

The Seafarers Log

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

Crowley Christens ATB

SIU Fleet Welcomes Tugboat Resolve, Barge 650-3



Seafarers and union officials participated in the sun-drenched festivities Aug. 15 in Mobile, Ala. as SIU-contracted Crowley christened its newest articulated tug-barge (ATB). The vessels christened were the 9,280 hp tug *Resolve* (left) and the barge 650-3 (above). Shown in the *Resolve's* engine room are SIU VP Gulf Coast Dean Corgey and Seafarers Rick Cristofano, Jacek Sawicki, Ryan Hogge and Patrick Harrington III. Page 3.

Rescue at Sea: Seafarers-Crewed USNS Gianella Saves Refugees

On Aug. 2, the SIU-crewed *USNS Lawrence Gianella*, operated by Ocean Shipholdings, Inc., rescued 13 Cuban refugees in the Gulf of Mexico. Capt. Robert Lee provided a detailed, absorbing account of the operation—along with

photos, including those shown here (depicting the refugees adrift in their boat, the launching of the *Gianella's* rescue boats, and finally the refugees safely aboard the U.S.-flag vessel). Page 2.



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President's Report

Another Look at LNG

The ceremony was modest, and there's still a lot of work to be done. But, the U.S. Maritime Administration's recent announcement concerning one company's commitment to American-flag LNG ships—with U.S. crews—ranks among the more significant news to surface in our industry all year.



Michael Sacco

In case you missed it, Woodside Natural Gas has pledged to utilize U.S.-flag vessels and American crews and officers in the company's proposed "OceanWay" LNG import regasification project off the coast of Southern California.

Woodside is the first business to make such a commitment as MarAd continues weighing applications for LNG terminals and LNG transport at various domestic ports.

The agency is authorized to favor applicants who employ U.S. mariners and whose ships sail under the Stars and Stripes. Without question, that's what Congress had in mind last year when it amended the Deepwater Port Act to help ensure domestic safety, security and environmental protection.

The logic behind that position is hard to dispute. Natural gas already accounts for about one-fourth of all energy consumed in the United States. And, according to government projections, demand for natural gas will grow by roughly 40 percent by the year 2025. That's a potential seven-fold increase in LNG imports.

Here's the first hitch: Natural gas production in the continental United States has peaked. Increasing the use of liquefied gas means transporting it from both Alaska and overseas to the Lower 48. However, most existing LNG import facilities in the U.S. were built during the 1960s and 1970s. And although the industry's safety record has been strong, the volatile nature of LNG has created a sense of public unease.

That's where we come in. American mariners can and should play a key role not only in advancing public acceptance of LNG terminals, but also in the safe, secure transport of the cargo itself. During the past 10 months or so, members of Congress as well as state legislators have declared as much, citing the reliability of the American seafarer and particularly calling attention to the vetting process which civilian mariners must endure simply to acquire a merchant mariner document. The SIU and several other unions took it a step further this summer when we signed an agreement establishing appropriate training standards for U.S. seafarers aboard LNG vessels.

On the flip side, it's not exactly biased to point out that training and oversight in many foreign-flag registries are virtually nonexistent. It's also a matter of public record that stowaways accompanied Algerian LNG tankers to Everett, Massachusetts earlier this decade. In fact, since September 11, 2001, more than one stowaway incident has been attributed to these vessels, and almost without exception the people caught are from countries known to harbor terrorists and fugitives. Previously, one of the Al Qaeda millennium-bomb plotters is reported to have reached our shores as a stowaway aboard a foreign-flag LNG tanker before departing through Boston.

As our government issues licenses for new LNG terminals and with the solidly projected increase in importing such cargo, it's not only good policy but also good common sense to recognize that having American LNG vessels and crews will help to minimize an obvious threat from those who wish to harm our nation.

In part, that's why I believe that MarAd without exception should push for 100 percent U.S. crewing and the use of the American flag aboard the ships in question. We already know that we can't take anything for granted when it comes to threats to our population, facilities, environment, and energy security. The use of U.S. vessels and mariners in the LNG trade will go a long way toward protecting all of those things, and at a relatively small cost.

Our nation can't afford to approach the growing LNG trade any other way.

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USNS Gianella Rescues 13 Cuban Refugees

Editor's note: On Aug. 2, the SIU-crewed USNS Lawrence Gianella, operated by Ocean Shipholdings, Inc., rescued 13 Cuban refugees in the Gulf of Mexico. The following SIU members were sailing aboard the Gianella during the rescue: Bosun Bernardino Eda, ABs James Castillo, Roderick French, Troy Ingersoll, Ramsey Ingram and Jaime Guerrero, DEUs Christopher McAfee and Santiago Ruiz, QMED/Pumpman Darrell McDonald, QMEDs Nicholas Collins and James Summers, Steward/Baker Nancy Vaupel, Chief Cook Mary Brayman, GSUs Sonia Felix and John Rascon and Unlicensed Apprentice Eileen Mendiola.

The following account was written by Capt. Robert Lee, the Gianella's master, who also provided the photos accompanying this story.

Cuban Refugee Rescue, Master's Report

On August 2, 2007 while SE bound through the middle of the Gulf of Mexico on a very rainy morning, the AB on Watch, **Troy Ingersoll**, was busy doing what he always does, scanning the horizon with binoculars in hand. Nothing gets by him. He is one of the best lookouts I have seen in all my years of going to sea.

This morning would bring rare tangible reward for his unwavering attention to duty. His reports were typically professional, unembellished and monotone: "We have a small boat coming down the port side." What may have not appeared strange to the lookout seemed very strange to the third mate. She confirmed his sighting off in the distance and through the rain. They also noticed what appeared to be two people aboard.

Knowing we were more than 300 miles from the nearest land at 25-51N, 087-31W, this was strange indeed. The third mate alerted me to the situation at 1515Z, 1115L. We marked the GPS and chart with the position and the engineers worked quickly to ready the main engine-shaft generator for reduction to maneuvering speeds. As soon as the engine was made ready, we programmed down and began a hard 180-degree turn to port. The whole crew immediately became involved. Most who were work-



AB Troy Ingersoll (right) was the first aboard the *Gianella* to spot the small boat. Capt. Lee said the refugees "were very happy with him."

ing inside jobs donned their rain gear and headed into the rain squalls to lend a hand.

As we slowed and made our approach, the third mate spotted the small boat once again through the heavy rain. The chief mate and crew made ready the pilot ladder, painter lines and safety belts. The second officer made ready the trauma kit and the galley department gathered blankets and water. We approached from upwind and used the wind to our advantage.

The closer we came, the more heads began to appear. It went from two to four to eight and finally to 13. I would learn later that they had become numb to passing ships that would not stop and did not want to waste energy sitting up unless it looked very promising. As it became evident that we were going to pick them up, they all began to get excited.

As the small wooden boat came alongside, the crew worked it towards the pilot ladder. Two men and a woman wasted no time getting out and up the ladder right away. Nearly all began crying as they came over the rail and sat on the deck of the ship. Others were weaker and slowly made their way to the ladder as the small boat pitched and heaved in our lee. One woman had a laceration on her left leg and was having difficulty moving on the ladder, so the crew pulled her and the ladder up together—all she needed to do was hold on. The weaker ones were secured with a safety belt attached to two painter lines that allowed the crew to help them up and keep them from falling.

As they came aboard, they were all given water and dry blankets. One man was a diabetic and very weak. The medical officer brought him some sugar and orange juice that immediately



The refugees spent 13 days in their small boat before being rescued by the SIU-crewed *USNS Lawrence Gianella*.

changed his demeanor for the better. The woman with the cut leg was also treated by cleansing the wound and bandaging. As they gathered on deck, it was obvious they were pleased with their new status. Our deck cadet, unbeknownst to us, spoke fluent Spanish and was a great help in our communications with the refugees. The cadet pointed out the AB/lookout that spotted them and they all showed great admiration for him.

Once everyone was secured aboard ship, their few belongings were searched for weapons, and each refugee was searched before moving them to rooms in the house. Their wooden vessel was released and we resumed our voyage towards Charleston, S.C. The steward department held over lunch in case anyone wanted to eat, but they were not interested in much food. They continued to drink fluids and we supplied

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Crew members and refugees pose on deck after everyone had a chance to exhale.

Crowley Christens 3rd of 10 New ATBs

Tugboat Resolve, Barge 650-3 Join Seafarers-Crewed Fleet

SIU members and officials were on hand Aug. 15 in Mobile, Ala. as Crowley christened its newest articulated tug-barge (ATB). The vessels christened were the 9,280 hp tug *Resolve* and the barge 650-3—the third of 10 new 185,000-barrel ATBs scheduled for delivery to the company by the end of the year 2010.

“With these boats, you can clearly see that Crowley is preparing for the years ahead,” noted SIU Vice President Gulf Coast Dean Corgey, who attended the christening along with SIU Mobile, Ala. Port Agent Ed Kelly. “Crowley’s new ATBs are all about the engineering—high-efficiency, low emissions, environmentally friendly. It’s really the wave of the future.”

Kelly added, “It shows the progressiveness of both the SIU and SIU-contracted operators. This is really a state-of-the-art vessel. I was impressed with everything I saw.”

During ceremonies, conducted in sweltering conditions at the Mobile Convention Center on South Water Street, Nancy

Schlueter, wife of Ed Schlueter, vice president of Crowley’s Vessel Management Services (VMS) christened the *Resolve*, while Alison Haber-Djuve, wife of Karsten Djuve, regional chartering manager, BP Shipping USA, christened barge 650-3.

Crowley’s Petroleum Services group will charter the VT Halter Marine-built ATB from VMS, and operate it for BP under a seven-year agreement. The 650-3 reportedly is the first vessel in the United States to be certified by Lloyds Classification Society as complying with the requirements of the International Maritime Organization’s (IMO’s) Green Passport program. This certification ensures that any and all potentially hazardous materials that went into the original construction of the barge have been identified and will be properly disposed of when the barge ceases trading at the end of its useful life.

Crowley already has four, 155,000-barrel ATBs and two 185,000-barrel ATBs operating.

“We continue to receive positive feedback about these ATBs,



Crowley’s newest ATB had a hot debut—temperatures soared to above 100 degrees at its christening Aug. 15 in Mobile, Ala. Pictured near the tugboat are SIU VP Gulf Coast Dean Corgey (fourth from left) and Seafarers (in alphabetical order) Willie Allen, Rick Cristofano, Patrick H. Harrington III, Ryan Hogge, Edward O’Connell, Kenneth Kuehne, Jacek Sawicki and Leo Venegas.

which further validates our continued investment in the build program,” said Tom Crowley Jr., company chairman, president and CEO. “The ATBs that we currently have in service consistently provide reliable, efficient and safe transportation for the petroleum products they are contracted to carry.”

An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one axis, or plane in the critical area of fore and aft pitch.

Crowley and VT Halter Marine jointly designed the ATB tank vessel. The barge 650-3 was built at Halter’s shipyard in Pascagoula, Miss., and the *Resolve* at its shipyard in Moss Point, Miss.

The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only does the unit have the capability of transporting refined products, but it can also carry heated cargoes and “easy” chemicals, which require special arrangements of vents, stripping systems, pump components and tank coatings above that normally required for product carriers.

All of Crowley’s ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 650-Class barges will be 27,000 deadweight tons, 587 feet in length, 74 feet in

breadth and 40 feet in depth. The fully loaded draft will be 30 feet.

There is an electric cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations; and a vacuum system with three retention tanks to easily handle cargo changes. There also is a nitrogen generator and vapor collection system for maximum safety. A layer of nitrogen covers products in the tanks to make the atmosphere too lean for combustion. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam-capable fire monitor; twin fuel-efficient heavy fuel oil engines; a noise reduction package; and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry today, according to Crowley.

MarAd Announces Commitment For American-Flag LNG Ships

Woodside Natural Gas, Inc. Pledges to Utilize U.S. Crews

The U.S. Department of Transportation’s Maritime Administration on July 30 announced an agreement that could lead to the first LNG ships registered in the United States in almost 10 years, potentially creating nearly 200 jobs for U.S. mariners.

Officials from Woodside Natural Gas, Inc., of Santa Monica, Calif., committed to Maritime Administrator Sean T. Connaughton and representatives from seafaring trade unions—including the SIU—that Woodside will create a U.S. presence in the rapidly growing international liquefied natural gas (LNG) fleet. The company agreed to the employment of U.S. mariners in Woodside’s operation of the proposed OceanWay deepwater port located 28 miles off the coast of Los Angeles, and to register its two new LNG regasification vessels under the U.S. flag.

SIU Vice President West Coast Nick Marrone, SIU Wilmington, Calif. Port Agent John Cox and SIU Wilmington Safety Director Abdul Al Omari represented the union at a ceremony in Santa Monica celebrating the announcement.

“The employment of Ameri-

can citizens aboard U.S.-flag LNG vessels serving the nation’s natural gas receiving facilities is in the best interest of the United States,” said Connaughton. “Placing the transportation of LNG under the control of U.S. mariners, who are subject to strenuous security checks, will add an additional layer of security to our Nation’s energy supply chain.”

Although the global LNG fleet has been growing rapidly—from 194 ships at the beginning of 2006 to an estimated 373 at the end of 2007—there are currently no LNG ships of American registry.

Woodside’s proposed OceanWay facility will use trading LNG carriers to transfer LNG to the U.S.-flagged regasification vessels, which will then convert the liquefied natural gas into natural gas for injection into Southern California’s existing onshore pipeline system. More than 90 American officers and crew will be employed on each of the vessels.

OceanWay Secure Energy (Woodside Natural Gas, Inc.) filed an application with the Maritime Administration for a license under the Deepwater Port

Act, to build, own and operate an LNG facility. The Maritime Administration, the U.S. Coast Guard and the City of Los Angeles are reviewing the revised application for completeness. The company’s application to build the OceanWay terminal must be approved by the Maritime Administration, the U.S. Coast Guard, the City of Los Angeles and the Governor of California. If approved, the specifics of this agreement will become conditions of the deepwater port license.

APL’s President Adams in New York



These photos were taken Aug. 17 while the Seafarers-crewed *President Adams* was docked in Staten Island, N.Y. At right, SIU VP Atlantic Coast Joseph Soresi (right) greets General Norton A. Schwartz, USAF, Commander, U.S. Transportation Command. Pictured above (from left) are Chief Cook John Padilla, ACU Abdulla Quaraish, Patrolman Joseph Baselice, VP Soresi, Chief Cook Rudy Gibson and Steward/Baker William Churney.



Please be advised the SIU headquarters and all SIU hiring halls will be closed on Monday, October 8 for the observance of Columbus Day (unless an emergency arises). Normal business hours will resume the following workday.

11 Million Hours and Counting As Alaska Tanker Co. Hits Milestone

Shipboard safety and environmental performance during the past several years appear to have become synonymous with the SIU-contracted Alaska Tanker Company (ATC).

Time and again since 2001, the Beaverton, Ore.-based business has added one feat after another to its unparalleled inventory of accident/incident-free accomplishments. ATC on July 11 augmented its list of triumphs by adding yet another conquest: the completion of 11 million man-hours without a lost time injury (LTI). This latest signpost covers a five-year period, accounts for all operations throughout the company's SIU-crewed fleet and recognizes ATC's achieving the highest levels of safety and environmental performance while transporting Alaska North Slope crude oil from Valdez, Alaska to refineries in Washington, California and Hawaii.

"As far as I can tell, no other tanker company in the world currently matches, or has ever matched this record," said ATC President and CEO Anil Mathur. "And with a restricted work injury rate of zero and a total recordable injury rate of 0.4, ATC's personal safety record is amongst the best in any industrial setting in the world."

Mathur credited the SIU for substantially contributing to the company's past as well as present outstanding safety record. "Our relationship with the Seafarers International Union has been crucial to our joint success," he said earlier this year when the company reached the 10 million man-hour plateau without a LTI. "The SIU leadership has an enlightened and long-term view of what is best for their membership. This view matches our view in ATC."

"We both see safety as deeply personal and not about statistics,"

he continued. "Safety is about taking care of ourselves every day, so we can live full lives and earn a good living for our loved ones. Our Seafarers have responded with maturity and responsibility to the work environment we have jointly created," Mathur said.

"ATC's latest milestone is a great credit to all concerned," said SIU Executive Vice President Augie Tellez, who pointed out that many of the company's mariners have undergone safety training at the SIU-affiliated Paul Hall Center in Piney Point, Md.

He added, "Particularly where the school is concerned, I would invite other SIU-contracted companies to follow Alaska Tanker's lead and take advantage of the world-class safety training available in Piney Point. The results speak for themselves."

ATC began operations in April 1999. The company operates five Seafarers-crewed vessels includ-



Pictured last year during the home stretch of construction, the *Alaskan Legend* is ATC's newest vessel, first sailing in late 2006.

ing the four new Alaska Class tankers built in San Diego: the *Alaskan Legend*, *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*, along with the *Prince William Sound*.

Last year, the Alaska State Legislature honored ATC for its consistently outstanding record, presenting a declaration commending the company for its safety-related efforts and achievements. The declaration noted that since 2002 (and as of last summer, when it was presented), ATC ships safely carried 43.6 billion gallons of crude oil with just 27.2 gallons of

hydraulic oil escaping to the sea (as a consequence of storm damage)

The United States Coast Guard recognized ATC's outstanding performance in 2004 when they presented them with their premier national honor, the Benkert "Osprey Award," recognizing excellence in marine environmental protection. In recent years, Alaska Tanker has also won several major awards for excellence in marine safety and environmental stewardship from the state of Washington and the Pacific States/British Columbia Oil Spill Task Force.

