. He sailed in the deck department. Boatman Shifflett, who was born in Harrisonburg, Va., called Louisiana home.

### JOHN TANNER



Pensioner John Tanner, 78, passed away July 7. Boatman Tanner joined the union in 1974 while at the Piney Point school. He first sailed aboard a Stuart Transportation vessel as a member of the engine department. Boatman Tanner was born in Illinois but called Portsmouth, Va. home. He retired in 1998.

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

### WILLIAM BEREZNIK



Pensioner William Bereznik, 88, died May 11. Brother Bereznik became an NMU member in 1963, initially sailing aboard the *Robert E. Hopkins*. He was born in Bayonne, N.J. Before retiring in 1983, Brother Bereznik worked on the *American Legion*.

### BUSTER BISHOP



Pensioner Buster Bishop, 82, passed away May 11. Brother Bishop was born in Arkansas. He joined the NMU in 1946; his first ship was the *Francis Wilson*. Brother Bishop's last voyage was aboard the *John Lykes*. He became a pensioner in 1967.

### GERALD JOHNSON



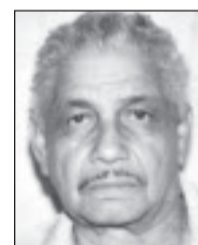
Pensioner Gerald Johnson, 73, died May 26. Brother Johnson first sailed with the NMU in 1980 on the *Pioneer Commander*. He was born in Kershaw, S.C. Brother Johnson went on pension in 1997. His most recent voyage was aboard the *Baltimore Trader*.

### LEO MADRETSMA



Pensioner Leo Madretsma, 83, passed away May 10. Brother Madretsma embarked on his NMU career in 1947, first sailing from the port of New York on the *Brazil*. He worked in the engine department. In 1987, Brother Madretsma began receiving compensation for his retirement.

### BERNARDO MORALES



Pensioner Bernardo Morales, 87, died May 12. Brother Morales joined the NMU in 1967 in the port of New York. The Puerto Rico-born mariner last worked aboard the *American Pioneer*. Brother Morales started collecting his pension in 1987.

### MARCUS TUCKER



Pensioner Marcus Tucker, 81, passed away May 21. Brother Tucker joined the NMU in 1958 in the port of New York. His first ship was the *Contessa*; his last was the *Cape Domingo*. Brother Tucker was a member of the steward department. He retired in 1991.

*Editor's note: In addition to the individuals listed above, the following NMU members, all of whom were pensioners, passed away on the dates indicated.*

NAME	AGE	DOD
Blake, Calvin	82	July 30
Martinez, Felix	78	Oct. 23
Johnson, Everett	60	June 18
Peterson, Aubrey	81	July 15
Scales, Raymond	74	Oct. 19

# 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.

**COMET** (Maersk Line Limited), Dec. 26—Chairman **Jay C. Dillon**, Secretary **Roderick L. Clay**, Educational Director **Marc Hoffman**, Deck Delegate **John N. Villarta**, Engine Delegate **Andrew Linares**. Chairman announced Jan. 4 payoff and asked crew members to turn books over to boarding patrolman. Secretary reminded Seafarers to follow safety procedures at all times. Educational director advised everyone to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs; disputed OT reported in deck department. Crew read and discussed benefit booklet received from headquarters. Clarification requested about time off after the 75 days has been established for rotary jobs. Members suggested purchase of new toaster and microwave; new washing machine is on the way.

**EL YUNQUE** (Interocean American Shipping), Dec. 31—Chairman **Frank L. Thompson**, Secretary **Johnnie B. McGill Jr.**, Educational Director **Joseph C. Grandinetti**, Deck Delegate **Anthony L. Sumlar**, Engine Delegate **Nat N. Lamb**, Steward Delegate **Adalberto Colon Rosa**. Chairman talked about importance of reading monthly *Seafarers LOG*. Secretary encouraged mariners to take advantage of training available at Piney Point facility to help strengthen our industry. Educational director reported smooth sailing. No beefs or disputed OT reported. Next port: Jacksonville, Fla.

