



The

SEAFARERS LOG

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

Federation Endorses Sen. Obama for President

Top leaders of AFL-CIO unions, including SIU President Michael Sacco (right), recently voted without opposition to endorse pro-maritime Sen. Barack Obama (D-Ill.) (left) in his bid to become the next president of the United States. Sen. Obama has expressed very strong support for pro-maritime statutes including the Jones Act and the U.S. Maritime Security Program. The photo below left was taken after the labor endorsement meeting June 26 in Washington, D.C. Page 2.



SIU Jobs are Secure As Phillips, Baugh Transfer to Maersk's Commercial Fleet



SIU-contracted Maersk Line, Limited (MLL) last month announced that it had won the bid to purchase and operate the *MV Pvt. Franklin J. Phillips* (above) and the *MV PFC William B. Baugh* (bottom photo) – a development which preserves Seafarers' jobs aboard both vessels. The ships have transferred to MLL's commercial fleet after previously sailing as prepositioning vessels for the U.S. Military Sealift Command. Page 3



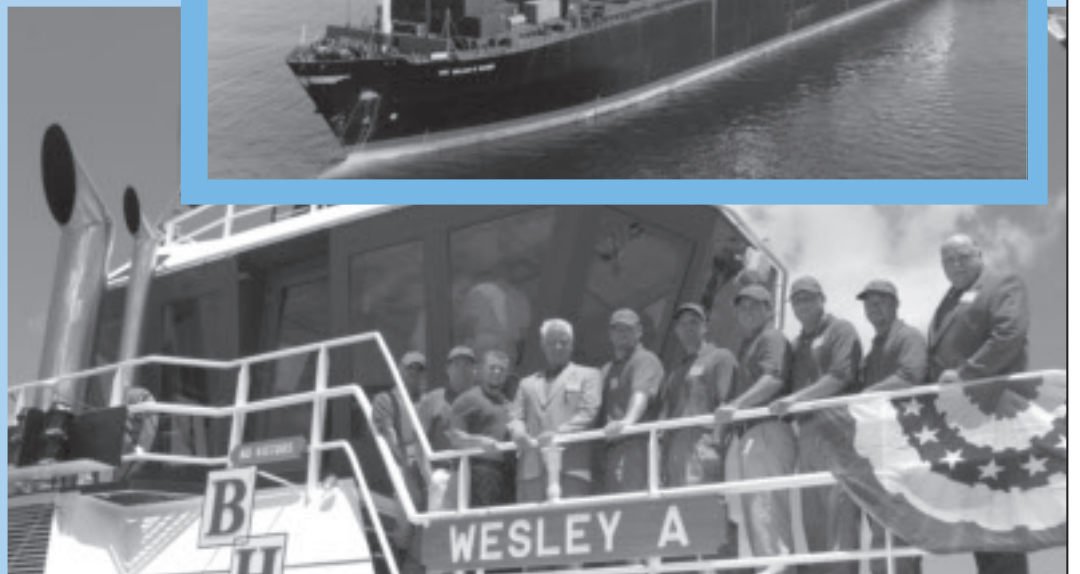
Seafarers Contribute to MRAP Milestone

The U.S. Department of Defense in July announced another milestone in the mine-resistant, ambush-protected vehicle (MRAP) program. As of early last month, 10,000 MRAPs had been delivered to U.S. troops in Iraq and Afghanistan. Many of these vehicles have been delivered by SIU crewed ships, including the *USNS Piliilau* (right), pictured earlier this year offloading an MRAP in Kuwait. Page 4.



SIU Boatmen Welcome New Z-Drive Tug

A new SIU-contracted tugboat recently was christened in Houston. The *Wesley A* (left), operated by G&H Towing for Bay-Houston Towing Company, is a state-of-the-art addition to the union's contracted inland fleet. Pictured at the ceremony (right) are crew members along with SIU officials VP Gulf Coast Dean Corgey (fourth from left) and Asst. VP Jim McGee (right). Page 3. (Photos by Robert John Mihovil)



Contracts Approved
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Superferry Sets Record
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President's Report

Maritime's Role in the Energy Debate



Michael Sacco

Early in this decade, chances are good that unless you lived in the Pacific Northwest or near Capitol Hill, it wasn't easy to get into a conversation about ANWR and whether the U.S. should open the coastal plain of the Arctic National Wildlife Refuge for safe oil exploration.