ITF Inspector Honored

An International Transport Workers' Federation (ITF) inspector's contribution to the labor movement has been honored with an award from an organization of Asian American and Pacific Islander trade unionists.

Shwe Aung, an ITF inspector from the SIU, received the Art Takei award for "outstanding leadership" July 21 in Washington, D.C. It was presented by the Asian Pacific American Labor Alliance (APALA) during that organization's convention. The award is named after a founder of APALA.

"Shwe is small in stature but has a very big union heart," said SIU Patrolman Robert Troy, who works with Aung at the union's hall in Houston. "He has been a great advocate for all mariners and a thorn in the side of captains and owners of so-called flag-of-convenience ships entering the western Gulf region. He does an outstanding job."

A native of Burma, Aung knows firsthand the pitfalls of runaway-flag shipping, having sailed aboard such vessels. He also knows the courage required of downtrodden crews who want to stand up for their rights. In late 2001, Aung's vessel sank in Venezuela, taking his credentials and other paperwork beneath the sea. Unable to get a new passport without returning to Burma—where he would have been jailed for his pro-labor activities—he instead made his way to the United States.

Ironically, he was detained by the Immigration and Naturalization Service, but with the help of U.S. Rep. Gene Green's office, the ITF and SIU officials



SIU ITF Inspector Shwe Aung is congratulated by AFL-CIO Executive VP Linda Chavez-Thompson (right) and APALA President Maria Somma.

including Secretary-Treasurer David Heindel, Vice President Gulf Coast Dean Corgrey and Assistant Vice President Jim McGee, Aung was granted asylum in 2002.

"When you have the chance to help a fellow trade unionist and mariner like Shwe, you do it," Corgrey said at that time. "We're pleased to have given him a hand."

In addition to his duties with the ITF, Aung serves on the APALA board and is president of the alliance's Texas chapter. He also is an official with the Texas AFL-CIO.

The SIU is affiliated with the ITF, a federation of more than 600 transport-worker unions in 140 countries. SIU Secretary-Treasurer Heindel is vice chair of the ITF's Seafarers' Section.

MTD Spotlights Importance Of National Dredging Policy

The Maritime Trades Department (MTD), AFL-CIO, last month submitted comments to the U.S. Environmental Protection Agency (EPA) promoting dredging in general and also making a case for special consideration for the Great Lakes.

The MTD consists of 23 affiliated unions, including the SIU, representing more than 5 million members.

Responding to the agency's request for comments (published earlier this year in the *Federal Register*) on existing national dredging policy, the MTD described dredging as "a vitally important aspect of the American economy" and also noted that the department "was a strong supporter of the work done by the U.S. Department of Transportation and a federal interagency working group in the early 1990s on this very issue."

At that time, the MTD criticized the "time-consuming and costly nature of the dredging review process, the myriad overlapping federal and state jurisdictions and the belief—fed by some environmental groups—that there was no way to balance legitimate economic concerns with the need to maintain a clean and safe environment. The success of the DOT's effort can be seen by the creation of the original federal interagency working group in 1993, the streamlining of the interagency review process and several key findings of the national dredging policy that the EPA is submitting for review."

Among other things, the current policy notes that a network of ports and harbors is essential to the United States economy, affecting its competitiveness in world trade and national security. It further states that port facilities serve as a key link in the intermodal transportation chain and

can realize their full potential as magnets for shipping and commerce only if dredging occurs in a timely and cost-effective manner.

Additionally, the policy asserts that the nation's coastal, ocean and freshwater resources are critical assets that must be protected, conserved and restored; that consistent and integrated application of existing environmental statutes can protect the environment while allowing for sustainable economic growth; and that close coordination and planning at all government levels—and with all aspects of the private sector—are essential to developing and maintaining the nation's ports and harbors in a manner that will increase economic growth and protect, conserve and restore coastal resources.

Portions of the MTD's comments follow:

U.S. Ports and Port Dredging Are Essential Components of a Healthy U.S. Economy and the Defense of the Nation

The national dredging policy is absolutely correct in stating the importance of ports and dredging to the U.S. economy, and by acknowledging that environmental concerns and economic development do not need to be at odds. Any effective U.S. policy on dredging must start with these observations.

Indeed, the importance of U.S. ports will only increase in an age of economic globalization with foreign trade expected to grow at a rapid rate over the next two decades.

Today, U.S. ports and waterways handle more than 2 billion tons of domestic and import/export cargo annually. By 2020, the total volume of cargo is expected to double.

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Gretchen to the Rescue . . .

SIU boatmen from G&H Towing in the Houston area provided badly needed assistance to a pushboat crew and also secured the boat and a barge during the pre-dawn hours of May 18.

G&H officials praised the quick thinking and efficient actions of Seafarers from the tugboat *Gretchen*, including Capt. **Charles R. Branch Jr.**, Mate **John A. Mathews**, AB **John E. Fabain** and Engineer **Roy M. Saldana**.

The operation began shortly after 3 a.m. when the watch supervisor at Houston's Vessel Traffic Service relayed a call to G&H Towing for assistance in helping the pushboat *Miss Julie* move a bunker barge from alongside the vessel *Excellence*, which was anchored in Bolivar Roads. The barge had just transferred fuel to the *Excellence* and was banging into the side of the ship's hull due

to choppy waters and three-foot swells.

The original request called for G&H to assist the pilot in turning the ship in the anchorage to allow the *Miss Julie* to find a lee and move the bunker barge away from the larger vessel. However, a crew member from a Coast Guard utility boat near the scene stated that the situation had become urgent.

G&H dispatched the *Gretchen* to assist in turning the ship, and that part of the operation went smoothly. But the SIU boatmen also discovered that the crew members from the *Miss Julie* (which is owned by Hard's Marine Service, Ltd.) had abandoned their boat and moved to the barge because they feared sinking.

The *Gretchen* lashed up alongside the barge and towed it along with the *Miss Julie* to Galveston

Harbor. (The *Miss Julie* had broken all of its face wires and could not tow the barge without assistance.) By around 5:30 a.m., the barge and pushboat were secured at pier 21 in Galveston.

Steven J. Huttman, director of marine operations at G&H Towing, noted that the captain and crew of the *Gretchen* "performed with a great deal of professionalism and superior seamanship in taking a loaded bunker barge in tow alongside. This is a task that is not routinely performed by our crews."

Jeff Preston, director of safety and training at G&H, agreed, adding, "The decisive action by the crew of the *Gretchen* preserved life, property and the marine environment."

Branch, Mathews and Fabain all have completed safety-related courses at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

House Approves 'Belated Thank You' Legislation

U.S. Merchant Mariners who served their country during World War II now are closer to receiving not only the recognition they deserve but also a monthly annuity, thanks to recent action on Capitol Hill.

Chairman of the House Committee on Veterans' Affairs Bob Filner (D-Calif.) on July 30 announced that the U.S. House of Representatives passed H.R. 23, The Belated Thank You to the Merchant Mariners of World War II Act of 2007. The bill, which has the full backing and support of the SIU, its officials and membership, would establish a U.S. Merchant Mariner Equity Compensation Fund to provide monthly payments in the amount of \$1,000 to qualifying members of the United States Merchant Marine who served during World War II between the periods of

December 7, 1941 and December 31, 1946. H.R. 23 includes qualifying members of the Army Transport Service and the Naval Transport Service.

"The House of Representatives took the opportunity to correct a grave injustice heaped upon the gallant men of the Merchant Marine of World War II," stated Filner. "We call our veterans 'heroes' for a reason, and the heroes from past wars deserve all the care and dignity that this nation can bestow. We will work boldly and tirelessly to move this legislation forward."

"I am pleased that the House of Representatives passed The Belated Thank You to the Merchant Mariners of World War II Act of 2007," Filner continued. "The heroic and brave service of these veterans has gone unheralded by this country for too long.

We owe these heroes a thank you and today, we are one step closer to righting this wrong—once and for all. These veterans kept their promises to serve our country and it is not too late to keep our promises to those that have fought for our country."

Nebraska Sen. Ben Nelson (D), just days after the House of Representatives passed H.R. 23, urged the U.S. Senate to follow suit by passing companion legislation, S. 961, which he introduced. In a letter to the Senate's chair and ranking member of the Veterans Affairs Committee, Nelson wrote, "Merchant mariners served this country by delivering troops, tanks, food, airplanes, fuel and other needed supplies to every theatre of the war. Yet they have been denied the benefits given to other service branches. It is past time to pass legislation to

honor and recognize the contribution of merchant mariners during the Second World War."

While U.S. Merchant Mariners provided invaluable assistance during the war, they were denied benefits in the post-war G.I. Bill of Rights because they were classified as civilians. In 1988, they were granted a watered-down version of the G.I. Bill of Rights, but some portions of those benefits were never made available to them. Additionally, it wasn't until 10 years later (1998) that the cutoff date for veterans' status for World War II mariners was extended to match the one applied to members of the armed services.

"We can never make up for the years lost, but we can fix the injustice by passing S. 961 as quickly as possible," Nelson said. He added that the Senate version of this legislation already has garnered the support of 46 of his colleagues who have signed on as co-sponsors.

"With the strong backing of these individuals, I will work with the leadership of both parties to do what is right for these merchant mariners: pass this bill," he concluded.

There is some dispute as to how many surviving mariners remain who sailed during World War II, but their average age is approximately 83.

Labor Federation's Executive Council Plans Strategies for Working Families

Members of the AFL-CIO executive council, during their Aug. 6-8 summer meetings in Chicago, conferred about crucial concerns for working people and mapped out strategies to make certain that their voices are heard both in the workplace and in the highest echelons of government.

Executive council members, including SIU President Michael Sacco, during the meetings outlined the next steps to be taken in the continuing battle to win quality health care for all Americans, developed plans to mobilize a force of activists as part of "An Economy That Works for All" and called for a rebuilding of the nation's infrastructure. Council members also approved statements on important reforms to the nation's trade policy, advancing the fight for the Employee Free Choice Act and expanding access to higher education.

On Labor Day, the AFL-CIO union movement will kick off a renewed campaign to win health care reform that protects hard-won union benefits and extends health care coverage to all Americans. The campaign's goal, according to the council, will be to win universal, quality health care for all of America by making the 2008 elections a mandate on health care reform and electing people in the executive and legislative branches of the federal government who are pledged to that end.

To accomplish these objectives, the AFL-CIO leadership will engage with federation unions to mobilize a massive working family army and help build a broad progressive alliance committed to establishing high quality care for all. Elements of this reform campaign include:

- Education of union members and their families about the necessity for federal action to preserve their hard-won benefits;
- Mobilization of union members to participate in the 2008 elections and demand that candidates for federal office support comprehensive health care reform;



AFL-CIO President John Sweeney

- Recruiting employers to support health care reform;
- Linking national health care reform to the important reform work at the state level; and
- Working with progressive organizations to establish a broad alliance for reform.

In addition to soaring health care costs and shrinking retirements, workers are faced with stagnating wages and mounting economic uncertainty, the federation leaders charged. In short, America's workers and their families are finding it tougher and tougher to maintain their living standards. To combat this situation, the council developed plans to train and mobilize a force of 1,000 activists in the coming months. These activists, as part of "An Economy That Works for All" campaign, will take the battle for economic justice to union members in their communities, workplaces and union halls. As a result of these activists' actions, the federation anticipates that large numbers of other union members will become involved in the 2008 elections. The activists' training will focus on three key policies: restoring workers' freedom to form and join unions by enacting the Employee Free Choice Act; solving America's health care crisis; and protecting good jobs through trade and industrial policies that support the creation of good jobs in America.

With the images of the I-35W Bridge in Minneapolis fresh and the disaster of crumbling levees that flooded New Orleans in Hurricane Katrina still vivid, the council said it is time for a major national effort to rebuild the nation's infrastructure.

"Our nation cannot careen from one preventable disaster to another," said an official statement. "The future of our economy and our quality of life depend on the health of the nation's infrastructure. Investing in it will create good jobs while improving the living standards of working families and their communities."

On trade, the council pointed out that since 2000, more than 3 million manufacturing jobs have disappeared and 40,000 facilities have been shut down "due to flawed trade policies." The council statement said that the so-called free trade agenda "allows companies to avoid the whole panoply of domestic laws and regulations—affecting clean air and water, the minimum wage, the abolition of child labor, the right to organize and bargain collectively, a safe and healthy workplace, safe consumer products and safe food, to note just a few—that we as a nation have long decided are important to promote the common welfare and temper the worst excesses of a free market economy. Corporate profits have skyrocketed, executive compensation has gone through the roof and working Americans have paid the price."

Council members urged rejection of flawed trade agreements with South Korea and Colombia and any effort to renew fast track trade authority. They also supported reauthorizing and expanding the Trade Adjustment Assistance Act to help workers and their families who are victims of unfair trade.

The Employee Free Choice Act, which protects workers' freedom to form a union without employer intimidation, harassment or interference, was passed by the U.S. House of Representatives (by a 241-158 margin) in March. In June, the bill fell to

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Calif. Grocery Workers Ratify 4-Year Contract

Grocery workers in Southern California—represented by the United Food and Commercial Workers (UFCW)—on July 22 by an overwhelming majority approved a new collective bargaining agreement with the country's largest supermarkets: Kroger, Safeway and Supervalu.

The contract, covering approximately 65,000 union members, was ratified by a wide margin exceeding 87 percent, with extremely high membership attendance at the meetings throughout Southern California. All seven UFCW local unions involved recommended that grocery workers ratify the contract. UFCW members and their union officials in Southern California fought long and hard through six months of negotiations for this contract, and many believe it is a major improvement over the previous one.

The new four-year contract, which runs from March 5, 2007 to March 6, 2011:

- Eliminates the "two-tier" wage and benefit structure. All employees now will be on the same wage-progression schedule and will be eligible to reach the same top pay scale in their classification;
- Provides annual wage increases retroactive to March 5, 2007. Wage increases will range between \$1.65 and \$6 over the life of the contract;
- Shortens the waiting period for health care eligibility to six months for new hires and dependents, and 24 months for spouses. The previous standard was 12-18 months for employees and 30 months for children and spouses;
- Provides funding for health coverage for the term of the contract. The union agrees to supplement the grocers' contributions with \$3,000 per employee from an existing health care trust fund to pay for health coverage, or about \$240 million

over four years;

- Includes provisions for preventative health care for all employees;
- Offers graduation to a "Plan A" health plan with increased benefits for employees hired after March 2004; and
- Continues pension funding at current levels.

Much of what UFCW members accomplished, say union sources, can be directly attributed to the solidarity and strength they showed in working together to bargain for a fair contract. Seven Southern California UFCW locals all worked together in bargaining and coordinating campaign actions and strategies. They also owe their accomplishment to the extensive support of community and religious leaders, shoppers, affiliated unions and UFCW members nationwide throughout the negotiations.

Coordinated action with supporters and customers played a pivotal role in gaining a positive settlement, UFCW officials said. Union members, community members, religious groups, grocery workers, and supporters knocked on thousands of doors, handed out flyers, sent e-mails and letters of support, wrote editorials, attended rallies and marches, spoke out in churches, and signed pledge cards supporting UFCW members.

"This contract is a major step forward for grocery workers," said Pat O'Neill, UFCW international executive vice president and director of collective bargaining. "But it never would have happened without the solidarity of the UFCW members and their union leaders in Southern California, along with the support of the community. It just goes to show that it pays to be a member of the UFCW."

Elsewhere on the West Coast, about 18,000 UFCW members in Washington and Oregon are still fighting for a fair contract with their employers. Grocery workers in Northern California will begin bargaining for a new contract later this fall.

USNS Comfort CIVMARS Spread 'Hoops Diplomacy' in El Salvador

Hospital Ship Continues 4-Month Humanitarian Mission

The hospital ship *USNS Comfort*, crewed by members of the SIU Government Services Division for the U.S. Military Sealift Command (MSC), is in the midst of a four-month deployment to Latin America and the Caribbean aimed at treating approximately 1,000 patients per day.

Along the way, a number of the *Comfort's* civil service mariners (CIVMARS) in late July befriended locals in Acajutla, El Salvador during a few evening games of pickup basketball—an interaction described by MSC as “hoops diplomacy.”

On the vessel's second evening in port in Acajutla, a group of 10 or so CIVMARS visited a park near the ship to play basketball and, rather than just play against each other, struck up a game with some of the locals.

“We were over there playing ball and then some of the locals called us over and we started playing with them,” said Boatswain's Mate **William Ramos**, who speaks Spanish and served as a translator. “Sunday, our second night playing, it was so crowded, there were at least 100 people in and around the park watching us play and having fun with us. At first they were cheering for their own people, but after the third game they started cheering for us, too.”

During the mariners' final night of competition, a local boy



U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Karsten. The hospital ship *USNS Comfort*, deployed for a fourth-month humanitarian mission, is moored in Acajutla, El Salvador in late July.

brought a small American flag to the game.

Some of the people in the crowd had been treated on the hospital ship and recognized the crew. “There was one lady who had had an operation on the ship, and she remembered us and asked us if we were from *Comfort*,” noted Ramos.

The crew members took Gatorade, water, snacks and a soccer ball to share with the other players and with the many children who gathered to watch the games. Three of the CIVMARS gave their athletic shoes away to their new friends.