**GALENA BAY** (OSG), Dec. 31—Chairman **Lawrence H. Zepeda**, Secretary **Tyler N. Laffitte**, Deck Delegate **Sinclair Oubre**. Secretary thanked crew for helping keep TV room clean and for separating discarded paper from plastic products. Educational director urged mariners to upgrade seafaring skills at the SIU-affiliated school. No beefs or disputed OT reported. Vote of thanks given to steward department for excellent Thanksgiving and Christmas holiday feasts.

**HORIZON KODIAK** (Horizon Lines), Dec. 31—Chairman **Christopher K. Pompel**, Secretary **Veronika K. Cardenas**, Educational Director **Brian J. Sengelaub**, Engine Delegate **Ralph D. Thomas**, Steward Delegate **Thomas M. Kelly**. Chairman discussed changes in new contract. He reminded crew that safety vests and hard hats must be worn when going to and from vessel. Secretary talked about importance of following safety procedures. No beefs or disputed OT reported. Crew members thanked Tacoma Seafarers Center for Christmas presents and gave a

thumbs-up to steward department for job well done. Suggestions were made regarding medical plan and eligibility.

**INTREPID** (Maersk Line Limited), Dec. 18—Chairman **Abdulla R. Alwaseem**, Secretary **James E. Harper**, Educational Director **David Fricker**, Deck Delegate **Joemar P. Abagat**, Engine Delegate **Romeo N. Rivera**. Chairman thanked crew members for job well done. Secretary reported that satellite phone and cards have been received but stated problem exists in connecting for service. Treasurer noted \$1,300 in ship's fund. No beefs or disputed OT reported. Crew members requested fans for rooms and new radio/CD player. They also would like to see more engine department classes offered at Piney Point. Recommendations made regarding pension, medical and dental plans. Next port: Long Beach, Calif.

**ITB PHILADELPHIA** (USS Transport), Dec. 30—Chairman **Joseph J. Caruso**, Secretary **Dana A. Paradise**, Educational Director **Joseph L. McCrosky**, Engine Delegate **Roque L. Lambert**, Steward Delegate **German Solar**. Chairman thanked all departments for working well together and asked that everyone help keep ship clean. Secretary asked members to see him for any needed forms. Educational director advised crew to upgrade at Piney Point school to keep up with the changing industry. He also stressed need to check document expiration dates. No beefs or disputed OT reported. Discussion held regarding high satellite bills; recommendations were made for ways to lower future bills. Request made for new washing machine. Vote of thanks to steward department for job well done. Next ports: Norco, La.; Fort Lauderdale, Fla.

**MAERSK VERMONT** (E-Ships Inc.), Dec. 24—Chairman **Cecil M. Yearwood**, Secretary **Paul H. Isherwood**, Educational Director **Rudolph C. Maycock**, Deck Delegate **Richard E. Sandiford**, Steward Delegate **Jerry E. Stuart**. Chairman reported smooth sailing. He thanked steward and deck departments for excellent work. No beefs or disputed OT reported. Deck department requested clarification from company as to proper attire while working on deck (e.g., coveralls, safety shoes, gloves, back brace, etc.) Clarification also requested on time for loading stores.

**OVERSEAS LUXMAR** (OSG), Dec. 3—Chairman **Charles H. Foley**, Secretary **Jonny Cruz**, Educational Director **Nelson S. Lazo**, Deck Delegate **Luis Martinez**, Engine Delegate **Mohamed I. Ahmed**, Steward

Delegate **Leo Castro**. Chairman informed crew that letter pertaining to needed repairs was sent. He expressed his gratitude to crew for great trip. Secretary encouraged mariners to support SPAD and keep all necessary shipping documents current. Educational director advised members to ask for relief on time and continue upgrading skills at Seafarers-affiliated school. No beefs or disputed OT reported. Request made for new gym equipment as well as new washers and dryers. Steward department was thanked for excellent Thanksgiving Day meals. Next ports: New York; Corpus Christi and Beaumont, Texas; Israel.