Today, with gasoline at well over \$4 a gallon in most parts of the country and with other energy costs also increasing, things have changed – in more ways than one.

ANWR is all over the news, all across the land. "Energy independence" is now a hot topic in the November elections, and the latest polling shows a significant change in public attitudes not only about oil exploration in ANWR but also about offshore drilling. According to numerous news reports, and again based on reliable polling, most Americans now favor such exploration. (In the case of ANWR, a great majority of Alaskans have long supported exploration.) Most also believe it will lead to lower prices for energy in the U.S.

For the record, the SIU's position on ANWR is that we still believe ANWR exploration potentially offers substantial benefits for the entire nation. In particular where the SIU is concerned, it could lead to significant numbers of new jobs in the U.S. Merchant Marine.

When and if the time comes, oil delivered from ANWR should and will be carried aboard American-flag ships. Such procedure is just good common sense, not to mention it is required by the Jones Act, which mandates that cargo moved from one U.S. port to another be transported aboard vessels that are crewed, flagged, owned and built American.

If as a nation we're aiming for greater self-reliance, then a viable, strong U.S.-flag fleet is a crucial part of the equation. And laws like the Jones Act and the U.S. Maritime Security Program are more important than ever to our country's well-being.

The same line of thinking holds true in regards to liquefied gas, a very lively topic at several large ports across the country. As this issue of the *LOG* went to press, the U.S. Maritime Administration announced that one company (Suez Energy), as part of its liquefied natural gas deepwater port license application, has committed to use an American-flag, U.S.-crewed ship (including the unlicensed mariners) in the company's proposed LNG import facility off the Florida coast. I applaud the announcement and I hope it's just one of many such commitments to come.

As I wrote last year, as our government issues licenses for new LNG terminals – and with the very probable increase in importing such cargo – it's not only good policy but also sound, safe judgment to acknowledge that having U.S. LNG vessels and crews will help reduce any economic leverage or even outright threats from those who wish to harm our nation.

U.S. Maritime Administrator Sean Connaughton put it quite well last month in his Suez announcement. In part, he said, "The employment of U.S. citizens aboard the LNG vessels serving our natural gas receiving facilities is clearly in the nation's best interest. Placing the transportation of LNG under the control of U.S. mariners, who are subject to strenuous background checks, will add an additional layer of safety and security to our energy supply chain."

The same logic applies to the ANWR situation and, for that matter, to other cargoes. In fact, this goes beyond the energy issue and extends to the core reasons why we need a strong U.S. Merchant Marine in the first place. Whether we're delivering materiel for our troops, or moving oil from coast to coast, or bringing loaded containers from overseas, or plying the inland waterways or sailing on the Great Lakes, the U.S. Merchant Marine is a necessary, reliable part of the very fabric of America's national and economic security. Our track record proves it, and so do the Seafarers who are currently sailing aboard all kinds of ships, all over the world.

In the ongoing debate over energy, the U.S. Merchant Marine's role, value and dependability will not be overlooked.

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Sen. Barack Obama (D-Ill.), the Democratic Party's presumptive presidential nominee for the 2008 Elections, was a guest speaker during the AFL-CIO's 25th Constitutional Convention in July 2005 in Chicago. The senator is pictured above with AFL-CIO President John Sweeney during that function.

Federation Endorses Obama

The top leaders of AFL-CIO unions, including SIU President Michael Sacco, on June 26 voted without opposition to endorse pro-maritime Sen. Barack Obama (D-Ill.) in his bid to become the next president of the United States.

The federation's General Board, which designated Obama as the candidate of its choice for the White House, includes presidents of all 56 unions in the AFL-CIO, as well as Executive Council members and representatives of state and local federations, trade departments and constituency groups. The General Board votes by per capita membership.

In conjunction with the endorsement, the AFL-CIO launched a new web site: Meet Barack Obama (<http://www.aflcio.org/issues/politics/obama.cfm>.)

In its endorsement statement, the General Board noted that Sen. Barack Obama "has secured the nomination of his party in a campaign that has energized millions of Americans and spoken to the hopes and dreams of people from every corner of our nation. His leadership can re-engage disenfranchised Americans and bring our country together. Senator Obama has advocated a change of direction for our nation that mirrors the priorities of the labor movement."

Obama has a 98 percent voting record on working families' issues, compared to just 16 percent for Sen. John McCain, his Republican presidential opponent.