“I just really like these people,” said OS **John “Junior” Rogers**, who gave a pair of Air Jordan basketball shoes to one of the opposing players.

“It was nice—all of those people fell in love with us playing basketball,” said Ramos.

According to MSC, the CIVMARS won the first game—but after that the El Salvadorans put together a winning streak that continued through the ship's last night in port July 29.

The *Comfort's* current mission began in mid-June when the 894-foot vessel sailed from Norfolk, Va. This is the ship's first deployment since October 2005, when it had concluded more than a month of operations along the U.S. Gulf Coast providing assistance in the wake of hurricanes Katrina and Rita.

Its current itinerary includes stops in Belize, Colombia, Ecuador, El Salvador, Guatemala, Guyana, Haiti, Nicaragua, Panama,

Peru, Suriname, and Trinidad and Tobago. At each port of call, U.S. military doctors and nurses from the ship's medical treatment facility are working with various embarked agencies (governmental and private) as well as medical professionals from the respective host nations. They are providing medical care including immunizations, general and specialty surgeries, dental care and vision services.

In announcing the deployment, MSC noted, “*Comfort's* mission, part of U.S. Southern Command's Partnership for the Americas, is modeled in part on the humanitar-



U.S. Navy photo by Mass Communication Specialist 3rd Class Kelly E. Barnes. Lt. Megan Zeller, an intensive care unit nurse, checks a patient's vital signs while he recovers after surgery aboard the hospital ship *USNS Comfort*, which is crewed by SIU CIVMARS. The photo was taken July 31 in El Salvador.

ian assistance deployment that the *Comfort's* sister ship, the *USNS Mercy*, conducted last year to Southeast Asia and the Western Pacific. On that mission, the *Mercy's* medical team treated more than 60,000 patients.”

The *USNS Mercy* also is crewed by SIU CIVMARS.



U.S. Navy photo by Mass Communication Specialist 2nd Class Elizabeth Allen. Aircrew personnel assigned to Helicopter Sea Command (HSC) Squadron 28 assist in directing an MH-60S Seahawk helicopter in moving cargo aboard the Seafarers-crewed *USNS Comfort* in mid-July, somewhere in the Pacific.

Ammo Ship's Story Has Pop

It's probably a rare circumstance in which an extra “pop” aboard an ammunition ship isn't necessarily cause for alarm, but a report last month from the U.S. Military Sealift Command fits that description.

According to the agency, the *USNS Flint*, which routinely delivers ordnance to Navy ships, was scheduled to distribute 250,000 bags of donated microwavable popcorn last month.

Crewed by members of the SIU Government Services Division, the 564-foot *Flint*, which supports the U.S. Navy's Pacific Fleet, was to supply the popcorn

to Navy ships at sea and also pass a portion of its edible cargo to other MSC ships that will help deliver it to thousands of sailors and Marines aboard other Navy ships around the world.

Termed “Operation Popcorn,” the delivery of 3,000 cases of the buttery treat—in addition to already-planned ammunition—was slated to be made by the *Flint's* civil service mariners (CIVMARS).

The donation was a result of a coordinated effort between the Boy Scouts of America, the Support Our Troops organization and Weaver Popcorn Co., which

gave the \$70,000 worth of popcorn for Navy sailors and Marines serving far from home.

The ammunition and popcorn were loaded at Naval Magazine Indian Island, Wash., July 20 and 21. Cases of butter, butter light and kettle corn were to be given to each ship.

According to the MSC, the Defense Logistics Agency considers transportation requests for donated goods of this kind. Requests cannot be accommodated unless space is available and operations aren't affected.



U.S. Navy photo by Chief Mass Communication Specialist Spike Call. In this early April photo taken in the South China Sea, a helicopter assigned to the Black Knights of Helicopter Antisubmarine Squadron (HS) 4 clears the flight deck of the Seafarers-crewed ammunition ship *USNS Flint*.



U.S. Navy photo by Mass Communications Specialist 2nd Class Maebel Tinoko. Cases of donated popcorn are being shipped from the Seafarers-crewed *USNS Flint* to military personnel around the world.

CIVMAR News: Union Files Grievance

The SIU Government Services Division has filed a grievance requesting monetary compensation on behalf of crew members from the *USNS Supply* who were required to use the “buddy system” while on liberty.

The union charges that the restrictions took two forms: MSC requiring that CIVMARS comply with the U.S. Navy's instruction regarding the use of the “buddy system,” and the agency requiring that mariners return to the vessel by 0200. The union further insists that the aforementioned restrictions were unnecessary and that they violated the collective bargaining agreement, the Civilian Marine Personnel Instruction provisions and the applicable memorandum of understanding between the parties.

In a recent communication to the agency, the union noted, “These unwarranted restrictions cre-

ate a hardship for the mariners.... CIVMARS should not be forced to relinquish their rights to full liberty without compensation. This new policy has multiple, significant adverse consequences for unlicensed CIVMARS which need to be addressed in negotiations.”

The union also noted that this is a great departure from past practice. The buddy system is a Navy directive implemented for the command and control of its forces and it is not necessary to use such a system with professional mariners who are experienced travelers. CIVMARS understand when the buddy system may benefit them and may decide to use it under certain circumstances. The requirement, however, is difficult to implement during short liberty periods and can work to eliminate the ability of CIVMARS to take liberty altogether.

Six Stewards Complete Recertification

Six Seafarers recently completed their respective ascents to the summit of the merchant mariner culinary hierarchy when they graduated from the union's steward recertification course. In recognition of their achievements, the graduates received certificates during the Aug. 6 membership meeting at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Satisfying the rigid yet essential demands of their instructors during the month-long curriculum were Stewards **Christopher Amigable, Charlfred Autrey, Adele George, Karen Fensel, Exxl Ronquillo and Douglas Swets**. Each stood and spoke before the audience of SIU officials, fellow Seafarers, family members, friends and guests during the membership meeting. Collectively, they expressed their gratitude for the opportunities they have been afforded to enhance their skills, improve their lives and those of their families and become better shipmates to their brothers and sisters aboard SIU-contracted vessels.

Ronquillo, who sails from the port of Piney Point, Md., was the first to approach the podium. "I've been with the SIU since Sept. 29, 1989," said Ronquillo who was born in the Philippines. "I sail as a chief steward and have sailed all over the world during my career," he continued. Ronquillo told those in attendance that that SIU has been a very important part of his life since becoming a member because he considers the union as a partner. "It helps me to take care of myself and my family," he said. "The SIU makes my life more secure and I am very proud to be a member."



Exxl Ronquillo, left, and David Swets perform prep work for one of their entrees.



Showing off their creations for the recertification course's "mystery basket" module are (from left) Karen Fensel, Exxl Ronquillo, Adele George, Christopher Amigable, Douglas Swets and Charlfred Autrey.



Members of the steward recertification class joined union officials for this photo following the August membership meeting at the Paul Hall Center in Piney Point, Md. Standing left to right are VP Contracts George Tricker, Assistant VP Ambrose Cucinotta, Douglas Swets, Christopher Amigable, Charlfred Autrey, Executive VP Augie Tellez, Exxl Ronquillo, Adele George, VP Government Services Kermet Mangram, Karen Fensel and Secretary-Treasurer David Heindel. The children are the sons of Exxl Ronquillo (John, left, and Michael).

Ronquillo extended his thanks to union officials for all that they do for the rank-and-file members, including the affiliation with the school and making upgrade training so accessible. He also thanked the Paul Hall Center instructors and staff for their contributions and support. "I thank them all for being there and being willing to help all of us."

"To the trainees, never waste the opportunity to learn while you are here," he concluded. "Always study hard and be the best that you can be."

Autrey sails out of the port of Mobile and has been an SIU member since 1993. He has upgraded at the school on three previous occasions. "I'm honored to be here today," the Atmore, Ala. native told the audience. He extended his gratitude to the union's officials and Paul Hall Center instructors for helping him advance in his career.

Autrey told the trainees to always put their best effort forward and take advantage of each opportunity to learn. "Practice good teamwork while you are undergoing training," he said. "Help each other out as often as you can and trust in one another's abilities."

"I have sailed around the world several times," said Amigable, who most recently sailed out of the port of Tacoma as a steward/baker.

"I joined the SIU in 1984 in Seattle and have been sailing for

14 years. The union has been very important in my life over the years because of the job opportunities it has given me," he continued. "The benefits are great."

Born in the Philippines, Amigable previously has upgraded at Piney Point on five different occasions. "The training I received here is very valuable. I learned many new skills and I now feel more empowered with the ability to do a better job aboard my ship and to be a better shipmate to my brothers and sisters," he said. "I enjoyed my stay very much and would encourage everyone to come here and upgrade their skills."

Amigable then extended his thanks to the SIU leadership for "the job security, good contracts and safe and reliable working conditions they provide for union members."

"To the trainees, you all have made a wise career choice and it's good to see all of you here," Amigable added. "I urge you to study hard, and don't be afraid to ask questions. Listen to your instructors, learn from your instructors. Learn to work together with your classmates and always carry your part of the load."

U.S. Virgin Islands-born George was a member of Unlicensed Apprentice Class 506 in 1993. She sails from the port of Norfolk, Va. and has upgraded many times.

"I came back here five times before to attend upgrade training," she said. "I learned a lot each time I was here, but this time I especially learned a great deal about working together as a group.... I would like to thank the union officials and the instructors here at the school for all that they do."

"To the trainees, listen to your supervisors and always work together as a team," she concluded.

Swets is a veteran of the U.S. Army with some 30 years of service. "I served as a facility manager in the Army," he said. "I later worked in a culinary capacity for 10 years with the Disney Resorts. I now sail as a chief steward.

"I have been sailing with the SIU since 1987," said Swets, who first donned the union colors in Honolulu. He currently sails out of the port of Oakland.

"Joining the union and sailing changed my life for ever," Swets told those in the audience. "It challenged me to work hard... and afforded me the opportunity to reach my goals." Being at sea also gave Swets the time to read a great many books which were penned by some of his favorite authors. He shared some of their respective philosophies and views on humanity with those in attendance.

Swets said that thanks to the SIU, he had made several voyages around the world. "I have traveled to such ports as Shanghai, Bombay, Singapore, Burma, Thailand, Southampton and Amsterdam," he said. "I have made four trips around the world by way of the Panama Canal and the Suez Canal. I also have traveled around the Cape of Africa."

Swets said the overall training experience at Piney Point was "great and I will definitely encourage others to take advantage of what is available here. Being here and undergoing the training will help me do a better job aboard ship. It also has given me a better working knowledge of the union and its officials."

He continued his remarks by thanking everyone responsible for his success to date as a Seafarer and this most recent

opportunity to attend training. "The SIU has been a life-changing experience for me," he said.

Swets had a lot of advice for the trainees. Using quotes from some of the books he had read over the years, he told the unlicensed apprentices, "The surest way to doom yourself to failure is to perform poorly the work you are paid to do. Today and every day, deliver more than you are getting paid to do. Don't give up on your dreams.... Take responsibility for your choices and choose to be a winner."

Fensel launched her career with the union in Hawaii. "I've been sailing with the SIU since 1987," she told the audience. "This career has opened many doors for me over the years. I first came to Piney Point in 1991 and have returned many times since to upgrade my skills. I thank the officials for helping to keep this school open and the instructors for keeping it running."

She told the audience that she enjoyed the meetings she had with union officials, including President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel and Vice President Contracts George Tricker. "Meeting and talking with them really opened my eyes to all of the hard work these officials have done and the accomplishments they have achieved for our union and its members. I'd like to thank all of them for their hard work in getting us good contracts," she said.

Directing her attention to the trainees, Fensel said, "Work hard and take pride in everything you do. You will soon be representing our union aboard vessels, so please make our officials and members proud."

The steward recertification course, like most other classes at the Paul Hall Center, blends hands-on training with classroom instruction. Detailed refreshers in safety training (including fire fighting, first aid and CPR) and sanitary conditions are emphasized. Computer training also is a key part of the course as are study skills, communication and nutrition.

Additionally, the training includes meetings with representatives from the various departments within the union and the Seafarers Plans, along with a trip to AFL-CIO headquarters (including the offices of the Maritime Trades Department). In every instance, the curriculum is designed to help stewards do an even better job when they go to their next ships.



Adele George, left, and Karen Fensel mix ingredients for use in one of the courses of their mystery basket. Members of the class were divided into teams; each team was given the same ingredients. Within the established timeframe, each was required to complete a mystery basket.

Luedtke Mariners Dredge in Toledo



SIU Representative Don Thornton, OS Craig Argue and Deckhand Charles Wallace

These photos were taken July 25 in Toledo, Ohio, where SIU members employed by Luedtke Engineering performed maintenance dredging operations from aboard Derrick Boat 16. More than 30 Seafarers work at Luedtke, based in Frankfort, Mich.



Left: Foreman (and former SIU member) Bud Croeck and SIU Representative Don Thornton



Deckhand Charles Wallace



OS Craig Argue

Gianella Rescues 13

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them plenty of Gatorade as recommended by MAS to bring their electrolyte levels back to normal. We also gave them plenty of simple carbs such as cookies to rebuild their energy levels.

We kept a guard posted outside their rooms, but they rested quietly. Dry clothes were supplied by the ship. At dinner time, they were all in better spirits and did eat a little more. They were kept together as a group and allowed to eat after the crew. Once they completed their meal, I had the deck cadet bring up the "navigator." He had requested to send an email to family to spread the word that they were safe. He was also eager to discuss his planned voyage versus his actual voyage.

Using his small handheld GPS, he described how they intended to sail from Cuba and land in the Yucatan peninsula area of Mexico. They started with two small diesel outboards of some type, some jugs of fuel, 100 liters of water and containers of canned meat. Each one also had a flimsy inflatable life preserver that appeared to be leftovers from some airline. I am sure the group set out in high spirits, with dreams of a new beginning only days away.

The navigator said he was a lawyer in Cuba. Using his handheld, battery-powered Treker GPS he pointed the way as they left Cuba. Problems occurred nearly right away when one 20-liter water jug was found empty due to a hole. Later, engine #1 broke down and they had to employ engine #2. Another 20-liter water jug would turn up dry as it was used upside down as a chair and had leaked. Towards the end of day two, they hit their first storm. The navigator turned off his GPS to keep the rain from harming it. They tied off motor #1 in the water to use as a sea anchor. When the storm had passed, they restarted the GPS to find out they had been going in a circle during the storm. It was becoming appar-

ent they were not going to have enough fuel.

During day three they were able to get motor #2 working, but the Yucatan counter-current had taken them a fair distance south all the way to 19-52N, 85-38W. In this southern area they tried to get the attention of four cruise vessels that passed very close, but they were either not seen or ignored. Day three was also the day they ran out of water. The canned meat also spoiled from the heat, and cans began to explode.

During the fourth and fifth days they had no water or rain. The stronger Yucatan current began to pick them up and carry them north. Knowing they did not have the fuel required to make it to Mexico, they tried to motor east in hopes of getting back to Cuba.

Storm #2 hit them on day six and they once again secured the GPS, but continued to motor in what they thought was east. After the storm passed, they discovered they had gone in circles during the storm and had actually ended up farther west. Motor #2 broke down shortly that storm. The storm itself provided two liters of water, which was rationed by syringe at 20cc per person, twice a day.

On day seven, securely in the clutches of the Yucatan current, they watched helplessly as Cuba

passed by on their GPS. Drinking the last of their two liters of rain water, they worked at trying to get motor #2 to work again. They repaired the motor on day eight and tried to motor against the current to the now-closer Yucatan Peninsula; however, the GPS displayed the cold truth. Even with the motor running there was no way they were going to beat the strength of the Yucatan.

Once motor #2 stopped again, they threw both motors over the side to make more room in the boat. Day nine was their second day without water again. At this point some of the refugees began drinking their own urine. They would put what they could into a plastic bottle, and then drag it in the water to cool it off. Once cooled, they would hold their nose and drink it.

Day ten was more of the same. Somewhere in this area they endured storm #3. Waves would crash over the gunnels and at the worst point the boat was half full of water. Old water jugs with cut off tops would serve as bailers. The third storm was more wind than rain and did not supply significant drinking water.

Day 11 brought another cruel insult to the 13 refugees. According to the navigator, on July 31, in the area of 26-10N and 87-54W a black-hulled cargo ship made a close approach and turned around them. He said the ship was so close he could clearly see

the name "MINERVA" in blue lettering. He said it was a loaded ship with aft house construction. The refugees became very excited and began waving their bright yellow water jugs. He said they were sure the ship had seen them. Then the ship turned the other way and departed. He said when they saw it begin moving away they shouted for only water, but the answer was silence and a ship that grew smaller on the horizon.

Day 12 was more of the same—more ships sighted, but none that deviated such as the *MINERVA*. They had no water and continued to drink their own body fluids. One or two would keep lookout while the other lay in the bottom of the boat and tried to keep the sun off of them. Another disturbing thing noticed by the navigator but not shared with the others was that his GPS positions showed them alternately moving both north and south, indicating they were in an area of mixed current. He was hoping they would continue on to New Orleans.

Day 13 was the last day of their ordeal. It started with nice rains at 0530. Because the winds were not too high and the waves only three to four feet, the refugees collected a relatively large amount of water. They got five liters of water and began a 350cc per day, per person schedule. It was in these rains that they saw us pass them at 16 knots.

The navigator said when he saw us reappear about 20 minutes later out of the rain, he did not get excited. Even though we were going much slower, he could only think of their earlier experience. This matched what we were seeing because despite us being fairly close and barely moving, we still thought there were only four people in the boat. It was not until I put the engine astern that many heads began to pop up above the gunnels. The navigator said when he saw our astern wash, he finally believed we were going to help them.