**OVERSEAS NEW ORLEANS** (OSG), Dec. 31—Chairman **Fred N. Cintorino Jr.**, Secretary **Gregory Johnson**, Educational Director **Larry F. Phillips**, Deck Delegate **Doyle W. Stanley**, Steward Delegate **Arnulfo Lacayo**. Chairman talked about safety precautions when working on deck and in engine room. He advised all members to read contract and check with delegate if there is something you do not understand. Secretary reminded mariners departing vessel to make sure rooms are clean and supplied with fresh linen. No beefs or disputed OT reported. Crew was asked to prepare for fire and boat drill. Suggestions made regarding improvements to pension, health, dental and death benefits. Steward department given vote of thanks for job well done. Next ports: Lake Charles, La.; Tampa, Fla.

**SANTA CRUZ** (Waterman Steamship Corporation), Dec. 10—Chairman **Samuel Reed III**, Secretary **John D. Bukowsky**, Educational Director **Glenn A. Snow**, Deck Delegate **Adel Alameri**, Engine Delegate **Adam W. Mliczewski**, Steward Delegate **Bridgett L. McIntosh**. Chairman read letter from headquarters concerning TV,

microwave and DVD player (issues which had already been resolved). He stressed need to focus on work and job safety, especially when working long hours with quick turnaround. Secretary reported that some requested food items are very expensive or unavailable in the Persian Gulf region. Educational director encouraged Seafarers to enhance skills at Paul Hall Center to increase earnings. No beefs or disputed OT reported. Suggestion was made to lower seatime requirements for pension benefits. Crew members thanked union for pay raises in new standard contract. Bosun requested that a Kool-Aid fountain be placed in the pantry. Cook and steward asked to have a steam table installed in galley. Question raised about potability of water from tanks. Next port: Shuwaikh, Kuwait.

**USNS BOB HOPE** (American Overseas Marine), Dec. 14—Chairman **Eugene T. Grantham**, Secretary **John W. Hale**, Educational Director **David M. Dunklin**, Deck Delegate **Raymond Johnson**, Engine Delegate **Arthur Shaw**. Chairman reported good trip and great crew. Secretary urged mariners to take advantage of courses offered at Piney Point training school. No beefs or disputed OT reported. Request made for washing machine in engine room specifically for washing greasy clothing.

**USNS STOCKHAM** (Keystone Shipping), Dec. 10—Chairman **Andrew B. Barrows**, Educational Director **Lawrence D. Miller**, Deck Delegate **Jason A. Powell**, Engine Delegate **Karim Elgallad**. Chairman talked about importance of contributing to SPAD and the increase in seatime required to maintain benefits. He complimented crew for job well done and explained rotation schedule. Educational director advised

mariners to upgrade and keep documents current. Treasurer stated \$1,200 in ship's fund. No beefs; disputed OT reported in deck department. Crew discussed group III personal sharing rooms and that they should be informed by hall before coming aboard. New mattresses are on order.

**CHEMICAL TRADER** (Intrepid Personnel & Provisioning), Jan. 6—Chairman **Michael D. Wittenberg**, Secretary **Josue L. Iglesia**, Educational Director **Michael L. Williams**. Secretary asked crew not to use galley as passageway. Educational director encouraged mariners to donate to SPAD and upgrade skills at Paul Hall Center. Treasurer stated \$840 in ship's fund. No beefs or disputed OT reported. Recommendation made pertaining to eligibility for pension benefits. Vote of thanks given to steward department. Next port: Tampa, Fla.