AFL-CIO President John Sweeney, in announcing the federation's backing, said, "Barack Obama has proven from his days as an organizer, to his time in the Senate and his historic run for the presidency that he's leading the fight to turn around America."

As a champion for working families, Sweeney said, "Obama knows what it's going to take to create an economy that works for everyone, not just Big Oil, Big Pharma, the insurance companies, the giant mortgage lenders, speculators and the very wealthy. We're proud to stand with Senator Obama to help our nation chart a course that will improve life for generations of working people and our children."

The federation's endorsement was not only a stamp of approval; it marked the beginning of a huge, united political mobilization among working class voters. The AFL-CIO will focus on mobilizing more than 13 million union voters – including union members, families of members, retirees and members of the AFL-CIO community affiliate Working America – in 24 priority states, working to elect pro-labor U.S. senators and representatives, as well as state and local candidates.

When it comes to the U.S.-flag maritime industry, Sen. Obama has expressed very strong support on laws and programs such as the Jones Act, the U.S. Maritime Security Program and cargo preference regulations.

"The Jones Act is a vital part of our national defense and supports American workers," Sen. Obama said earlier this year. "As president, I would fully enforce it.... Furthermore, maintaining the American Merchant Marine fleet is vital to our economy and national security. I would oppose any move to undermine this Act."

Concerning the Maritime Security Program, Sen. Obama stated that it "helps ensure U.S.-flag vessels are ready to meet our needs during times of war or national emergency and I support fully funding it. I support funding the Maritime Security Program so that it serves our nation's national security needs. If the GAO [General Accountability Office] or another independent body finds that the MSP program needs to be expanded, I will support expanding it to the size necessary."

He added, "Our cargo preference laws are an important way for us to regulate and support the maritime industry. Supporting the maritime industry allows us to ensure that we have the resources we need during times of war and national emergency and maintains standards in the industry. I will continue to support cargo preference laws where they uphold our goals in shipping."

SIU-Contracted Companies Honored with Safety Awards

A number of Seafarers-contracted companies received recognition June 5 in Houston as the Chamber of Shipping of America (CSA) conducted its annual safety awards luncheon.

The CSA represents 31 U.S.-based companies that own, operate or charter oceangoing tankers, containerships and other merchant vessels engaged in both the domestic and international trades. The CSA also represents other entities that maintain a commercial interest in the operation of such oceangoing vessels.

Among the honors presented were the Jones F. Devlin awards, which were given to companies that have operated ships for at least two years without a mariner involved in a lost-time injury. Recipients included Alaska Tanker Company; Crescent Towing; Crowley Maritime Corporation; Crowley Petroleum Services; E.N. Bisso & Son, Inc.; American Overseas Marine; Horizon Lines; Interocean American Shipping Corporation; American Roll-on-Roll-off Carrier; Sea Star Line; Totem Ocean Trailer Express; Keystone Shipping; Maersk Line, Limited; Ocean Shipholdings; OSG

Ship Management; Seabulk Tankers; Seabulk Towing; and U.S. Shipping Partners.

Individual SIU-crewed vessels receiving honors included the *Horizon Falcon*, *Brenton Reef*, *Green Bay*, *Santa Cruz*, *USNS Lawrence Gianella*, *Overseas Long Beach* and *R.J. Pfeiffer*.

Joseph Cox, CSA president, said the awards program's growth since inception in the mid-1950s is a credit to "the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

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

More than 240 people attended the awards luncheon, including representatives of the SIU.

SIU Jobs Saved Aboard Phillips, Baugh

Maersk Wins Bid to Operate RO/ROs in Commercial Sector

SIU-contracted Maersk Line, Limited (MLL) last month announced that it had won the bid to purchase and operate the *MV Pvt. Franklin J. Phillips* and the *MV PFC William B. Baugh* – a development which preserves Seafarers' jobs aboard both vessels.

In the near future, the *Baugh* will be renamed the *Maersk Texas* while the *Phillips* will be renamed the *Maersk Tennessee*. The ships will sail in commercial service; previously, they were part of the U.S. Military Sealift Command's repositioning fleet (since 1984).

The continuation of SIU jobs aboard both vessels is no small accomplishment, considering that six of the seven bidders reportedly planned to scrap them, even though the ships are in good shape. Earlier this year, MSC notified MLL that the charter for each ship would be terminated on July 15. A carefully governed bidding process followed, with MLL emerging the winner. One requirement in the process was that the highest price be attained for the ships.