The debrief with the navigator was very interesting for the cadet and me. He estimated they had seen about 20 ships in the 13 days with the *MINERVA* and cruise

ships being the closest approaches. The navigator sent his email. I noticed he was very comfortable with the computer. He asked me about their fate and he was attentive when I let him know we were going to rendezvous with a U.S. Coast Guard ship. Although there was some disappointment in his face, he was still very gracious. He mentioned he may end up in jail if returned to Cuba. Even with that fate potentially ahead of him, you could tell he preferred it compared to more days aboard the *LIBERTAE (Freedom)*, which was the name of the wooden skiff he built.

All of the Refugees were grateful and very polite. On the morning of August 3, we were scheduled to rendezvous with the *USCG ELM* to transfer the 13 refugees. At 0800 they ate a good breakfast and prepared what tiny belongings they had. One man insisted on giving his watch to the AB that spotted them. It was the only thing he had to give and he desperately wanted to express his gratitude. The AB accepted the watch and I am sure it will be something he looks at with fond memories for years to come.

Our transfer with the *ELM* was clockwork smooth. The *ELM* was exactly where she said she would be and she was ready for the transfer. The communications and small boat handling by her crew was very professional. The weather was calm, so we slowed to dead slow ahead and lowered the port lifeboat with all refugees aboard. We kept the boat locked in the falls and only inches above the highest waves. This made for an easy climb over the gunnels to enter the Coast Guard skiff. One by one, they made their way over the rail with smiles and waves all around. As they headed back to the *ELM* and I observed our crew, it was easy to see how helping these people out of a desperate situation also helped us aboard the LHG work together as one. Aboard the LHG, every crew member responded to the situation in a way that would make anybody proud. It was astonishing, disheartening, stimulating and bonding all in the same breath.



Second Mate Jason Myers, an SIU hawsepiper, calls for assistance.

Hughes Elected to Lead ILA

Bowers Retires After 20 Years at Union's Helm

Richard P. Hughes Jr. has been elected to succeed the retiring John Bowers as president of the International Longshoremen's Association, AFL-CIO (ILA)

Hughes, 73, was elected July 26 by voice vote during the ILA convention in Hollywood, Fla. He was unopposed.

Born in Baltimore and a third-generation dockworker, Hughes since 2005 had served as executive vice president of the New York-based union, the No. 2 spot. He became the first Longshoreman from Baltimore to occupy the top post. Bowers had held the presidency for some 20 years.

Hughes launched his career as a longshoreman on the docks of Baltimore in 1954, following in the footsteps of his grandfather, father and uncle. He still resides in South Baltimore, and four of his five children are ILA members. Hughes held various titles in the ILA Local 333 and began his ascent in the parent union in 1985. At that juncture, he

was elected vice president of the Atlantic Coast executive board, representing the port of Baltimore.

Hughes' election came following four days of convention sessions during which a full spectrum of issues relevant to the ILA and its members—including health care, port security, organizing, politics, safety, wages, retirees, port projects, labor-management relations and the general state of the shipping industry—were addressed.

"The ILA is United, Powerful and America's Best" was the event's theme. Dozens of speakers—including SIU President Michael Sacco—addressed the 300-plus delegates and 700 guests who attended the convention. Many spoke about the critical importance of labor's participation in the political process.

After noting the upward spike in regulatory requirements faced by union members who work in the maritime industry since 9-11—the TWIC and what some

describe as excessive background checks, for example—President Sacco told those in attendance that "our people should be treated better. Brothers and sisters, our members deserve respect," he said. "In many cases, they're on the front lines in the war on terrorism. They should be treated by our government as assets, not as suspects. And it is up to us to make it happen."

"How do we begin?" Sacco continued. "For us, it starts with grassroots political action. This means getting out the vote, promoting our issues, educating the membership and realistically, it means donating money to pro-worker, pro-maritime candidates. Voluntary political donations are simply a fact of life in this day and age. It's not our only tool, and it doesn't guarantee success, but without it, we'd never get our foot in the door."

He added that grassroots political action also includes "talking with—not to, but with—our elected officials from your local hometown all the way up to Congress. No one can better explain what we face at the docks and aboard ship than the people who are doing it day-to-day."

Other speakers included Congresswoman Corinne Brown (D-Fla.), Congressmen Bennie G. Thompson (D-Miss.), Al Green (D-Texas) and Neil Abercrombie (D-Hawaii), AFL-CIO Executive Vice President Linda Chavez-Thompson, Commandant of the United States Coast Guard Admiral Thad W. Allen, International Transport Workers' Federation (ITF) General Secretary David Cockroft, Maritime Union of Australia National Secretary and ITF Dockers' Section Chair Paddy Crumlin and International Organization of Masters, Mates and Pilots President Capt. Timothy Brown. ILA Executive Council members as well as other ILA officials also made presentations.

The ILA—which represents more than 65,000 members on the Atlantic and Gulf coasts, along major U.S. rivers, in Puerto Rico and Eastern Canada—was organized in 1892 in the Great Lakes region. The union negotiates master contracts governing the wages that shipping lines pay workers who load and unload cargo. It also lobbies Congress on labor issues and provides benefits to its members.

AFL-CIO Maps Strategies

Continued from page 5

a Senate filibuster—51 senators voted to end the filibuster, but under Senate rules it takes 60 votes. The council said the key to moving the Employee Free Choice Act into law is "to deepen and broaden our grassroots movement for reform, create a filibuster-proof majority in the Senate and elect a president who can and will lead the movement for Employee Free Choice, navigate the bill through Congress and sign it into law."

Additionally, the council reported that, on average, college graduates leave school with a diploma and debts ranging from \$15,000 to \$24,000 as college costs have soared and local and state aid to colleges and universities have been eroded by inflation. To help ensure access to higher education for working

families, the council said the AFL-CIO and its unions will lead a national effort to assist students in utilizing a diverse range of affordable, excellent higher education opportunities.

The council also approved statements on mismanaged airlines and the need to protect aviation workers and the flying public, protecting the nation's food supply and honoring retiring Longshoreman's President John Bowers. Rose Ann DeMoro, executive director of the California Nurses Association/National Nurses Organizing Committee (CNA/NNOC), was named to the council. The CNA/NNOC affiliated with the AFL-CIO in May.

More information about the executive council proceedings, including full council statements, is available at www.aflcio.org/aboutus/thisistheafclio/ecouncil/.

Labor Brief

NSPS Battle Continues

Unions in the United DOD Workers Coalition recently announced they would file an appeal with the U.S. Supreme Court in order to stop the Department of Defense from implementing its National Security Personnel System (NSPS).

The coalition has been fighting NSPS since it was first proposed. In February 2006, the group won a decisive ruling in the U.S. District Court against NSPS. Judge Emmet G. Sullivan's ruling protected workers' rights by gutting NSPS provi-

sions pertaining to labor relations, collective bargaining, independent third party review, adverse actions, and Defense Department's proposed internal labor relations panel. However, on May 18, 2007, the U.S. Court of Appeals—in a sharply divided 2-1 decision—upheld the regulations. The coalition filed a motion for review, which was denied Aug. 10. The group subsequently announced its intention to file another motion with the Court of Appeals and within 90 days to proceed with a petition to the U.S. Supreme Court.

"If NSPS were to be fully implemented, DOD workers would be subjected to an arbitrary, dishonest and unfair working atmosphere," noted American Federation of Government Employees National President John Gage.

With Seafarers Aboard the El Yunque



These photos of SIU members aboard the *El Yunque* were taken earlier this summer in Jacksonville, Fla.



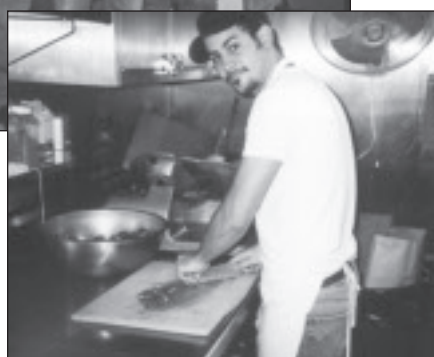
Recertified Steward Francis Ostendarp



SA Carlos Hernandez



Crew members get together for a photo after meeting with SIU Jacksonville Safety Director Karl Leiter.



Right: Chief Cook Ismael Garayua prepares lunch.

ATTENTION SEAFARERS:

At Sea and Ashore With the SIU . . .



HOUSTON — OS Brian Kinard (right), who works at G&H Towing Company, recently completed training and passed the test to receive his 500-ton Inland Mate License, which he is showing to Asst. VP Jim McGee.



NORFOLK — Sgt. Brian Goodman (right) was recalled June 24 to active duty as part of Iraqi Freedom. Brother Goodman, who sailed as an oiler, has always personified the concept of "Brotherhood of the Sea." Port Agent Georg Kenny—along with the port of Norfolk and the entire SIU membership—wish him well.



SEABULK TRADER — Attending a shipboard meeting aboard the *Seabulk Trader* are (from left, seated) DEU Nasser Kassim, SA Sanad Saleh, Bosun Bob Coleman, OMU Nat Lamb, Chief Steward James Harris, (from left, standing) AB Irving Carlos Rueda, AB Carson Jordan, AB Geoffrey Hall, Chief Pumpman Eron Hall, AB David Hollenback and AB Melvin Smalls.

Retiring from the SIU



FT. LAUDERDALE — AB John Kolodziej (center) shows his first pension check. Safety Director Kevin Marchand (left) has been Kolodziej's best friend for nearly 14 years and helped him get into the union. With them is Port Agent Kenny Moore.



JACKSONVILLE — Wallace Lester Cumbest (left) receives his first pension check from Asst. VP Archie Ware in the Jacksonville hall.



JACKSONVILLE — SIU Patrolman Ashley Nelson (left) presents Ray Green with his first pension check.



HORIZON PRODUCER — Checking out a recent issue of the *Seafarers LOG* aboard ship are (in photo above left, from left) Chief Cook Juan Vallejo Hernandez, OMU Jo Vanii Sprauve and SA Fernando Vega Mercado. William Bunch (above right) is the recertified chief steward aboard the cargo vessel.



VIRGINIAN — Bosun John Thrasher (above, seated) and CE Jaime Cayonte look over the *Seafarers LOG* aboard the cargo ship. STOS Renard Murphy (above, right) is an unlicensed apprentice (class 683). Several of the vessel's crew members have commended Murphy for being a hard worker and a good shipmate. At right is Oiler Miguel Abad who sails from Port Everglades.



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SIU Facing Hardships 07/07

The U.S. Merchant Marine: Always Ready

Serving the Country from Colonial Days

Freighters, tankers, tugboats, towboats, ferries, passenger ships, dredges: these are some of the privately owned and operated vessels flying the American flag that help make up the U.S. Merchant Marine in times of peace. The civilian mariners—including thousands of SIU members—and their vessels move cargo and passengers between nations and within the United States. They ply the oceans and Great Lakes, the inland waters and navigable rivers, canals and harbors, delivering goods and people where they are needed. During times of war, however, the merchant marine

“The officers and men of the merchant marine, by their devotion to duty in the face of enemy action, as well as the natural dangers of the sea, have brought us the tools to finish the job. Their contribution to final victory will be long remembered.”

—Gen. Dwight D. Eisenhower, 1945

becomes an auxiliary to the Navy and can be called upon to deliver troops and supplies for the military. The U.S. Merchant Marine is this country’s “Fourth Arm of Defense” and can deliver anywhere and at any time.

The sealift effort by the merchant marine during World War II

almost defies belief. It was, perhaps, the greatest sealift operation in history. But merchant shipping has been of vital importance to Americans since colonial times.

The Early Years

The first wartime role of an identifiable United States Merchant Marine first took place on June 12, 1775 in Maine. Citizens from the 13 independent colonies had only 31 ships in their Navy when they heard of the battles at Concord and Lexington and the demand by Britain for them to sign a petition promising to protect British property at all times in exchange for the right to buy supplies. They protested, but in order to fight the British, they needed additional ships.

Letters of Marque were sent to privateers (privately owned, armed merchant ships that were outfitted as warships to prey on enemy merchant ships). The privateers interrupted the British supply chain all along the eastern seaboard of the United States and across the Atlantic Ocean. These actions by the privateers predate both the U.S. Coast Guard (formed in 1790) and the U.S. Navy (formed in 1797) and are considered the start of the merchant marine’s role in times of war.

The U.S. Merchant Marine was active in subsequent conflicts. During the War of 1812, the British were seizing American ships on the high seas and forcing seamen to join the British navy or merchant navy. This war was fought primarily by merchant ships because the U.S. had almost no Navy. Together, the Navy and the privateers captured 30,000 prisoners.

The Mexican War was the first conflict in which the U.S. Army invaded an enemy’s territory by sea, and thus required the use of a large number of oceangoing ves-

guns, tanks, planes, hundreds of other essential

sels. The American Merchant Marine provided chartered ships in order to defend Texas against Mexico.

During the Civil War, there was a struggle for control of the sea lanes and the inland waterways. The North set up a blockade of all southern seaports, cutting off imports of war materiel, medical supplies and household goods.

Merchant mariners also played a role in the Spanish-American War, the Korean War and the first and second battles of the Atlantic in both world wars as well as in the conflicts in Korea and Vietnam. There were just six privately owned commercial ships under charter to the military when the Korean War began. There were 255 at the peak of the hostilities. In

September 1950, when the U.S. Marine Corps went ashore at Inchon, 13 USNS cargo ships, 26 chartered American and 34 Japanese-manned merchant ships, under the operational control of Military Sea Transportation Service, participated in the invasion.

During the Vietnam War, ships crewed by civilian seamen carried 95 percent of the supplies used by our Armed Forces. Many of these ships sailed into combat zones under fire. The *Mayaguez* incident is well known, involving the capture of mariners from that SIU-crewed merchant ship.

During the first Gulf War, the merchant ships of the Military Sealift Command delivered more than 11 million metric tons of

vehicles, helicopters, ammunition, fuel and other supplies and equipment during the war. At one point, more than 230 government-owned and chartered ships were involved in the sealift.

Government-owned merchant vessels have, in fact, supported emergency shipping requirements in many wars and crises. During the Korean War, 540 vessels (commercial and military) were activated to support military forces. A worldwide tonnage shortfall from 1951 to 1953 required more than 600 ship activations to lift coal to Northern Europe and grain to India. From 1955 through 1964, another 600 ships were used to store grain for the Department of Agriculture. Another tonnage shortfall following the closing of the Suez Canal in 1956 resulted in the activation of 223 cargo ships and 29 tankers. During the Berlin crisis of 1961, 18 vessels were activated, which remained in service until 1980. The Vietnam conflict required the activation of 172 vessels.

World War II

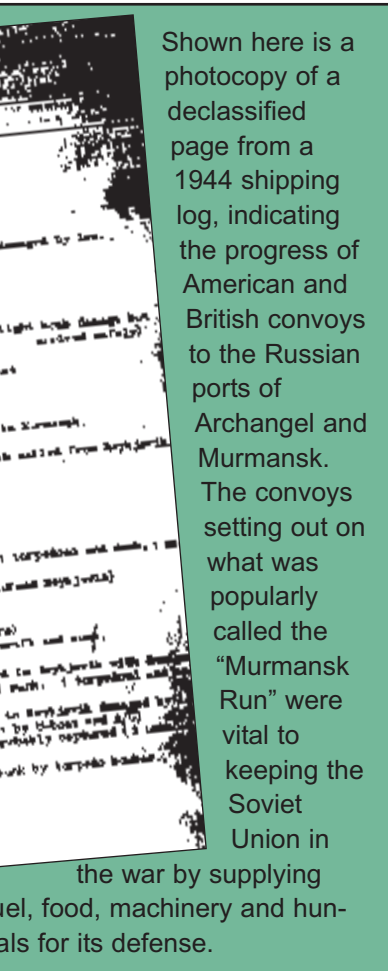
The role played by America’s Fourth Arm of Defense during World War II is, perhaps, the most dramatic—and has been sensationalized in books and movies throughout the years.

But the world is a little more aware of the true history and role of the U.S. Merchant Marine in World War II, thanks to SIU pensioner John Bunker, who wrote a number of books about both the



Whether it's carrying humanitarian supplies (like the bags of lentils shipped overseas on U.S.-flag vessels under the PL 480 Food for Peace program, above) or loading military equipment for defense purposes around the world, the U.S. Merchant Marine delivers.

Ready to Deliver to the Present



Shown here is a photocopy of a declassified page from a 1944 shipping log, indicating the progress of American and British convoys to the Russian ports of Archangel and Murmansk. The convoys setting out on what was popularly called the "Murmansk Run" were vital to keeping the Soviet Union in

the war by supplying fuel, food, machinery and munitions for its defense.

As General Dwight D. Eisenhower said during the early stages of World War II, "When final victory is ours, there is no organization that will share its credit more deservedly than the merchant marine."

Tales of heroism and courage on the part of seafaring crews were commonplace during this period. But at no stage of the war were merchant ships and the seamen who manned them more vital than during and after the D-Day invasion when men and materiel were delivered in the greatest concentration in military and shipping history. Thousands of seamen took part in establishing the beachheads at Normandy and Omaha, among others, and later in maintaining the lines of supply which were vital in bringing down the Nazi regime.