**HORIZON PACIFIC** (Horizon Lines), Jan. 15—Chairman **Rufino J. Giray**, Secretary **Robert P. Mosley**, Educational Director **Ursel R. Barber**, Deck Delegate **Julius C. Udan**, Engine Delegate **Ali Hussin**, Steward Delegate **Thomas C. Farrell**. Bosun discussed importance of contributing to SPAD and how it benefits the membership. He also urged members to check in with customs/immigration and to check with boarding patrolman before leaving ship. Those going ashore should make sure room is clean for next person. Secretary suggested crew members make sure dues are paid up and drug tests are up to date. Treasurer stated \$256 in cook-out fund. No beefs or disputed OT reported. Steward Mosley thanked Chief Cook **Cheryl Hawkins** and SA Farrell for great job throughout the holidays. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam; Taiwan.

## Smooth Sailing on Horizon Hawaii



SIU deck department personnel help keep the *Horizon Hawaii* sailing smoothly. Pictured at left are (clockwise from top) ABs Edgardo Martinez Espada, Pat Lavin and Macario "Mac" Torre. The photos were taken last October while the ship was on its run from Jacksonville, Fla. to San Juan, P.R. to Elizabeth, N.J.

## Letter to the Editor

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

### Remembering Red

To the LOG and all the seafaring brothers who knew Red Campbell:

I knew Red Campbell since 1945 when I left the Army Transport Service to join the SIU. Red was one of the nicest people I have ever known. He was a

good SIU union man. Whenever we'd meet, he always shook my hand and smiled and asked how I was doing, no matter how busy he was. Red seemed more like a flesh-and-blood brother to me, and not just an SIU brother.

While I never heard anyone say anything bad about him, I wanted to say something good—and I'm sure a lot of other seafaring brothers felt the same way, though many of them already have crossed the final bar.

The late SIU President Paul Hall was the same way. He never forgot a face and he always had time for me. I was surprised that he remembered I came from the

Norfolk, Va. area.

In fact, I liked all of the old officials. They were good people and I'm proud to have known them. I'm also proud to have spent most of my life in the SIU before retiring in 1987. I wouldn't have it any other way.

**Bruce E. Knight**  
Chesapeake, Virginia

*Angus "Red" Campbell, retired SIU vice president contracts, died last September at age 84. His obituary was published in the November issue of the LOG and remains available on the SIU web site, [www.seafarers.org](http://www.seafarers.org)*



**Dig up some SIU treasures online at the Slop Chest:**

**[www.siustore.com](http://www.siustore.com)**

**Visit the store and place your order today.**

## Are You Receiving All Your Important Mail?

In order to help ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your **permanent** address, and this is where all official union documents will

be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union  
Address Correction Dept.  
5201 Auth Way  
Camp Springs, MD 20746

or e-mail corrections to [kclements@seafarers.org](mailto:kclements@seafarers.org)

### HOME ADDRESS FORM

3/07

(Please Print)

Name: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Address: \_\_\_\_\_

Social Security No.: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No.: \_\_\_\_\_

Active SIU     Pensioner     Other \_\_\_\_\_

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

## 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 first few months of 2007. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	March 5	March 30
	April 16	May 11
	May 28	June 22
Lifeboatman/Water Survival	April 2	April 13
	May 14	May 25

## -Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning March 5, 2007.

## Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	March 26	April 20
	May 21	June 15
FOWT	April 23	May 18
	June 18	July 13
Marine Electrician	March 12	May 4

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

Seniority \_\_\_\_\_ Department \_\_\_\_\_

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 \_\_\_\_\_

Junior Engineer	July 16	September 7
Welding	March 12	March 30
	April 9	April 27
	May 7	May 25