"The company has acknowledged that the longstanding, effective working relationship between the SIU and Maersk

Line, Limited helped give them the reassurance to proceed in this bidding process," noted SIU Vice President Contracts George Tricker. "They deserve credit for once again demonstrating their commitment to the U.S. Merchant Marine, and I believe that the union and the rank-and-file membership also deserve credit."

In mid-July, both vessels were transferred to MLL's commercial fleet and started undergoing minor conversions to accommodate their new missions.

According to the company, the ships will fit well with MLL's existing U.S.-flag services. They are roughly comparable to older but well-maintained, low-mileage vehicles. One MLL official estimated that the ships "have at least five more years of useful life."

The *Phillips* and the *Baugh* basically are identical. Each vessel is slightly longer than 755 feet, with a beam of 90 feet and a speed of 16.4 knots. Each is a combination container and roll-on/roll-off ship.

Since the mid-1980s, they primarily have operated in Diego Garcia and Guam.

"Much of the crew has been with the repositioning program for many years,



The *MV Pvt. Franklin J. Phillips* (above) served for many years in MSC's repositioning fleet.

and the unblemished record of mission readiness over 25 years is a testament to their skills and dedication," said MLL Labor Relations Vice President Ed Hanley. "The new opportunity for commercial trading is being embraced by most crew members, who are looking forward to the challenge with enthusiasm.

"Operational excellence and careful cost management are critical to keeping the U.S. flag competitive in the international trades, and it is comforting as an operator to know we have such outstanding mariners aboard these vessels."



The *Wesley A* is equipped with the most modern gear.

New SIU-Crewed Tug Christened



Photos by Robert John Mihovil

Seafarers observe the christening from aboard the tugboat.

The SIU-crewed tugboat *Wesley A* formally was christened in mid-June in Houston. Seafarers and SIU officials including Vice President Gulf Coast Dean Corgey and Assistant Vice President Jim McGee attended the ceremony.

The z-drive harbor boat is operated by SIU-contracted G&H Towing for Bay-Houston Towing Company, the tug's owner. It sails with a crew of four and was constructed at Main Iron Works in Houma, La.

Like its sister tug, the SIU-crewed *Thor*, which entered service in 2007, the *Wesley A* is equipped with the most modern equipment available, including high-tech navigational and propulsion systems. It's also outfitted with a firefighting system that includes a vapor-mist feature designed to extinguish fires on LNG vessels or at LNG terminals.

Powered by two Caterpillar 3516C engines which produce a total of 6,300 horsepower, the *Wesley A* is 98.5 feet long and has a beam of 39.3 feet. Its hull depth is listed as 16.4 feet.

Matson Contract Approved



Crew members sailing aboard Matson Navigation Co. vessels have approved a new five-year contract calling for wage increases and other gains. The SIU represents steward department mariners aboard Matson ships. The other unlicensed crew members are represented by the Sailors' Union of the Pacific and the Marine Firemen, Oilers, Watertenders and Wipers Association, respectively. In addition to increasing wages, the contract boosts pension benefits while maintaining the same level of medical coverage. These two photos were taken last month aboard the *Mokihana* in Hawaii. Pictured from left to right (photo above) are ACU Mohamed Mohamed, Chief Cook Khalid Mohamed and SIU Hawaii Safety Director Frank Iverson. Shown in the photo below (left to right) are Chief Cook Mohamed, Recertified Steward Michael Baker and ACU Mohamed.



Starlight Marine Crews Ratify 3-Year Contract

Seafarers who are employed by Starlight Marine Services recently approved a new three-year contract that calls for substantial wage increases and other gains.

The agreement currently covers 22 SIU members working at the California-based company. Seafarers voted overwhelmingly in favor of the pact.

Serving on the SIU negotiating team were SIU Vice President West Coast Nick Marrone, Assistant Vice

President Nick Celona and Seafarers **Bryan Wynn** and **Justin Rogers**.

"I want to thank the delegates for a job well done in tough negotiations," Celona stated. "The rest of the membership at Starlight also deserves credit for their hard work and continued outstanding safety record."