These mariners played an important role in landing the 2.5 million troops, the one-half million trucks and tanks and the 17 million tons of ammunition and supplies that were put on the beaches of Europe during the first days after D-Day.

Many seafarers also were among the 1,000 merchant seamen who volunteered to sail the 32 American ships that were scuttled to make the emergency breakwater—the "miracle harbor" that made the successful invasion of the Normandy coast possible.

After the beachheads were established, and as Allied troops fought their way toward the heart of Germany, the merchant ships continued to keep the supply lines open.

Years have passed since the bombs of World War II fell, but those merchant mariners who saw and heard them have not forgotten them. Neither have they forgotten the 1,554 American-flag ships that went to the bottom between the

"In memory of those men, and in the interest of our nation, the United States must carry out the bold and daring plan of Franklin D. Roosevelt for a Merchant Marine of the best designed and equipped passenger and cargo ships, manned by the best trained men in the world."

—President Harry S. Truman

outbreak of the European war and Germany's surrender, nor the 6,066 American merchant seamen who were killed or captured during that phase of the fighting—a casualty rate second only to that of the United States Marine Corps. More than 1,200 SIU members were among those who gave their lives.

Thanks for Serving

Without a doubt, all their service made a huge difference in the war's outcome, and members of the U.S. Merchant Marine justly deserved the thanks and honors that came their way at war's end. President Franklin D. Roosevelt, during the signing of the G.I. Bill on June 22, 1944, said, "I trust Congress will soon provide similar opportunities to members of the merchant marine who have risked their lives time and time again during war for the welfare of their country."

But that was not to be. When merchant seamen returned home from World War II, they came back without travel pay expenses, mustering out pay, state and federal pensions, disability benefits, G.I. loans, on-the-job training, paid college education with living expenses, medical and dental payments and much more, including burial benefits. It was not until 1988—more than 40 years overdue and after a long court battle—that some veteran status was given to merchant mariners who served from Dec. 7, 1941 to Aug. 15, 1945. Mariners who went to sea during that time, serving in wartime in hazardous waters, got their status as veterans Nov. 11, 1998. Unfortunately, many did not live long enough to take advantage of these benefits.

Additionally, it wasn't until 1998 that the cutoff date for veterans' status for mariners was extended to Dec. 31, 1946—the same one that applies to the armed forces, and the date upon which President Harry Truman declared hostilities to be over.

For the last several years, merchant mariners have been awaiting legislation to extend the 1944 G.I. Bill of Rights to them as well. If passed by both chambers of Congress and signed into law, the bill, "A Belated Thank You to the Merchant Mariners of World War II Act of 2007," would provide benefits to certain individuals and grant

them the compensation and respect that they have rightfully earned. On July 30 of this year, the U.S. House of Representatives passed the legislation. It still is awaiting consideration by the Senate.

Today, the men and women of the U.S. Merchant Marine continue in the spirit of seafaring brothers and sisters.

Since 1977, the Ready Reserve Fleet made a major contribution to the success of Operation Desert Shield/Operation Desert Storm from August 1990 through June 1992, when 79 vessels were activated to meet military sealift requirements by carrying 25 percent of the unit equipment and 45 percent of the ammunition needed.

Sealift remains a vital component in protecting our national security. Beginning in 2003, merchant mariners answered their country's call to duty during the initial combat phase of Operation Iraqi Freedom. An estimated 5,000 merchant mariners (including more than 2,000 Seafarers who sailed aboard more than 100 SIU-crewed ships) helped transport and supply coalition forces as the U.S. and our allies removed the dictatorial regime in Iraq. Mariners transported—and continue to carry—critical cargo including Apache helicopters, multiple launch rocket systems, wheeled vehicles including Humvees and fuel tankers, bulldozers and other combat engineer equipment, and ammunition to our forces.

Peacetime Missions

The U.S. Merchant Marine has taken on many peacetime missions as well. They sailed to Somalia for Operation Restore Hope in 1993 and '94; to Haiti in 1994 for Uphold Democracy operations; and in 1995 and 1996, helped deliver military cargo as part of U.S. and U.K. support to NATO peacekeeping missions.

Four RRF ships were activated to offer support in Central America following Hurricane Mitch in 1998 and rendered humanitarian assistance to the Gulf Coast area following Hurricanes Katrina and Rita in 2006, providing food, a place to sleep and electrical power to refinery workers, oil spill response teams and longshoremen. Merchant mariners were there first to answer the call for assistance following the horrific terrorist attacks of

September 11 by transporting emergency personnel and needed supplies. That day, more than a half-million people were safely

"I have come to appreciate first-hand why our Merchant Marine has long been called our nation's fourth arm of defense. The American seafarer provides an essential service to the well-being of the nation as was demonstrated so clearly during Operations Desert Shield and Desert Storm... We are a maritime nation... This means that not only do we need a strong Navy, but a strong maritime industry as well."

—Gen. Colin Powell, Persian Gulf Wars

evacuated from lower Manhattan by SIU-crewed ferry boats, tour boats and government vessels.

The U.S. Merchant Marine has served America with great distinction throughout our nation's history—whether in times of peace or times of war. From the Revolutionary War through both world wars and up to today, the men and women who serve in the merchant marine have willingly served and defended their nation.

As SIU President Michael Sacco noted recently, the names and faces of merchant mariners throughout the years may have changed, "but our commitment never wavers. Our reliability never lessens. Our message to our troops and to the rest of our countrymen is the same: You can count on us!"



The Merchant Marine flag, unveiled on May 24, 1994 by then-Maritime Administrator Albert J. Herberger, was designed by the U.S. Army's Institute of Heraldry. It was first displayed at the annual U.S. Merchant Marine Memorial Service in Washington, D.C. to honor America's civilian seafarers who have supported the nation's armed forces in times of war and carried its commerce in times of peace.

Recollections of the Merchant Marine in World War II

Editor's note: The first four installments of retired Seafarer Albert Stimac's experiences in the merchant marine appeared in the April, May, June and July Seafarers LOGs, respectively. He wrote about his training, his first ship, joining the SIU, the responsibilities of a member of the black gang, traveling in a convoy during World War II and boiler problems on a C-3 bound for England. The last article left off following a Coast Guard hearing and being assigned to another ship.

These are the best recollections of his training and sea time from the end of 1943 to late 1946, so any inaccuracies in the details need not be brought to his attention.

Sometimes I think it was the Coast Guard that told the company which ship we would be assigned to. Usually, they pay you off and you leave the ship or else the chief or captain asks you to stay on. We weren't even paid off—just transferred to another ship. I don't even recall getting a discharge from that 10-day trip on the C-3.

I got a bad feeling right away when I boarded the next ship. It hadn't been cleaned yet and was a mess. The thing that bothered me most was the insulated Navy cold weather jackets left in one of the lockers. This meant the Murmansk Run and Russia. BAD NEWS!!!

Small convoys that made this run were escorted by larger English navy ships, cruisers and the like. But if the Germans spotted the 20- or 30-ship convoy, they would send out their battleships berthed in the fjords. Then the English escort ship would abandon you and head for home. Otherwise, the German battleship could easily sink anything from a cruiser on down. No use sinking a battleship for a small convoy. Wasn't worth the price. And besides, they were needed more on higher priority missions. The only good news was you would get a \$500 bonus if you made this trip successfully.

The bad side was you got paid in rubles and couldn't get off the ship. And, you had to give the the money back. I talked to one guy who had made the trip and told me that Russian political prisoners unloaded the ships. When they couldn't work anymore or starved, they were shot and pushed over the side.

Well, they cleaned up the ship in the next few days, and I felt much better. When we were on board, I heard we were going to the New Jersey side. That was another surprise coming up. I had never been on a ship that loaded up on the Jersey side. I found out in a hurry, though, when we docked. Shore crews came aboard as soon as we tied up to the pier. They hauled all their lumber on board and started to board up the holds with wood. That meant only one thing: We were going to get loaded with something that would explode if there was a spark. It turned out we were hauling ammunition, 6,600 tons of it. But we were not going to Russia. We got loaded up with our cargo and headed out to sea. Scuttle—another term for rumor—was that we were headed for Europe.

The second day out, we lined up in a convoy. It really was what I considered a

large one. Over 50 ships. This was the first vessel I sailed on that had an armed guard crew. These were U.S. Navy sailors who would be in charge of the gunnery we had for protection. On this trip, we had four sets of twin 20mm anti-aircraft guns, a 5-inch cannon on the stern and a 3-inch cannon on the bow. The gun crews did not quarter with the merchant crew. They slept in the stern while we were quartered mid-ship. The 20mms were pretty new guns, but the 5-inch cannon mounted on the stern was a laughing matter. The gearing to move it up or down or left to right was very slow and hard to do.

As we were carrying high explosives, we were the last to join up with the convoy. Just before we caught up to the rest of the ships, the captain decided to have the gun crew get some practice. So the alarm was sounded and the sailors rushed to their positions. After everyone was accounted for, the aft gun crew was ordered to drop a 50-gallon drum that was to be the target. The drum was specially made for target use and smoked when it was in the water. We were hitting some pretty good swells—long waves—and the stern would rise about 10 feet on top of a swell and down 20 feet to the bottom.

On the command to fire, the ship's stern just reached the top of the swell. The cannon fired, and we all watched to see how close they came to the smoking barrel. Of course, the gun barrel was further raised with the stern up and the bow down by 20 feet. We never did see the shell land and hit water. It just went up and out of sight. The captain got mad as we whooped and hollered with delight at the big miss. He immediately called to arm and fire again as the barrel was getting smaller and smaller as we continued on. As things went, the command to fire came just as the stern of the ship went down into the trough and the bow came up. With that movement, the gun fired right into the swell behind us, which was about 200 feet from the stern. Shooting of the cannon was called to an abrupt halt.

Next, they went to the 20mm guns which were fed by cartridges that contained 25 or so 20mm shells. They were pretty heavy—I would guess about 40 to 50 pounds. These guns had some ammunition stored alongside them. But if they were in combat, much more ammo would be needed. This is where the Merchant Marine guys not on watch came in. We were supposed to go down in the hold and bring up two canisters at a time, one in each hand. Now we were supposed to walk up grated steps on a rolling ship and not be able to use you hands. It made no sense.

The next practice was much better. They had one fellow who could really handle that 20mm. They would shoot up parachutes that opened up to about five or six feet and left a trail of smoke as they came down. Even on this ship going slowly up and down, he could cut off some of the lines on the parachute. These guns were slotted so they could go just so far to the right or left. The same went for up and down. It was a good thing. After a couple of other guys practiced, the next one up gave us another big thrill. He wasn't too big or heavy set, so when the ship continued to pitch up and down, he had prob-

lems. He got strapped in alright, but did not get his feet or body set to control the gun. So when he released the turret safety, the gun swung aft as the ship's stern went down in the swell. In the meantime, his hand immediately

Students marched to class at the Sheepshead Bay training facility in Brooklyn, N.Y. where Stimac trained in 1943.

tightened and he pulled the trigger to fire. The shells went about 10 feet over our heads and cut off a couple guy wires. Scared stiff, we really moved from the fantail to the center of the ship. Now we knew why they put stops on the guns. The captain had just about had it, and he tied everything up and we never had any more practice.

We soon caught up to the convoy and got into our position. We were in the last row back and the furthest ship out on the starboard side. This was called the "coffin corner." Ships that carried explosives



A pier, about five blocks long, was where lifeboat training was conducted at the Merchant Marine Academy.

were assigned this position. If we blew up from a torpedo or gunfire, we wouldn't take any other ship down with us. The closer to the middle of the convoy, the safer you were. But this wasn't always true....

One time, for instance, a sub was spotted and it ran under the convoy for protection from the convoy escorts dropping depth charges. My experience was that when we were in the engine room on watch, we would count the depth charges the escorts would drop (usually between 75 to 100). This happened at sunrise and sunset. Anyway, on this day, the escorts came in after the sub and dropped a string of charges. They were close enough so it blew all the wrenches and spare parts loose from the skin of the ship. That's why one always wanted to be the first one to sign up in the blackgang. The 4-8 watch was the worst, the morning watch when the sun rose around 6 or 7 o'clock and the 4-8 evening watch when the sun went down at 6 or 7 o'clock.

I had just been relieved on my watch and was on the ladder going up when the charges started going off. I scampered up pretty fast and hit the deck running. I looked over the side and pretty soon saw some debris coming up from the sub. Don't know if they got it or not, or if the sub just released a bunch of stuff.

With a large convoy, it was difficult to keep everybody in formation and in line. One has to be aware that no radio communication could be used because it could be picked up by subs. So in clear weather, it was no problem as we kept everyone in visual sight. Even if the sea got a bit rough, we still could hold some sort of formation. The problem came when we hit fog. Visual contact was out, and all we used were the steamhorns. Each ship had an assigned horn signal—so many short blasts, long blasts and any variations thereof. If it was foggy or a dark night with a good sea running, one had problems. The ships would drift to port or starboard. In the morning, or when the fog

cleared, it was a mess. It would take a good half day to get us more or less in line again. Even if we were the outside ship and in the coffin corner, ships would be outside of us and behind us. Some lines had six or seven ships and others would have only two or three. One day, we ran into heavy fog and a ship ran into our bow and tore off our starboard anchor. It also banged up our bow a bit but did not cause any leaks. It was on the deck plates and not down near the water line.

Just as we were getting close to England, we ran into a large convoy of ships heading for the States. It was quite a mess. We met some of them head on and others came from the side. Evidently, some German subs had been in the vicinity and had torpedoed the ships, which then scattered. All around us, I could see ships going in different directions. We passed one ship that was going down bow first and the crew was lowering life boats. Seemed almost like a dream going by them at about 10 miles per hour. Maybe they were 100 yards away, but 100 yards isn't much when two ships pass each other. Just past them was a ship sitting in the water, barely moving. But we kept heading straight ahead, making no effort to maneuver.

We just kept sounding our horn in long steady blasts. We found out later that we had run up flags for BAKER. This meant high explosives on board in our cargo hold. There was a tanker on our port side coming at right angles to us. He was really moving, but when he saw our B for BAKER flags, that big old tanker really put that ship in reverse in a hurry. The water was frothing and boiling up from the thrust of the propellers going full reverse. We just kept going, and it turned a little away from us and we passed in front of it by about 300 yards. After that, the escorts picked us up and gave us protection until the next morning and we were to hit England.

During the lull in action, I heard how close we came to getting torpedoed. The Navy lookout on the bow did not respond during the action. One of the mate's officers went up to see what the trouble was. He found the lookout in shock and just sitting and staring. The officer had to slap his face to get him to come around. We found out later his condition was caused by a torpedo headed toward us. Fortunately, it missed and went right under the bow. It missed us by just 10 or 20 feet.

About five or six of us were rounded up the next day and we found out through scuttle that we were headed for Antwerp. That would be no problem, but the Germans had just left the port and had sunk boats and ships all over the passage going in.

This time I was on day watch and down below when we started in. Why they put us in first, I'll never know...unless they needed our ammunition that badly. We were afraid of a mined channel, so the 1st engineer had us put 5-gallon cans filled with lube oil, one in each shaft alley bearing. We punched a hole in the bottoms and let it lubricate by gravity. Then we got out and went into the engine room and secured the watertight door. They always have a pilot come aboard a ship and bring it into the harbor, especially a local pilot who knows the harbor well. Being the first ones in, everybody was pretty jumpy. Hitting sandbars and sunken boats weren't too bad. Floating mines and anchored mines gave us the biggest threat and fear.

Brother Stimac's wartime recollections will continue in a future edition of the Seafarers LOG.



Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2007

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	3	0	1	1	0	1	2	8	2
Anchorage	1	5	0	2	7	0	3	0	6	1
Baltimore	5	6	1	4	4	0	3	12	8	1
Fort Lauderdale	11	18	8	9	11	6	9	18	21	6
Guam	2	7	2	3	5	2	0	1	9	2
Honolulu	9	7	0	10	2	0	1	15	16	2
Houston	38	37	5	36	20	7	17	56	50	3
Jacksonville	29	22	5	24	16	1	25	58	29	6
Joliet	0	4	0	2	0	0	1	2	7	1
Mobile	15	13	1	11	6	0	4	20	17	2
New Orleans	19	6	3	12	6	1	4	23	10	6
New York	51	28	6	37	12	2	10	87	52	8
Norfolk	12	17	5	9	9	5	5	15	19	7
Oakland	27	15	5	24	11	2	12	41	23	8
Philadelphia	4	6	3	6	5	2	4	6	9	2
Piney Point	0	4	0	0	19	0	0	1	12	0
Puerto Rico	10	4	0	10	5	0	3	11	13	1
St. Louis	3	2	0	1	3	0	0	4	7	3
Tacoma	37	38	6	23	20	3	22	61	59	9
Wilmington	33	17	8	26	12	1	9	51	35	10
Totals	307	259	58	250	174	32	133	484	410	80
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	2	0
Anchorage	0	1	1	0	1	0	0	0	4	1
Baltimore	6	2	0	6	1	0	3	5	6	0
Fort Lauderdale	11	9	2	5	4	3	1	11	14	1
Guam	2	3	0	0	6	1	0	3	1	1
Honolulu	4	6	1	4	1	3	2	10	13	1
Houston	19	16	4	11	15	3	4	25	17	5
Jacksonville	19	12	4	9	10	2	8	35	18	3
Joliet	2	1	1	0	0	0	0	2	3	1
Mobile	8	7	0	3	2	0	1	16	8	1
New Orleans	8	2	0	14	4	0	3	9	7	1
New York	24	10	3	13	10	1	5	38	15	4
Norfolk	6	14	4	4	9	1	9	10	20	5
Oakland	10	7	0	7	5	0	4	19	10	1
Philadelphia	3	1	0	1	0	0	0	3	4	2
Piney Point	1	3	0	2	2	0	1	1	5	0
Puerto Rico	3	5	0	4	5	0	2	4	5	1
St. Louis	0	1	0	0	1	1	0	1	5	3
Tacoma	15	19	5	6	13	1	0	28	25	5
Wilmington	18	10	6	11	9	6	13	21	13	8
Totals	159	129	31	100	98	22	68	241	195	44
STEWARD DEPARTMENT										
Algonac	1	0	0	3	1	0	0	1	1	1
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	1	1	0	3	1	0	1	4	0	0
Fort Lauderdale	10	7	0	7	5	0	8	9	9	0
Guam	2	2	0	3	2	0	1	2	2	0
Honolulu	12	3	0	9	7	0	3	14	8	0
Houston	24	8	0	18	6	0	12	42	15	2
Jacksonville	14	10	0	10	7	0	7	25	18	0
Joliet	0	1	0	0	0	0	0	1	2	0
Mobile	6	4	3	2	0	1	0	10	9	3
New Orleans	5	3	1	6	4	2	0	7	2	1
New York	29	5	1	23	3	1	9	31	13	6
Norfolk	6	10	0	8	11	0	7	16	15	0
Oakland	22	1	0	15	1	0	8	42	4	0
Philadelphia	1	2	1	4	2	0	0	2	0	1
Piney Point	1	2	1	1	4	1	1	3	2	0
Puerto Rico	1	3	0	2	5	0	0	1	2	0
St. Louis	2	1	0	1	0	2	1	1	1	3
Tacoma	22	5	0	17	2	0	7	36	9	2
Wilmington	26	9	1	18	7	1	12	45	11	2
Totals	185	78	8	150	68	8	77	292	124	21
ENTRY DEPARTMENT										
Algonac	1	0	1	0	0	0	0	1	2	9
Anchorage	0	3	0	0	3	0	0	0	2	1
Baltimore	0	4	2	0	1	0	0	0	3	2
Fort Lauderdale	1	4	4	0	2	4	0	1	10	9
Guam	0	3	1	0	2	2	0	0	3	0
Honolulu	2	4	12	1	4	3	0	2	8	16
Houston	4	18	5	0	14	5	0	8	26	12
Jacksonville	3	18	12	0	7	0	0	3	32	22
Joliet	0	1	0	0	0	0	0	0	3	2
Mobile	1	6	3	0	4	1	0	2	9	2
New Orleans	2	6	3	2	6	1	0	4	5	8
New York	7	36	6	5	21	3	0	11	70	27
Norfolk	0	16	18	0	5	6	0	1	25	28
Oakland	5	10	8	4	9	5	0	7	28	13
Philadelphia	0	1	0	0	0	0	0	0	2	4
Piney Point	0	3	27	0	8	19	0	0	16	12
Puerto Rico	1	4	0	0	3	0	0	1	4	1
St. Louis	0	0	0	0	0	1	0	0	0	3
Tacoma	9	20	5	5	10	4	0	10	28	12
Wilmington	1	13	3	0	6	1	0	2	24	7
Totals	37	170	110	17	105	55	0	53	300	190
Totals All Departments	688	636	207	517	445	117	278	1,070	1,029	335

*"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.

October & November 2007 Membership Meetings

Piney PointTuesday: October 9*
 Monday: November 5
 (*change created by Columbus Day holiday)

AlgonacFriday: October 12, November 9

Baltimore.....Thursday: October 11, November 8

BostonFriday: October 12, November 9

GuamThursday: October 25
 Friday: November 23*
 (*change created by Thanksgiving Day holiday)

Honolulu.....Friday: October 19, November 16

HoustonMonday: October 15
 Tuesday: November 13*
 (*change created by Veterans Day holiday)

Jacksonville.....Thursday: October 11, November 8

JolietThursday: October 18, November 15

MobileWednesday: October 17, November 14

New Orleans.....Tuesday: October 16, November 13

New YorkTuesday: October 9, November 6

NorfolkThursday: October 11, November 8

OaklandThursday: October 18, November 15

Philadelphia.....Wednesday: October 10, November 7

Port EvergladesThursday: October 18, November 15

San JuanThursday: October 11, November 8

St. LouisFriday: October 19, November 16

TacomaFriday: October 26, November 23

Wilmington.....Monday: October 22, November 19

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

Personals

CHIEF COOK GEORGE CREEKMORE

Please e-mail Alma at shuby007@hotmail.com.

HANK LIEBERMAN

Anyone knowing the whereabouts of "my old shipmate, Hank Lieberman," is asked to contact Tyrone Patrick-Navarre in Florida. The phone number is (850) 936-7015; or e-mail tdp69@hotmail.com.

Send Your Photos to the LOG

Photos can tell a story. As has often been said, "a photo is worth a thousand words."

You can help the LOG tell the stories of interest to SIU members through your photos.

When something happens on your ship, take some photos and send them to us. Or just snap some of your fellow shipmates at work.

Try to take higher-quality photos (digital or regular), and therefore increase the odds that your photos will be included in the LOG. Here are a couple tips:

- Show the whole story in the photos. For instance, if the subject of the picture is a ship, show the whole ship. Let the LOG staff crop the photo as needed.

- Identify all the people in the photos by name and rating and indicate what they are doing. The LOG staff members are not seafarers, and sometimes they don't know the proper names of equipment aboard ship.

- Digital photos should be taken at the highest resolution possible, otherwise they do not reproduce well for publication.

Digital photos should be e-mailed to jbscardo@seafarers.org. Other photos should be mailed to Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

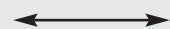
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioanije, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

IMPORTANT NOTICE TO UPGRADERS AND APPRENTICES

Original USCG Physical Form and MRO Letter Mandatory

Effective immediately, students who want to enroll in any of the following courses at the Paul Hall Center for Maritime Training and Education must bring (or must have submitted in advance) an original, completed U.S. Coast Guard physical form and a medical review officer (MRO) drug letter upon arrival at the school: Unlicensed Apprentice Phase I, Unlicensed Apprentice Phase III, AB, FOWT, Junior Engineer, and all engine specialty courses.

Members cannot take a drug test or a Coast Guard physical at the Paul Hall Center. Completed Coast Guard physical forms may be sent prior to a course's start-up date or may be brought by the student. MRO drug letters may be submitted by the medical review officer in advance of the course or may be brought by the student.

Paul Hall Center scheduling letters have been changed to include the aforementioned information. Additionally, each SIU hall in late July received a letter explaining this situation, including copies of the forms to be utilized by students. Please note that the MRO request form has been revised; the newest version calls for the letter to be sent directly to the Paul Hall Center admissions office. (Students and officials alike are reminded that random drug tests do not meet the requirement of the MRO drug letter.) For more information, contact the school's admissions office at (301) 994-0010.

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

HEALTH CARE CONTINUATION

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

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

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

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

Seafarers 401(k) Plan [formerly NMU 401(k) Plan]

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

We are pleased to announce important changes to the Seafarers 401(k) Plan [formerly NMU 401(k) Plan]. Effective Aug. 1, 2007, we will be adding five (5) new investment options.

The new funds are called the **ING Solution Portfolios**, which are a set of five asset allocation portfolios. Each Solution Portfolio targets a specific date range for retirement. Here's a summary of the investment option changes:

Five (5) New Investment Options Effective Aug. 1, 2007 are:

Asset Class Investment Style	New Funds Available on Aug. 1, 2007
Lifecycle/Asset Allocation Solution Portfolios	<ul style="list-style-type: none"> ● Solution 2045 Portfolio ● Solution 2035 Portfolio ● Solution 2025 Portfolio ● Solution 2015 Portfolio ● Solution Income Portfolio

ING Participant Access

Effective Aug. 1, 2007, you will have access to the new funds via **ING's toll-free (800-262-3862) participant access telephone number or ING's Internet Access Online**

available at www.ingretirementplans.com. You will also be able to use either of these services to initiate a transfer of your existing account balance and/or direct your future contributions to a different mix of available

investment funds.

If you need any additional information, please call the Plan office at the above number or Miriam Bove at (718) 499-6600, ext. 242.

— Board of Trustees

PIC-FROM-THE-PAST

The year was 1954. The photo at right (taken from the LOG archives) shows copies of the new SIU contract being printed on the press in the mailing room at the headquarters building in New York.

The new two-year contract, which was retroactive to Oct. 1, 1953, made several important changes in working rules and general rules dealing with such subjects as money draws in foreign ports, allotments, work in interior spaces by foreign shore-gang labor, fans and innerspring mattresses in members' cabins, handling of garbage and more.

Monetary increases were anywhere from two to six percent in wages and overtime for all ratings.



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.



Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

DEEP SEA



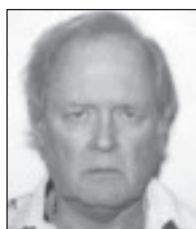
AMERICUS BELL JR., 70, joined the union in 1990 in the port of Mobile, Ala. Brother Bell sailed in both the deep sea

and inland divisions. He first worked aboard the *USNS Chauvenet*. Brother Bell was born in Alabama and shipped in the steward department. He attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 2000 and 2001. Brother Bell's most recent voyage was aboard the *Delta Mariner*. He is a resident of Mobile.

JOACHIM BUETZER, 65, became an SIU member in 1995.

Brother Buetzer's first voyage was on the

Independence. The steward department member was born in Greece. Brother Buetzer upgraded his skills at the Piney Point school in 1999, 2000, 2001 and again in 2002. He last sailed on the *LNG Gemini*. Brother Buetzer lives in Lahaina, Hawaii.



WILLIAM FOGARTY, 65, embarked on his seafaring career in 1998 in the port of Fort Lauderdale, Fla. In 2000

and 2002, Brother Fogarty attended the SIU-affiliated school in Piney Point, Md. to upgrade his skills. His first ship was the *John McDonnell*; his last was the *USNS Red Cloud*. Brother Fogarty was born in Connecticut and worked in the deck department. He makes his home in Palm Harbor, Fla.

JOHN KOLODZIEJ, 65, hails from Mississippi. Brother Kolodziej joined the SIU in 1998 in the port of Fort Lauderdale. His first voyage was aboard the *USNS Kane*. Brother Kolodziej shipped in the deck department, most recently sailing on the *USNS Dahl*. He was a frequent upgrader at the Paul Hall Center. Brother Kolodziej resides in Pompano Beach, Fla.

MARVIN LAMBETH, 68, began his seafaring career in 1968. Brother Lambeth's earliest voyage was

aboard a Delta Steamship Lines vessel. He enhanced his skills often at the union-affiliated school in Piney Point, Md. Prior to retiring, Brother Lambeth shipped on the *Horizon Trader* as a member of the engine department. He calls Temple Hills, Md. home.

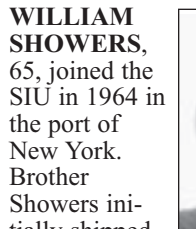


ORELLANA MEJIA, 68, began sailing with the SIU in 1977. Brother Mejia first worked aboard an Altair Steamship Co. vessel in the engine department. Born in Honduras, he attended classes at the Piney Point school in 2001. His most recent voyage was on the *USNS Algol*. Brother Mejia settled in New Orleans.



MIGUEL ROBLES, 61, first went to sea aboard a vessel operated by Penn Navigation Company. Brother

Robles is a native of Puerto Rico. The steward department member upgraded in 2000 at the Paul Hall Center. Brother Robles' most recent voyage was on the *Horizon Challenger*. He continues to live in Puerto Rico.



WILLIAM SHOWERS, 65, joined the SIU in 1964 in the port of New York.

Brother Showers initially shipped in the deck department on the *Sea Georgia*. A native of Alabama, Brother Showers most recently work on a Delta Queen Steamship Co. vessel. He is a resident of Mobile, Ala.

INLAND



CLYDE BRADSHAW, 62, was born in Maryland and launched his seafaring career in 1985 in Piney Point.

He worked primarily aboard vessels operated by the Association of Maryland Pilots. Boatman Bradshaw makes his home in Ewell, Md.

EDWARD BRADY, 62, became an SIU member in 1983 in the port of Wilmington, Calif. Boatman Brady sailed primarily aboard vessels operated by Crowley Towing & Transportation. Born in California, Boatman Brady enhanced his skills on two occasions at the Paul Hall Center. He resides in Sunset Beach, Calif.



JAMES GRAY, 62, joined the union in 1983 in the port of Wilmington, Calif.

Boatman Gray sailed primarily aboard vessels operated by Crowley Towing & Transportation. He took advantage of the educational opportunities available at the Seafarers-affiliated school in 1994, 1998 and 2000. Boatman Gray worked in the deck department. He calls O'Neals, Calif. home.

RAY GREENE, 61, started shipping with the Seafarers in 1980.

Boatman Greene worked primarily on the *Dodge Island*. The Georgia native upgraded his skills in 2004 at the Piney Point school. Boatman Greene lives in Valdosta, Ga.



ROBERT HURST, 64, hails from Virginia. Boatman Hurst launched his SIU career in 1977. He worked primarily on Virginia Pilot Corp. boats. In 1980, Boatman Hurst attended upgrading courses at the Paul Hall Center. He is a resident of Cobbs Creek, Va.

RAYMOND McKNIGHT, 48, initiated his SIU career in 1978. Boatman McKnight first sailed aboard a National Marine Service Inc. vessel. He was a frequent upgrader at the union-affiliated school in Piney Point, Md. Boatman McKnight was born in Pennsylvania. He most recently sailed aboard a Crowley Towing & Transportation vessel. Boatman McKnight is a resident of Thornhurst, Pa.



BERRY MEEKINS, 64, donned the SIU colors in 1990.

Boatman Meekins shipped primarily on vessels operated by Allied Transportation Co. He upgraded his seafaring skills on three occasions at the maritime training and education center in Piney Point, Md. Boatman Meekins settled in Chocowinity, N.C.

LUMAN MOODY JR., 65, embarked on his seafaring career in 1994 in the port of Wilmington, Calif.

Boatman Moody shipped primarily aboard American Marine Corp. vessels. He was born in Birmingham, Ala. and sailed as a member of the deck department. Boatman Moody makes his home in Seal Beach, Calif.



GREAT LAKES

MOHSIN ABDULLA, 65, was born in Arabia. Brother Abdulla joined the SIU in 1972. His first voyage was aboard the *Hennepin*,



on which he worked as a member of the deck department. Brother Abdulla attended classes at the Seafarers-affiliated school in 1979 and 2000. He most recently shipped on the *Indiana Harbor*. Brother Abdulla resides in Dearborn, Mich.

JOSEPH MCKAY, 55, joined the union in 1973, initially sailing from Fort Lauderdale, Fla. Brother McKay

worked primarily on vessels operated by Inland Lakes Management, including the *J.B. Ford* and the *Alpena*. He shipped in the engine department. Brother McKay attended the SIU-affiliated school in Piney Point, Md. to upgrade his skills in 1979, 1994 and again in 2003. He lives in his native state of Michigan.



Reprinted from past issues of the Seafarers LOG.

1947
Commending the captain and one of the ordinary seamen aboard ship for their diligence in aiding a crew member stricken with appendicitis, the crew of the *SS Venore* unanimously gave them a vote of appreciation at the September 7 shipboard meeting. The stricken crew member, J. Brake, oiler, became ill while the ship was off the west coast of South America. While Brake was ill, D. Reynolds, OS, gave unstintingly of his time to make Brake more at ease until port could be reached.

The skipper, Robert Mason, kept in constant touch with the sick man. When he saw the man was too ill to remain aboard until the regular port was hit, he turned the vessel off course and put in at Lima, Peru. The foresight of the captain saved the life of the Seafarer as an operation was immediately performed with success.

Moving for the vote of appreciation was Brother C. Davis with the entire crew in unanimous approval. Another vote of thanks for a somewhat different reason was given the ship's steward, Clarence Davis, who was praised for good food, fast service and clean mess rooms. The steward in turn lauded the crew for being the most friendly, jolly and helpful to one another that he has had the pleasure to work with aboard ship.

1957
The SIU extended its strike against Bull Line to San Juan in the fourth week of the walkout despite efforts by Bull to break the strike. A company bid for an injunction was denied last week by State Supreme Court Justice John E. Cone, who ruled that there was no reason why SIU's peaceful picketing could not continue....

Round-the-clock picketing by Seafarers has halted all activity at the Brooklyn terminal, with four C-2 ships, the *Frances*, *Kathryn*, *Elizabeth* and *Beatrice*

idled by the walkout. Strike action in San Juan on Wednesday tied up the *Carolyn* and the *Jean*, with the remainder of the fleet's operations due to be closed down as ships come in. Two Libertys, the *Angelina* and *Dorothy*, are already inactive. The strike began on August 19 after many weeks of negotiations by the union committee and the company had failed to break a deadlock on wage changes and other monetary matters. Two days

later, the Masters, Mates & Pilots, representing deck officers, and the Marine Engineers' Beneficial Association also ran into total snags in their separate contract talks with the company and picketed the terminal. Longshoremen, Teamsters and others serving the ships, including ship's radio officers and pursers, have all respected the various union picket lines.