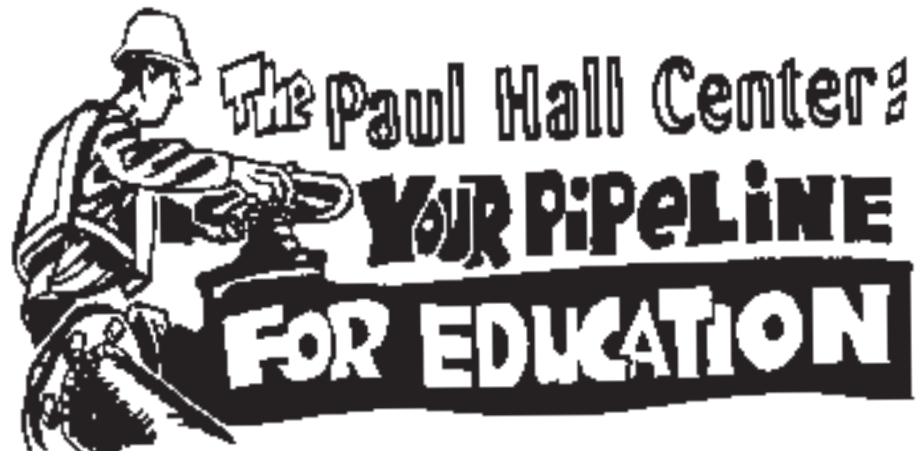
## Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training - AB	March 5	March 9
Basic Safety Training - FOWT	May 21	May 25
Government Vessels	March 19	April 6
	May 14	June 1
Tankerman Familiarization/ Assistant Cargo (DL)*	April 2	April 13
	June 4	June 15

(\*must have basic fire fighting)

## Academic Department Courses

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



**Additional courses will be announced  
in the next issue of the Seafarers LOG.**

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

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

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

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

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

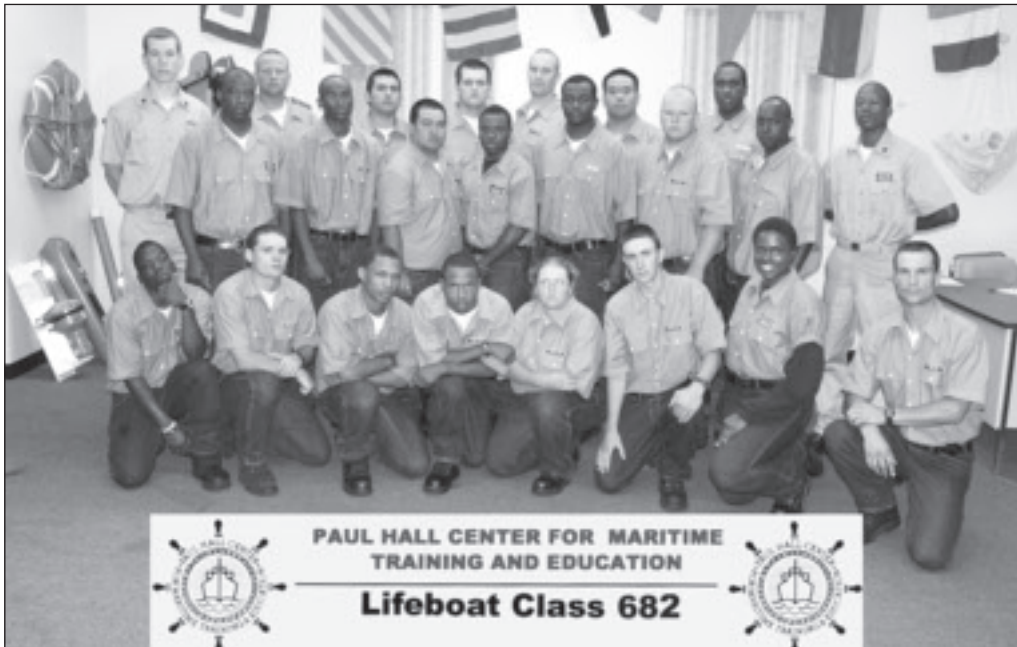
*NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.*

*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.