The contract stipulates wage increases in each year of the agreement. It includes a new transportation benefit and, for the first time, brings Starlight crew members into the Seafarers Money Purchase Pension Plan (SMPPP). The contract maintains benefit levels in the Seafarers Pension Plan and also allows for individual participation in the new Seafarers 401(k) Plan. (The SMPPP, Seafarers Pension Plan and Seafarers 401(k) Plan are three completely separate plans.)

Additionally, the contract specifies that the company will pay for continued medical coverage (known as COBRA) in the event of a layoff.

This is the second SIU contract at Starlight. The first was an initial five-year agreement ratified in 2003, the year Starlight Marine boatmen unanimously chose SIU representation.

The company operates a fleet of seven state-of-the-art tugs and four barges in the San Francisco Harbor. They provide ship assistance and also perform bunkering and lightering operations.

According to the company, "Starlight's professional operators and deck crews are among the finest and most experienced in the harbor. Safety for employees and pro-



Among the Starlight Marine boatmen ratifying the new contract were (from left) Bryan Wynn, Justin Rodgers, Ryan Tom and Jonathan Willingham. SIU Asst. VP Nick Celona is standing at far right.



Pictured from left to right are SIU Asst. VP Nick Celona, Seafarer Jack Matievich, SIU VP West Coast Nick Marrone and Seafarers Mike Price, Chris Ramos and Sterling Jones. The mariners are employed by Starlight Marine.

tection of the environment is always number one at Starlight. The company has extensive safety programs and systems that ensure a safe environment for the care and custody of cargo."

USNS Stockham Seafarers Refurbish Filipino School

Several SIU members from the *USNS Stockham* recently volunteered to pitch in with refurbishment of a local elementary school in Subic Bay, Philippines.

Chief Steward **Emmanuel Zephyr** said he and other Seafarers along with other volunteers helped with repairs and painting at Tapinak Elementary School. Other SIU members who couldn't make it to the school still aided the cause by helping provide lunch for everyone participating in the philanthropic endeavor.

Joining Zephyr for the project were fellow Seafarers **ACU Yahya Munassar**, **ACU Frakhruddin Malahi**, **ACU Saleh Sewileh**,

SA Hayel Omer, **SA Ali Y. Mohamed** and **SA Abdulgabar Ahmed**.

The *Stockham* is operated by Keystone for the U.S. Military Sealift Command. The 906-foot vessel is part of MSC's prepositioning fleet.



Chief Steward Emmanuel Zephyr (left in photo above) and head of Security for the Philippines Police Department Ms. Cruz take a quick break. In photo below, members of the *USNS Stockham* crew and other volunteers help repair and paint a Subic Bay elementary school. **ACU Frakhruddin Malahi** (photo at left) works the grill.



The Seafarers-crewed *USNS Seay* loads MRAPs in Charleston, S.C., for delivery to U.S. troops overseas.

SIU Crews Help Deliver Life-Saving Milestone

The U.S. Department of Defense in early July announced that 10,000 mine-resistant, ambush-protected vehicles (MRAPs) have been delivered to warfighters in Iraq and Afghanistan. Many of the MRAPs already in service were delivered overseas by SIU-contracted ships including large, medium-speed, roll-on/roll-off vessels known as LMSRs.

According to the U.S. Army and U.S. Marine Corps, the MRAP vehicles have raised, V-shaped underbellies that deflect the force of improvised explosive devices and other blasts from below better than other vehicles in use.

In February 2008, the MRAP program office, headed by Marine Corps Systems Command (MCSC), recorded its 5,000th MRAP vehicle acceptance. That milestone was reached less than a year after Secretary of Defense Robert Gates made MRAPs the DoD's top acquisition priority. Since then, the program has advanced at near-unprecedented speed, doubling production of the life-saving vehicle in just over four months.

Gates said, "This is a significant

achievement. This program has gone from zero to 10,000 in just about a year and a half. These vehicles have proven themselves on the battlefield and are saving lives."

"The many successes of the joint MRAP vehicle program are the result of an overwhelming team effort by the many players in this program," said Marine Corps Brig. Gen. Michael Brogan, MCSC commander. "From production to integration, from transportation to fielding, many commands and organizations have played major roles in this program."

Before being shipped overseas, the MRAPs are equipped with weapons, radios and other gear by the Space and Naval Warfare Systems Command center at Charleston, S.C. From that point the U.S. Transportation Command (TRANSCOM) takes over and moves the vehicles by air and sea to the combat zones.