1967
MONTREAL—The 5,400 members of the SIU of Canada have returned to their ships pending formal ratification of an agreement reached last week between negotiators for the union and 32 Canadian inland shipping companies. Voting on the full agreement will be held aboard all ships within the next two weeks, according to Leonard McLaughlin, SIU of Canada president.

Release of full details of the settlement must await formal membership ratification, McLaughlin said, but it involves an overall 34 percent increase for Seafarers over three years and provides for a basic work week of 40 hours, previously denied to seamen in Canada.

The decision by the SIU members to return to work after an agreement was reached ended a 37-day strike in which the key issues in dispute were a 40-hour week, ship manning, the 24-hour work span and paid leave. Although a wage increase was sought by the union, most of its demands centered in the area of fringe benefits.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

LAU CHAN

Pensioner Lau Chan, 79, passed away Dec. 30. Brother Chan joined the Marine Cooks & Stewards (MC&S) in 1972 in the port of San Francisco. He sailed primarily aboard vessels operated by American Ship Management; his first being the *President Polk*. He last worked aboard the *President Wilson*. Brother Chan was born in China and shipped in the steward department. He retired in 1987. His home was in California.

BILL FERNANDEZ



Pensioner Bill Fernandez, 81, died Dec. 23. Brother Fernandez became an SIU member in 1967. He began sailing aboard Hudson

Waterways Corp. vessels as a member of the deck department. Brother Fernandez, who was born in the Philippines, most recently sailed aboard the *OMI Yukon*. Brother Fernandez started collecting his pension in 1967. He called Pinole, Calif. home.

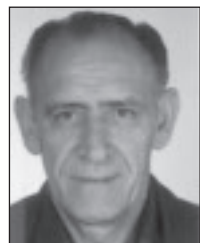
JOHN FRANCES



Pensioner John Frances, 85, passed away Dec. 20. Brother Frances began his seafaring career in 1951. His first voyage was on the *Steel*

Record. Brother Frances worked in the engine department, most recently on the *Leader*. Brother Frances went on pension in 1984 and resided in Baltimore.

JOSE GONZALEZ



Pensioner Jose Gonzalez, 80, died Dec. 22. Brother Gonzalez joined the SIU in 1953 in the port of New York. He began sailing on an Ore

Navigation vessel. Brother Gonzalez, who was a member of the deck department, last worked aboard the *San Juan*. He continued to live in his native Spain and went on pension in 1991.

NEVILLE JOHNSON



Pensioner Neville Johnson, 68, passed away Dec. 19. Brother Johnson joined the SIU in 1969. He first sailed in the

steward department of the *Baylor Victory*. Brother Johnson was born in New Orleans. Prior to retiring in 1998, he shipped on the *Steven L. Bennett*. Brother Johnson was a resident of New Iberia, La.

GEORGE KONTOMATIS

Pensioner George Kontomatis, 84, died Jan. 3. Brother Kontomatis began sailing with the SIU in 1967. His first trip to sea was aboard the *Overseas Joyce*. Brother Kontomatis was born in Greece and worked in the engine department. His last voyage was aboard a the *Baltimore*. Brother Kontomatis started receiving

his pension in 1987 and made his home in Long Island, N.Y.

ARNE LARSEN



Pensioner Arne Larsen, 91, passed away Dec. 15. Brother Larsen began his seafaring career in 1951. He first shipped aboard an Alcoa

Steamship Co. vessel and last worked on a Michigan Tankers Inc. ship. He sailed in the deck department. Brother Larsen began collecting compensation for his retirement in 1975. He made his home in Denmark.

HARRIN MACIP

Brother Harrin Macip, 64, died Dec. 23. Born in Honduras, Brother Macip joined the union in 1962. He first sailed on a Seatrain Lines vessel. The deck department member most recently worked aboard the *Integrity*. Brother Macip called Oberlin, La. home.

DIMAS MENDOZA



Pensioner Dimas Mendoza, 87, passed away Dec. 12. Brother Mendoza began his SIU career in 1944, first sailing aboard

the *Mobilian*. Born in Puerto Rico, he shipped as a member of the deck department. His most recent voyage was aboard the *Bayamon*. Brother Mendoza went on pension in 1981 and continued to live in Puerto Rico.

DONALD NICHOL

Pensioner Donald Nichol, 78, died Dec. 13. Brother Nichol became a union member in 1979 in the port of San Francisco. His first voyage was aboard the *Del Sol*. Brother Nichol, who sailed in the steward department, was born in Seattle and settled in Puyallup, Wash. He started receiving his retirement stipends in 1989.

RAFAEL QUINONEZ



Pensioner Rafael Quinonez, 79, passed away Dec. 28. Brother Quinonez joined the SIU in 1965 in the port of New

York. His first ship was the *Jefferson City Victory*; his last was the *Horizon Mayaguez*. Brother Quinonez was born in San Juan and worked in the engine department. He retired in 1994 and made his home in Orlando, Fla.

VINCENT SIGUENZA



Pensioner Vincent Siguenza, 62, died Dec. 7. Brother Siguenza began his seafaring career in 1978 in the port of San Francisco.

His first voyage was on the *Santa Maria*. Brother Siguenza worked in the steward department, most recently aboard the *Grand Canyon State*. Brother Siguenza was born in Hawaii and called Las Vegas, Nev. home. He became a pensioner in 2005.

KENNETH STEINMETZ



Pensioner Kenneth Steinmetz, 79, passed away Dec. 3. Born in New Jersey, Brother Steinmetz started sailing with the SIU in 1951

from the port of New York. During his seafaring career, he shipped primarily aboard vessels operated by Interocean American Shipping. Brother Steinmetz was a member of the engine department. He went on pension in 1986 and settled in Clearlake, Calif.

BILLY WALKER



Pensioner Billy Walker, 79, died Jan. 1. Brother Walker joined the SIU in 1945. The U.S. Army veteran initially sailed aboard

the *Azores* as a member of the engine department. Brother Walker retired in 1989 and continued to live in his native state of Tennessee.

SIDNEY WALLACE

Brother Sidney Wallace, 52, passed away Dec. 15. He joined the SIU in 1978 in Piney Point, Md. Brother Wallace first shipped on the *Fort Hoskins*. The deck department member, who was born in Norfolk, Va., most recently worked aboard the *ITB Groton*. He was a resident of Virginia.

LEROY WILLIAMS

Pensioner Leroy Williams, 86, died Dec. 15. Brother Williams launched his SIU career in 1969 in the port of San Francisco. His earliest trip to sea was on a Cosmos Navigation Corp. vessel. A native of Florida, Brother Williams worked in the engine



department. Before his retirement in 1987, Brother Williams sailed aboard the *Overseas Ohio*. He resided in Catonsville, Md.

BERT WINFIELD



Pensioner Bert Winfield, 76, passed away Dec. 19. Brother Winfield began shipping with the union in 1951. His first voyage was on

the *Winfield S. Stratton*. Brother Winfield was born in Virginia and sailed in the steward department. His last voyage was aboard the *Performance*. Brother Winfield made his home in Norfolk, Va. He started collecting his retirement pay in 1994.

RONALD WOLF



Pensioner Ronald Wolf, 77, died Dec. 31. Brother Wolf joined the SIU in 1979. He initially shipped on the *New York* as a member of the

deck department. Brother Wolf, who was born in New York, worked on the *Edward A. Carter Jr.* prior to retiring in 1995. He called Massapequa Park, N.Y. home.

INLAND

THOMAS DUJMOVICH

Pensioner Thomas Dujmovich, 83, passed away Jan. 1. Boatman Dujmovich was born in Philadelphia and joined the union in 1961. During



his SIU career, Boatman Dujmovich sailed primarily on vessels operated by Moran Towing of Philadelphia. He retired in 1986 and lived in Glenolden, Pa.

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.

NAME	AGE	DOD
Archer, William	86	Nov. 26
Armijo, Samuel	89	Nov. 2
Budny, Frank	80	Oct. 28
Fontanez, Calixto	91	Nov. 28
Fuertes, Francisco	79	Nov. 15
Hendricks, Thomas	80	Nov. 24
Jennings, Ned	83	Oct. 30
Langford, John	81	Nov. 7
Levy, Kenneth	86	Nov. 20
Lewis, Carl	79	Nov. 8
Mandahar, Margaret	62	Oct. 25
Martinez, Felix	78	Oct. 23
Mashburne, Harvey	80	Oct. 28
McBride, Joseph	77	Nov. 8
Melendez, Antonio	95	Nov. 22
Padro, Angel	85	Nov. 28
Phelan, John	73	Nov. 30
Raines, John	83	Nov. 20
Rowley, Amos	88	Nov. 15
Rybak, Frank	82	Nov. 12
Vaughn, Billy	75	Oct. 17
Vincze, Richard	79	Oct. 16

MTD Promotes National Dredging Policy

Continued from page 4

Moreover, the Department of Defense has designated two dozen ports as being essential in the mobilization and deployment of U.S. forces during major overseas conflicts and in keeping troops supplied.

U.S. Dredging Projects Should Be Funded at Adequate Levels

While the EPA statement on dredging notes that "a network of ports and harbors is essential to the United States' economy ... and national security," it fails to explicitly state that the only way that these national assets can be maintained is if the federal government sets aside adequate monies for port modernization/dredging.

Unfortunately, over the past two decades, dredging projects have been consistently underfunded. For example, the administration requested \$4.871 billion for the Army Corps of Engineers' Civil Works program in the fiscal year 2008 budget. As the American Association of Port Authorities noted, this funding level still is about \$1 billion short of what is needed to ensure that U.S. ports remain capable of handling the volume of ships from all

categories that are found in the world's maritime fleets.

As other groups have noted, funding for domestic dredging began to stagnate in the 1970s. The establishment of a Harbor Maintenance Tax in 1986 was supposed to alleviate this problem at deep-draft ports and waterways. However, the monies in the fund, which has a surplus of \$3.3 billion, have never been dispensed at levels needed to keep the U.S. port system properly maintained.

Any Dredging Policy Should Recognize the Special Needs of the Great Lakes Industry

Any federal dredging policy should recognize that the crisis that permeates the industry is particularly acute on the Great Lakes, which has long been shortchanged when it comes to government spending on port modernization. Corps per capita spending on Great Lakes dredging amounted to \$0.52 per ton carried last year. In contrast, per capita spending on the Missouri River was 30 times that amount, or \$15 per ton of cargo carried.

Because of this funding imbalance, Great Lakes vessels have been forced to sail at less than

capacity, which affects the local economies and increases operating costs and pollution.

Other Areas

The MTD, like other segments of the maritime industry, strongly believes that the federal government should invest monies into research to make the dredging industry more productive. One promising method for the Great Lakes region includes Open Lake disposal of non-contaminated sediment. However, some states bar this promising method.

The MTD strongly supports increasing the beneficial uses of dredged material. This offers not just an opportunity to lower the cost of dredging, it also aids in restoration and habitat creation.

Any federal policy should take into account that we need to expand the times of year dredging can be done safely. This will substantially reduce costs.

Finally, dredging projects should proceed in a timely manner. While the 1993 review helped streamline the dredging process, it did not go far enough. Too many legal and bureaucratic hurdles remain in place.

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.

ADVANTAGE (Sealift, Inc.), July 1—Chairman **Andrew Jones**, Secretary **Kenneth A. Roetzer**, Deck Delegate **Allan B. Coloyan**. Chairman discussed changes to health plan and read president's report from *Seafarers LOG*. He thanked crew members for safe trip and stated ship is going under APL contract in the Middle East. Secretary reported smooth sailing. No beefs or disputed OT reported. Crew expressed gratitude to steward department for "awesome job." Next port: Jebel Ali, UAE.

ALLIANCE (Liberty Maritime Corp.), July 8—Chairman **Brad D. Brunette**, Secretary **Ronald V. Lupinacci**, Deck Delegate **Raymond Johnson**, Engine Delegate **Wade Jordan**. Chairman announced July 24 payoff in Brunswick, Ga. He asked seafarers to leave rooms clean and supplied with fresh linen for next person. He also requested that they keep noise down in passageways while watchstanders are trying to sleep. Crew was reminded to keep documents current. Educational director talked about educational opportunities available at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Members requested refrigerators in all crew rooms. Bosun suggested raising retirement benefits. Next ports: Savannah, Ga.; Jacksonville; Baltimore.

EL YUNQUE (Interocean American Shipping), July 29—Chairman **Luis J. Ramirez**, Secretary **Francis E. Ostendarp Jr.**, Deck Delegate **Jackie Jones Jr.**, Engine Delegate **Peggy A. Wilson**, Steward Delegate **Ismael A. Garayua**. Chairman advised crew members to read *Seafarers LOG* to stay up-to-date on information pertaining to maritime industry. Secretary discussed

changes to medical plan. Educational director recommended everyone upgrade at Piney Point school whenever possible. No beefs or disputed OT reported. Next ports: Jacksonville; San Juan.

GLOBAL SENTINEL (Transoceanic Cable Ship), July 25—Chairman **Lee Hardman**, Secretary **Vicki Haggerty**. Bosun talked about Coast Guard web site. Information about new TWIC program can be found there. He also informed crew that CIGNA, the new insurance carrier, has web site where you can find names of doctors. Members asked for copies of contract; they would like to know vacation rate and number of days required for vacation pay. Clarification requested regarding permanent crew members returning to vessel as per shipping rules. Secretary reminded everyone to put dirty laundry in supplied bags. Treasurer stated \$4,300 in ship's fund. No beefs or disputed OT reported. Steward department was thanked for job well done and, in turn, thanked deck department for painting pantry and engine department for installing new refrigerator. Thanks also given to bosun for help getting new washers and dryers for crew. Next port: Portland, Ore.

HARRIETTE (Sealift, Inc.), July 8—Chairman **Sean M. Ryan**, Secretary **George Quinn**, Educational Director **Manuel A. Lulley**, Deck Delegate **Osnang Ariola**, Engine Delegate **Alfredo M. Silva**, Steward Delegate **Lolita A. Sanchez**. Bosun announced payoff July 14 in the port of Houston. Ship returning from West Africa and will be loaded in Houston and Lakes Charles, La. for Africa. Secretary advised crew members to have cash on hand to pay dues when agent comes aboard. Educational director urged

mariners to upgrade seafaring skills at the union-affiliated school in Piney Point, Md. Treasurer stated bosun donated \$230 to ship's fund, which now contains \$330. No beefs or disputed OT reported. Vote of thanks given to steward department.

HORIZON ANCHORAGE (Horizon Lines), July 22—Chairman **Dan P. Fleehearty**, Secretary **Sherman W. Anderson**, Educational Director **Kevin T. McCagh**, Deck Delegate **Frank R. Bermudez**, Engine Delegate **Jeffrey L. Murray**, Steward Delegate **Christopher D. Hopkins**. Chairman announced July 26 payoff in Tacoma, Wash. Educational director advised crew to check document expiration dates and renew early. He also encouraged them to attend classes at the Paul Hall Center. No beefs or disputed OT reported. Communications were read and posted for crew to review. Bosun thanked all members for working hard to clean ship after coming out of shipyard. All aboard expressed gratitude to steward department for great meals during voyage. Next ports: Tacoma; Anchorage and Kodiak, Alaska.

HORIZON CHALLENGER (Horizon Lines), July 18—Chairman **Roy L. Williams**, Secretary **William P. McGee**, Educational Director **Matthew P. Ditullio**, Deck Delegate **Franklin V. Futch**, Steward Delegate **Daniel V. Crawford**. Chairman led discussion of new medical network. Educational director encouraged all mariners to take advantage of upgrading opportunities offered at the Piney Point school. No beefs or disputed OT reported. Recommendations made pertaining to the pension and medical plans. Next port: Houston.

HORIZON EAGLE (Horizon Lines), July 4—Chairman **Daniel W. Seagle**, Secretary **Clark S. Williams**, Educational Director **Brian S. Leach**, Deck Delegate **Chad Chirell**, Steward Delegate **Thomas Gingerich**. Chairman announced July 6 payoff in Tacoma, Wash. He informed crew that new barbecue grill was purchased and is scheduled for delivery in Oakland, Calif. Secretary encouraged crew to upgrade skills at Paul Hall Center. He stressed the need for more electricians. Educational director also talked about upgrading and encouraged members to take advantage of the refrigeration course. Treasurer stated \$400 in ship's fund. No beefs or disputed OT reported. Steward department thanked fellow crew members for their patience and respect during journey. Request was made for a steam table, grill and larger sink for washing pots and pans. Clarification requested on process of calculating seetime when applying for medical benefits. Next port: Tacoma.

INTREPID (Maersk Line Limited), July 5—Chairman **Abdulla R. Alwaseem**, Secretary **Michael Kozak**, Educational Director **Grant W. Schuman**, Engine Delegate **Romeo N. Rivera**, Steward Delegate **Clancy Hennigan**. Bosun announced July 7 payoff in Los Angeles. He informed crew members that retroactive pay for COLA would be forwarded to employees' homes. Educational director encouraged mariners to upgrade at Paul Hall Center and to watch expiration dates on MMDs and renew early. Treasurer stated

\$1,400 in ship's fund. No beefs or disputed OT reported. Request made for new laundry detergent, hot water dispenser in messhall and fans for crew rooms. Clarification requested on various terms in contract. Seafarers thanked steward department for nice holiday barbecue.