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# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 682** — Graduating from the water survival course are unlicensed apprentices from class 682. They include (in alphabetical order) Gillis Angeron III, Justin Beal, J.K. Borden, Sheldon Brittain, Jojuan Carey, William Cotea, Eugene Davis Jr., Jason Devine, Arnold Fernandez, Kendra Gardner, Kieran Green, Anson John, Destinie LeBlanc, Jonathan Luna, Kermit McCalpin, Andre Mitchell, Cameron Newberry, Jeremy Pace, Brent Poitras, Paul San Nicolas, Terrance Shinn, Eric Thomas and Quintonio Walden.



**ARPA** — Receiving certificates for completion of the ARPA course Feb. 2 are (in no specific order) Hector Concepcion, Owen Gallagher, Gil Hernandez, Kenneth Johnson, Mikhail Kozlov, Joel Patzer, Scott Salo and Erick Toledo-Colon. Their instructor, Mike Smith, is fourth from the left.



**Government Vessels** — Phase III unlicensed apprentices who completed this course Feb. 9 are (in no specific order) Terrance Shinn, Renard Murphy, Ryan McElroy, Eric Thomas, Johnnie Owens, James Hall, Joherky Concepcion, Lawrence Cormier, Cameron Benson, Phillip Ziegert, Jake Wheeler, William Cruz, Teena Werner, Stefra Strauser, Justin Beal, Philip Gallagher, Brian Awde, Ja'Quaral Carroll, Steven Szymanski, Hospicio Lupisan Jr., Fernando Abuan, Michael Mayhew, Teddy Ramos-Zayas, Andrew Fung and Andrew Andrini. Their instructor, Stan Beck, is at far left.



**Advanced Fire Fighting** — Graduating from this course Jan. 26 are (in no specific order) James Orlando, Vincent Mull, Robert Paton, Charles Bennett, Wesley Slattery, Chris Schneider, Edgar Pacana, Winston Restauero, Steve Barrows and Ron Sagadraca. (Note: Not all are pictured.)

## Celestial Navigation

— With instructor Stacey Harris (center) are upgrading students who completed the celestial navigation course Feb. 9. They are (in alphabetical order) Andy Ashworth, Christopher Gustafson, Rusty Kaufman and Brian McLarnon.



## Medical Care Provider

— Completing the medical care provider course Feb. 2 are (in no specific order) Robert Paton, Gregory Carroll, Chris Schneider, Allen Pryor, Tracy Hill, David James, Paul Voisin, James Buckowski and Peter Frigoletti. (Note: Not all are pictured.)

## Computer Lab Classes



Left: Students who recently completed computer classes at the Paul Hall Center are (seated, from left) Rodolfo Pardiña and Jayson Ray. Their instructor, Rick Prucha, stands in back.

Right: Receiving his certificate in January from Instructor Rick Prucha is Unlicensed Apprentice Andres Nunez.



*Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.*

# Paul Hall Center Classes



**Welding** — Under the instruction of Buzzy Andrews (second from left) are students who completed the welding course Feb. 2. They are (in alphabetical order) Domingo Leon Jr., Vernal Marshall and Shawn Sayers.



**Chief Cook** — Students who completed the course for chief cooks in January are (from the left) Brittney Lewis, Kenneth Smith, Instructor/Chef John Dobson, Abdu-Azeem Bin-Ladin and Lorraine Keelan.



**Radar** — The eight Seafarers completing the radar course Jan. 26 are (in alphabetical order) Hector Cumba Concepcion, Peter Frigoletti, Owen Gallagher, Gil Hernandez, Mikhail Kozlov, Joel Patzer, Jayson Ray and Erick Toledo-Colon. Their instructor, Mike Smith, is at far left.