The final contract order for MRAP vehicles is expected later in the summer, bringing the overall total more than 15,000 vehicles in the current build-up.

Seafarers Step Up in Free Choice Mobilization

Seafarers are resolute in their backing of the AFL-CIO sponsored Million-Member Mobilization, a grassroots campaign to get at least 1 million signatures in support of the Employee Free Choice Act (EFCA).

As part of that crusade, postcards recently were sent to union halls around the country and overseas providing Seafarers the opportunity to offer their respective signatures. Already, according to union officials, hundreds of rank-and-file members have stepped to the forefront to affix their signatures to these postcards which call on the new U.S. president and Congress to enact the EFCA (H.R. 800, S. 1041). They are among the more than 300,000 rank-and-file union members under the AFL-CIO umbrella so far who have urged the immediate enactment of the legislation.

Response to date has been so strong that several ports have run out of cards and requested more from the federation. Once signed and collected, the cards will be presented to the new Congress after the November elections in a ceremony at the U.S. Capitol.

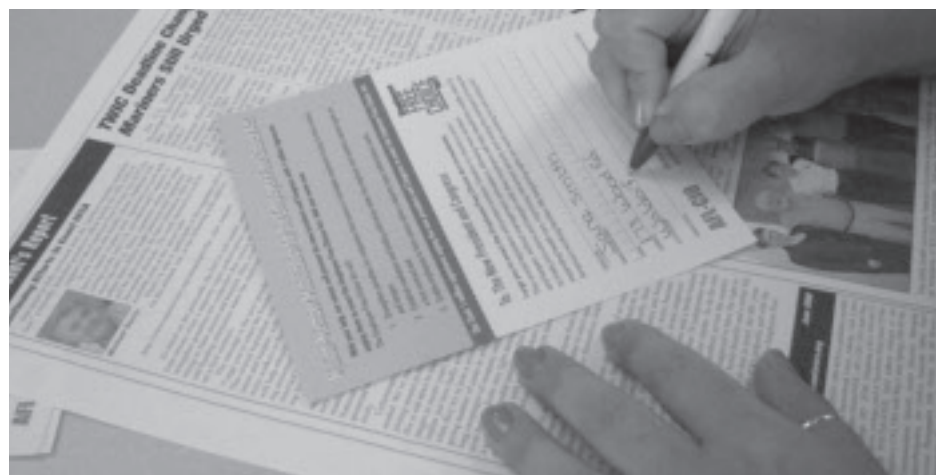
The message on the cards to the new president and Congress reads as follows: "I urge you to enact the Employee Free Choice Act immediately. This crucial legislation will protect workers' freedom to choose a union and bargain, without management intimidation. Allowing

more workers to freely join unions and bargain with their employers will help rebuild the middle class by expanding health care, improving retirement security and raising the standard of living for America's working families. My bargaining rights are worth working for and voting for!"

Introduced by Sen. Edward Kennedy (D-Mass) and Reps. George Miller (D-Calif.) and Peter King (R-N.Y.), the bill on March 1, 2007 by a vote of 241 to 185 passed in the House of Representatives. Thirteen Republicans joined 228 Democrats in voting for the bill. Two Democrats and 183 Republicans voted against the bill. The Senate on June 26, 2007 voted 51 to 48 on a motion to invoke cloture on the motion to proceed to consider the bill.

Shortly after the House vote, AFL-CIO President John Sweeney said, "[This vote] ...marks a momentous turning point in the growing movement to restore our nation's middle class. Today, the voices of tens of millions of working people who deserve the right to make a free choice to bargain for a better life have been heard and heeded on Capitol Hill.

"Because of today's vote," Sweeney continued, "the future looks a little brighter to all Americans who have watched corporations celebrate record profits, but have themselves been shut



Seafarers are answering the call to action in the AFL-CIO's mobilization to get at least 1 million signatures in support of the Employee Free Choice Act. Response to date has been so strong that several ports have run out of cards and requested more from the federation.

out of the party, left with stagnant wages and facing soaring costs. A union card is the single best ticket into the middle class and, thanks to the Employee Free Choice Act, working people may finally have the chance to be part of a union."

If enacted by the new U.S. president and Congress, the EFCA would enable working people to bargain for better wages, benefits and working conditions by restoring their freedom to choose for themselves whether to join a union. As indicated on the postcards, the EFCA would:

- Establish stronger penalties for violation of employee rights when workers seek to form a union and during first-contract negotiations.