MAERSK CAROLINA (Maersk Line Limited), July 8—Chairman **Brian K. Fountain**, Educational Director **Kevin M. Cooper**, Deck Delegate **Abdul Gharma**, Engine Delegate **William J. Boyd**. Chairman thanked crew for smooth, safe voyage and

passports. He advised mariners to apply for TWIC cards as soon as issuing offices are open. No beefs or disputed OT reported. Crew was asked to keep noise down during lunch hour and after 1800 because people are trying to sleep. Aft door on crew deck also should not be used during those hours. Bosun reminded everybody to separate plastics from regular trash in all rooms including messhalls and laundry and garbage rooms. Vote of thanks given to steward department for great meals and clean house. Next ports: Yokosuka, Japan; Ulsan, South Korea; Guam; Cherry Point.

Aboard the Seabulk Trader



SA Sanad Saleh and DEU Nasser Kassim are good friends as well as good shipmates.



Second Pumpman Ray Avie and AB Geoffrey Hall stand a minute of silence following the shipboard meeting in memory of departed Seafarers.

announced July 16 payoff in Newark, N.J. Secretary reported 60-day stores to be taken on in Portsmouth, Va. He thanked members for helping keep ship clean. Educational director urged mariners to contribute to SPAD for job security and to upgrade skills at school in Piney Point. No beefs or disputed OT reported. Suggestion made regarding raising pension benefits. Steward department was thanked for job well done. Next ports: Portsmouth; Charleston, S.C.

OVERSEAS JOYCE (OSG Ship Management), July 1—Chairman **Roger C. Tupas**, Secretary **Jack A. Hart**, Engine Delegate **Gilberto E. Baltazar**. Chairman announced July 21 payoff in New Jersey and that the ship would then be re-flagged. Educational director encouraged Seafarers to upgrade whenever possible at SIU-affiliated school for better wages and job security. No beefs or disputed OT reported. Suggestion made to increase vacation benefits. Thanks given to all departments for great work during voyage. Next ports: Jacksonville; New Jersey.

RICHARD G. MATTHIESEN (Ocean Ships, Inc.), July 16—Chairman **Dana Naze**, Secretary **Fonda T. Biamonte**, Educational Director **Kelly L. Mayo**, Deck Delegate **Eric A. Kjellberg**, Engine Delegate **Donald W. Lumpkins**, Steward Delegate **Albert Hermoso**. Bosun announced Aug. 15 payoff in Cherry Point, Wash. He talked about change in medical plan and reminded departing crew members to make sure they get injury/illness-free tour of duty letter from captain in order to qualify for bonus when filing for vacation benefits. Steward delegate asked that drinking glasses not be taken to rooms or on deck. Educational director urged members to check expiration dates on z-cards and

SEABULK POWER (Seabulk Tankers, Inc.) July 3—Chairman **Moises Ramos**, Secretary **Richard A. Riley**, Educational Director **Donald H. McBride Jr.**, Engine Delegate **Pedro G. Rochez**, Steward Delegate **Charles Reynolds III**. Chairman requested copy of memorandum of understanding with Seabulk Tankers Inc. He thanked galley gang for great job. Secretary distributed copies of current health and benefit plan to all crew members and informed them that any questions should be directed to the plan on an individual basis. Educational director encouraged crew to take advantage of Piney Point school whenever possible and also stressed the importance of contributing to SPAD. Suggestion made to ask contracts department to look into increasing pension benefits and reducing number of days required to qualify. No beefs or disputed OT reported. Next port: Corpus Christi, Texas.

WASHINGTON EXPRESS (Crowley Marine), July 5—Chairman **Zeki Karahmet**, Secretary **Frances Dvoroznak**, Educational Director **George W. Bieselin**. Chairman announced July 11 payoff in Houston. He reminded mariners to keep plastic items separate from paper and other trash and donate to SPAD for job security. Educational director encouraged crew members to upgrade skills at Paul Hall Center in order to qualify for jobs aboard ship. Last four refrigerators were purchased and installed in crew rooms. All rooms now have refrigerators. No beefs or disputed OT reported. Request made to set a sailing board 30 minutes after arrival, as per contract. Vote of thanks given to steward department for job well done. Next port: Houston.

Working on the Seabulk Trader



Clockwise from left: Chief Cook Matthew Carroll prepares a meal in the galley; AB Carson Jordan operates the port crane; and AB David Hollenback heads for lunch after a busy morning.

Photos taken by AB Irving Carlos Rueda on the way back to the U.S. from China.



Letters to the Editor

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

Wartime Shipping Memories Still Vivid

Sixty-three years ago, I took an oiler's job on the *John W. Meldrum*. We loaded 10,000 tons of ammunition out of Beaver Ammo Depot, which is near Clatskanie, Ore.

On leaving Beaver and going across the bay, the No. 1 bearing got hot. I was trying everything in the book to cool it down, including dumping kerosene in it followed by gallons of oil. (This was a Liberty ship with a triple expansion steam engine.)

I was running up and down the staircase with the oil and kerosene. The chief engineer was running behind me, beating me on the back with his fists. He was furious. But he was a small man, so he didn't hurt me.

I finally got the bearing cooled down, but it was wiped out, so it hammered all the way across the Pacific to the Admiralty (or Manus) Islands. The minute we dropped anchor, the first engineer pulled that bearing down and scraped it and refitted it like new!

The next day, the *USS Mt. Hood* blew up alongside of us. The port officials moved our ship a couple miles out to sea, where we dropped anchor and were unloaded by barges. It took six weeks to unload.

There is a discrepancy as to how many people lost their lives—anywhere from 325 to 375. No bodies were ever found—only bits and pieces. I was on deck at the time, and the blast almost blew me over.

Ed Unversagt
Warren, Oregon

Retiree Remembers Sailing Days

The following poem was written by **John M. Clarke** of Houston, Texas, "an old retiree who no longer can ship out but who often thinks about what it used to be like."

Brother Clark wishes "good luck to all the officials and members of the SIU—the finest maritime union in the world—and to all in the number-one port in the U.S.A.—Houston."

Remembering

*Hope you take some time
To read this little rhyme.*

*It came into my head
Before I even got out of bed.*

I want to make a trip

On a good old union ship.

To places I want to see

Somewhere across the sea.

Perhaps over to sunny Spain

And hope it does not rain.

To feel ocean breezes once more

Far from the American shore.

I do have a hanker

Once again to ride a tanker.

Ras Tanura, here I come

Hold out your hand in welcome.

One thing I want you to get

I am not ready to sail yet.

I am just letting off steam

And having a nice little dream.

LOG-A-RHYTHM

SS Steel Flyer

1943-1971

by Max Reed

There's nothing like ships and sailors—amen. Sixteen years, twenty-one or thirty, from the union they send—kids we are and men. Be it first ship or last ship ... bulk carrier, tanker or freighter, its seafaring adventure—shipmates like kin.

Fireman, watertender, oiler man, all hands ... pilot on the captain's bridge—the voyage begins ... from the engine room, galley and deck—all aboard—the Steel Flyer, a steamer 16 knots—we travel—no wind. The screw churns, turns and sailors' tales we spin.

Saigon, Pusan, Tokyo and Taipei ...

Fire, oil and steam—fire it up, Captain and heave-ho, it's the New Bar Pusan ... and our cherry boys will go.

It's the pretty women that will change the boy's life, you know.

Tied up and let go—from sea to sea—the SS Steel Flyer American-flagged she be—the house has been full and many lives she see ...

Former Seafarer Max Reed sailed aboard the *Steel Flyer* in 1968. The Isthmian Lines vessel was built in 1943 by Ingalls Shipbuilding Corp. in Pascagoula, Miss. In 1971, the ship was sold for scrapping in a foreign yard.

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.

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

HOME ADDRESS FORM

9/07

(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.*

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. through the end 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	October 1	October 26
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	October 22	October 26
Lifeboatman/Water Survival	September 17 October 29	September 28 November 9
Radar	October 8	October 19
Radar Renewal (one day)	October 29	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Sept. 3, 2007.

Recertification

Bosun October 8 November 5

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	September 10	October 5
FOWT	October 8	November 2
Marine Electrician	September 24	November 16
Welding	October 1 October 29	October 19 November 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	September 24	October 5
Basic Safety Training/STCW	September 3 September 17 September 24 October 29 November 12 November 19 December 10	September 7 September 21 September 28 November 2 November 17 November 23 December 14
Government Vessels	September 17 November 5	September 21 November 9
Medical Care Provider	October 8	October 12
Tankerman Familiarization/ Assistant Cargo (DL)* <small>(*must have basic fire fighting)</small>	September 24 November 26	October 5 December 7

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.



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 _____

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime 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 seatime 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.

9/07

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 689 — Graduating from the water survival course are unlicensed apprentices from class 689. They include (in alphabetical order) Ali Ahmed, Bryan Boyle, Robert Brackbill, Linarys Castillo, Rani Duke, Mohammed Elazzouzi, Stanley Gerber, Robert Lee Gray, Ruben Haynes, Travis Horton, Weneisom Landstrom, Cheryl Lee, Elmer Pancho, Rommel Sijera, Thomas Tebow, Anthony Thomas and Joshua Zelinsky.



Unlicensed Apprentice Water Survival Class 690 — Unlicensed apprentices from class 690 who completed the water survival course are (in alphabetical order) Jakssen Aristizabal, Robert Arnett, Gavin Benckert, David Bernstein, Drake Corpus, Jose Encarnacion, John Fraley, Donnetta McLee, Joshua Montgomery, Dwon Petite, Neiman Pettis, Robert Raymond, Christopher Sheppard, Henry Sheppard, Sean Sullivan, Dominic Tuccio and Kurt Weidacher.



Galley Ops — Flanked by Chef/Instructor Ed White on the left and Chef/Instructor Natalie Nunes on the right are students working their way up through the culinary ladder. They are (from left), Brad Stephenson, Keesha Smith, Lisette Bonilla, Rob Engelhart, Budiman Chandra, Donald Lasley and Julio Marcone.



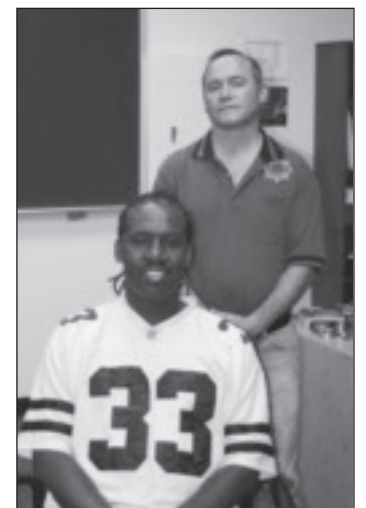
Advanced Fire Fighting — Completing the advanced fire fighting course July 20 under the instruction of Mark Cates (far right) are (in no specific order) Jordan Cuddy, Bryan Field, Chris Kibodeaux, Harry McKeever, Kenneth Jackson, Robert McMurray, Maurice Baptiste, Joel Encarnacion, Doug Lewis, Greg Martineau, Marco Rodriguez, Michael Stephens, Carlos Castillo, Willie Sam, James Armer, Charles Mispagel, Wayne Henry, Philip Ayotte, Kelly Doyle and Jeffery Bull.



Tanker Familiarization/Assistant Cargo (DL) — Two groups of Phase III students completed this course July 6. They include (in no specific order) Aubrey Wiggins, Joshua McAtee, Jason Young, Gavin Benckert, Robert Brown, Rhett Morgan, Philip Carlton, Farren Blackwell, James McEntire, Linarys Ortiz, Cheryl Lee, Dennis Barbosa, Rani Duke, Mohammed Elazzouzi, Christopher Carrier, Jean Cardona, Angel Cintron, Brandon Fields, Derrick Elijah, Jose Garcia, Neiman Pettis, Danielle Wright, Ali Ahmed, Andres Nunez, Emmanuel Garcia, Chris Ruggiero, Vic Moody, Pedro Rivera-Riestra, Robert Puckett and Daniel Griffin.

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.

Machinist — Forrest McGee (seated) had the full attention of his instructor, Steve Haver, in the machinist class that ended July 27.



Machinist — Graduating from this course July 6 are (in alphabetical order) Sergio Ayala, Jessie Cooper, Ron Embody, Samuel Garrett, Benjamin Mathews, Terry Santure and Hector Solis.

Computer Lab Classes



Flanking instructor Rick Prucha are students who recently completed computer classes at the Paul Hall Center. Showing their certificates of achievement are Lisette Bonilla (left) and Alfredo L. Genio Jr.



Paul Hall Center Classes



Fast Rescue Boat — Five students completed the fast rescue boat class June 29. They are Carlos Castillo, Greg Martineau, Jeffrey Jensinson, Robert Hall and Eric Hurt. Their instructor, Tom Truitt, is at far right.



Water Survival — Upgrading Seafarers who completed the water survival course July 6 are (in alphabetical order) Christopher Baxter, Jeremie Coates, Brenton Edenfield, Alfredo Genio, Ronnie Rankin, Hipolita Roches and Dennis Shields. Their instructor, Bernabe Pelingon, is standing at left.

Galley Ops — Completing one of the galley courses recently (under the instruction of Chef John Dobson at left) are (from left) Cory Jackson, Alex Vasquez and Al Balsone.



FOWT — Under the instruction of Tim Achorn (standing far right) are 15 students who completed the FOWT course. They are (in no specific order) Claytain Carr, Eeric White, Fatim Rashed, Brandon Bosch, Maurice Jones, Damion Vaughn, Victorino Marin, Rustin Calame, Alex Roel, Lewis Coleman, Tracy Hanson, J.M. White, Michael Bussiere, Myckal Sands and Dewayne Gould Jr.



STCW — NCL, July 19: Eugenio Guzman, Eric Haight, Christopher Hawkins, Micah Hill, Jillian Huschke, Carly Irby, Lindsey Jones, Lindsie Jones, Peggy Jones, Michael Kenworthy, Tenphel Kunchok, Matthew Leach, Alvin Lopez, Joseph Mancini, Jeffrey Marsden, Kevin McCarthy, David Pettit III, Darrell Price, Joseph Pugliese Jr., Zackary Quichocho and William Reiff



Pumpman — With instructor Jim Shaffer (far left) are upgrading Seafarers who completed the pumpman class July 20. They are (in alphabetical order) Sergio Ayala, Jessie Cooper, Samuel Garrett, Terry Santure and Quincy Wilson.

Safety Training at the Barbers Point Facility in Hawaii



STCW — NCL, June 18: Rodolfo Novero Jr, Richard Estonina, Rodrigo Sarinas, Maribele Zamora, Teresa Perez, Ivor Steve Hooker Omeir, Pereira Amancio Martin, Teles Francisco, Augustin Ulrick, Delfinito Olarte, Wilfredo Ariap Jr, Rodrigo Junior Habana, Michael Roman, Juremar Crisostomo, John Timoteo



STCW — NCL, June 18: Albert Bagona, Redentor Carino, Whitzel Panes, Tacorda Salvador, Gama Victor, Savio Cecil Pereira, Costa Constancio Roberto, Menino Luis, Joseph Alfonso, Melanio Aguirre, Joseph Villafuerte



Attention Seafarers:
It takes a four-letter word
to be heard.
Contribute to SPAD!

'Phase II' Apprentices Sail on Cleveland

For Practical Training, At-Sea Component Is Tough to Top



Unlicensed Apprentice Drake Corpus



Unlicensed Apprentice Henry Sheppard



These photos of Seafarers and unlicensed apprentices were taken this summer aboard the Cleveland, which crossed the equator during the voyage.



August marked the 40th anniversary of the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. While the school has undergone drastic changes since first opening its gates in 1967, the entry-level program always has remained an essential part of Paul Hall Center curriculums.

Nevertheless, the unlicensed apprentice program itself also has transformed throughout the years. Perhaps the most significant change occurred 10 years ago when the program expanded to include (among other new segments) "Phase II"—a 90-day shipboard experience in which each trainee rotates through the three shipboard departments aboard a U.S.-flag vessel.

Mariners and instructors alike have cited Phase II as a key reason why students who complete the entire UA program are likely to continue working in the industry. According to Paul Hall Center officials, more than 75 percent of students who graduate from the program still are sailing four years later (the most recent calculation made by the school).

Seafarers-contracted Sealift, Inc. recently joined the ranks of companies participating in "Phase II" of the unlicensed apprentice program, which entirely consists of U.S. Coast

Guard-approved courses, many of them blending classroom instruction with practical training. Other companies taking part in Phase II include 3PSC, Alaska Tanker Company, Allied Towing, AMSEA, American Steamship, Crowley, E-Ships, Hannah Marine, Horizon Lines, Interocean American Shipping, Keystone, Liberty Maritime, Maersk, NCL America, Ocean Ships, Overseas Shipholding Group and Pacific Gulf Marine.

While the shipboard training has proven successful, Phase I, at the school itself, lays the foundation for becoming a mariner. This phase also lasts three months and includes the following training: vessel familiarization; STCW basic safety training; basic fire fighting; first aid; water survival; vessel operations; and social responsibilities.

During Phase III (which also takes place in Piney Point), students begin to specialize their training. Deck personnel head to courses titled (respectively) specially trained ordinary seaman

and tankship familiarization/dangerous liquids, while engine department mariners enroll in the basic auxiliary plant operations class. Those who choose the steward department take four weeks of upgrader-level galley operations.

Completion of Phase III is considered official graduation, but the school doesn't abandon students after that point. What is considered Phase IV consists of an additional four months' sea service, followed by the appropriate upgrading course (able seaman, for instance).



For additional information about the program, call toll-free at 1-877-235-3275 or visit the Paul Hall Center section of the web site at www.seafarers.org



OS Steven Reiber, UA Henry Sheppard



Unlicensed Apprentice David Bernstein