**STCW** — NCL, Jan. 25: Brittany Phillips, Jennifer Pintar, Vincent Pompo, Natali Recalde, Jillyan Rodgers, Fernando Rosas, Christopher Saltzmann, Paul Scanlan, LaShawnda Scott, Christopher Sicard, Antoinette Simon, Sean Smith, Robert Snethen, Eden Stein, Barbra Taylor, Michael Tocco, Christopher Torbik, Georgina Turla, Robert Tyus Jr. and Roy Vidal.



**STCW** — NCL, Jan. 25: Franklin Ada, Ashley Archer, Christopher Bakutis, Marilyn Banks, Michael Brown, Suzette Brown, Omalto Canterbury, Christina Capobianco, Joel Castro, Henryrk Cid, Markida Clawson, Jamie Davis, Anthony Diaz, Blasita Diggs, Marissa Duran, Justin Eldridge, Mioka Ellis, Patricia Fonville, Losoni Freeman, Jared Gabbard, Tyler Gilbert, Calvin Green, Johnathan Gruwell and Ronald Gunter Jr.



**STCW** — NCL, Feb. 1: Jason Angus, Carmen Anton, Alvin Atkinson, Rebecca Behrman, Richard Branthoover, Joshua Burwell, Elizabeth Cabaniss, Leah Canino, Jerzy Chachaj, Jacob Clapham, Breanna Conklin, Nolan Cook, Aimee Cormier, Jenifer Dayo, Emeteria DeVeyra, Manoch Deekhieo, Eric Dooley, Francis Dupont, Nadiya Edwards, Todd Elder and Veronica Erdel.



**STCW** — NCL, Feb. 1: Brian O'Rourke, Abbey Patchett, Carlee Peszko, Darnita Phillips, Daniel Pia Jr., Mechelle Rice, Gregory Rider, Jeremiah Sanders, Melanie Scoma, Anthony Scotino, Denielle Seguin, Darrell Shandor, Derrick Smith, Matthew Stehlik, Kim Stroud, Gale Teel, Sharon Thackeray, Fayelene Thompson and Janaya Urritia.



## ATTENTION SEAFARERS

Check all your shipping documents to be sure they are up to date and not about to expire. You can't sail without them!

# Working at the Petty's Island Terminal

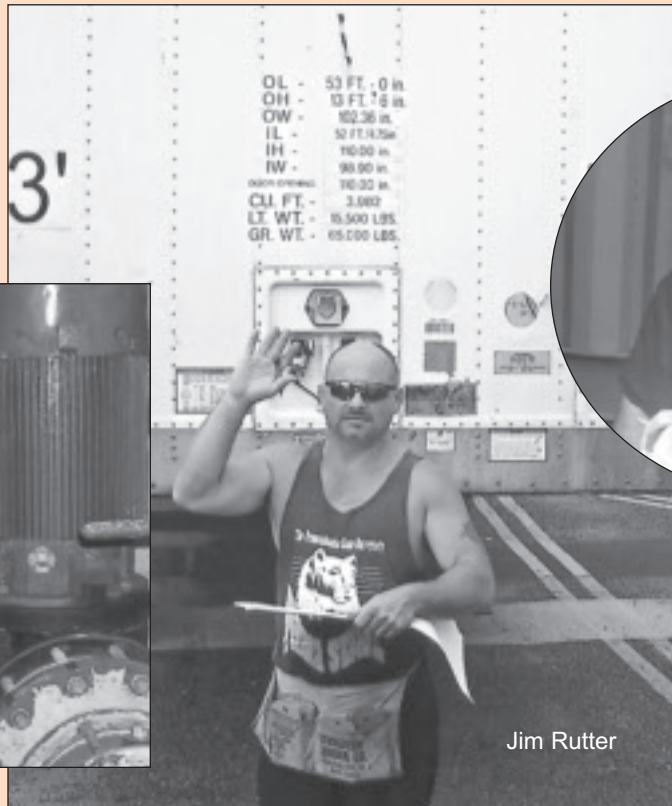
**P**etty's Island is a 292-acre island in the Delaware River between Camden, N.J. and Philadelphia. Crowley Maritime Corp., a Seafarers-contracted company, operates a terminal there. The photos on this page show some of the SIU members on the job at that facility.



John Smith



Cecil Williams



Jim Rutter



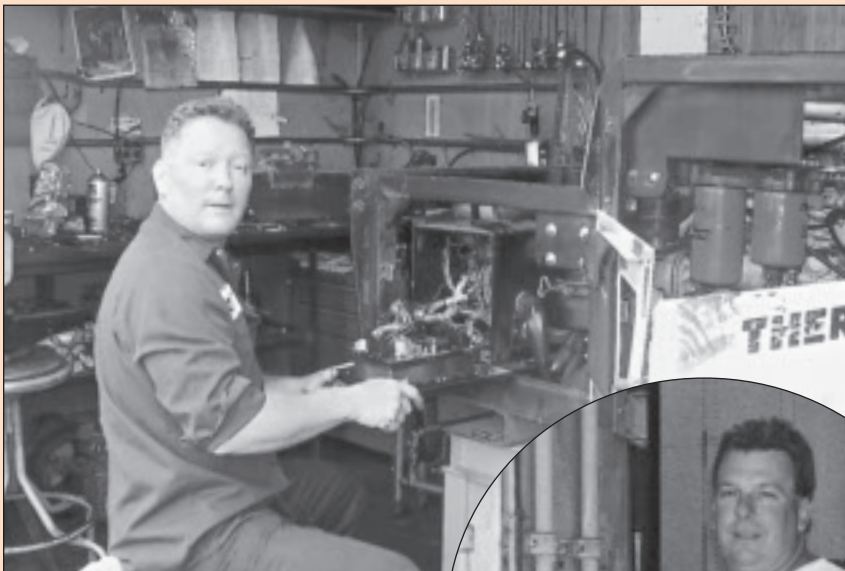
Paul Hart



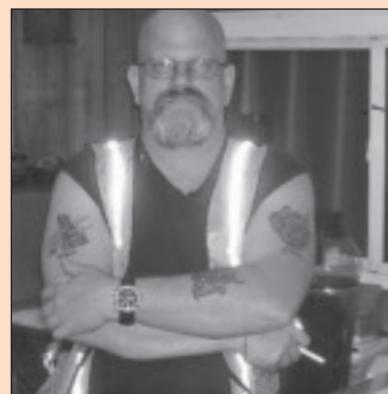
John Chapin



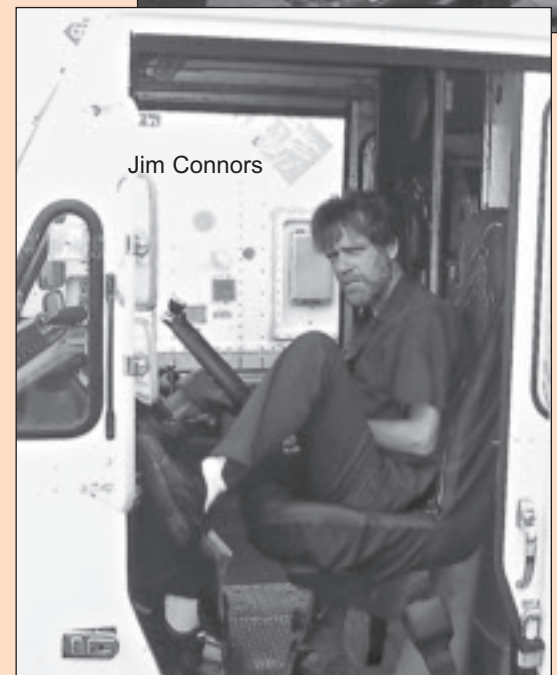
Right:  
Union Steward  
Chris Nardone



John Haller



Ed Haywood



Jim Connors



Left:  
Scott Smith



Pat Farley



Dennis Saggese



Bill Rushon