- Provide mediation and arbitration for first-contract disputes.

- Allow employees to form unions by signing cards authorizing union representation.

In addition to the postcards, Seafarers may also participate in the signature drive via the internet by visiting: http://www.unionvoice.org/campaign/efca_card_support

Coalition Aims To Cure Nation's Health Care Woes

More than 80 labor, community, health activist, women's and other groups have banded together to create a grassroots coalition and campaign called "Health Care for America Now!"

The coalition, announced last month by the AFL-CIO (to which the SIU is affiliated), will undertake a campaign to build support and educate the public and lawmakers on how to repair the health care system. That system, according to the coalition, currently is putting quality health care further beyond reach for too many families.

Health Care for America Now's goal is to organize and mobilize millions of Americans to win a guarantee of quality, affordable health care for all. These goals are especially important to unions and their members; unions for years have warned of the inequities and troubles with the current health care system. In fact, a recent AFL-CIO survey of workers and their families shows health care as one of the greatest concerns they have in this troubled economy.

Health Care for America Now says it will bring together community organizers, nurses, doctors, small business owners, faith-based groups, organizations of people of color, and seniors who believe it's time for an American solution that provides quality, affordable health care for everyone. The body will offer a bold new path that gives Americans real choice and a guarantee of quality coverage they can afford: keep their current private insurance plan, pick a new private insurance plan, or join a public health insurance plan.

It is also calling for regulation on health insurance companies. The coalition's web site says, "We need to set and enforce rules that quash health insurance companies' greed once and for all. There is a huge divide between our plan and the insurance companies' plan for health care reform. We want to make sure you have the quality coverage you need at the price you can afford. They want to leave you alone to fend for yourself in the unregulated, bureaucratic health insurance market."

Study: 'Prevailing Wage' Law Adds Benefits

Often during difficult economic times like the U.S. is facing today, self-proclaimed economists and pundits spotlight areas they say are costing the government and commercial sectors too much in overhead that gets passed on to consumers and taxpayers. At times, these so-called specialists make comments that may influence policymakers whose decisions can be detrimental to certain sectors of the economy.

Those decisions may affect overall economic confidence and can cast stereotypes and dispersions on the actual purposes of unions that work to improve the quality of life of all Americans.

One such example is what union brothers and sisters in the construction fields are currently fighting when working on government contracts. It also affects those working for federal service contractors.

For years, many state and local governments required companies that that wanted contracts for public works to pay their workers wages that reflect those commonly received in the area. This "prevailing wage" law was adopted by the federal government in 1931 with the passage of the Davis-Bacon Act. The government said the goal of the act was to ensure that the government's buying power in a region wouldn't unfairly influence labor and other costs in the area, but also would help guarantee a fair wage to enhance the welfare of workers and their families. The act applies to all contractors whether they are union or not and it makes sure bids go to those who are qualified rather than those who offer the cheapest rates.

The principles of the act were later expanded with the Service Contract Act in 1965, which requires federal service contractors to pay prevailing wages and benefits.

Some naysayers have argued for years that "prevailing wage" inflates government contract costs. However, a new study by the Economic Policy Institute (EPI) called "Prevailing Wages and Government Contracting Costs" has seemingly put the last nail in the coffin of the critics' arguments. The EPI - a nonprofit, nonpartisan think tank - says its study shows prevailing wage has no negative impact. In fact, the EPI says prevailing wage laws provide added benefits such as better workplace safety, increased government revenues and elevated workers' skills in the construction industry.

In essence, the EPI says the law enables the hiring of skilled workers who will get the job done right the first time. The EPI's point is simple: The idea behind the prevailing wage is that a wage floor keeps big government projects from damaging the local economy by driving down wages and undermining living standards.

The assumption that contractors will pass higher labor costs to taxpayers is erroneous, according to the EPI. The study shows that critics' previous studies do not compare building projects for design, materials used and special needs

such as security, and many other aspects that can make each project different.

Further, the EPI cites a Beacon Hill Institute study which found the Department of Labor's Wage and Hourly Division incorrectly set hourly wages too high for nine major construction occupations. The department, therefore, showed government construction costs at \$8.6 billion per year too high when it argued against prevailing wages.

The EPI study reports:

- Prevailing wage regulations do not, in all cases, increase wages. Public contractors may pay at prevailing wage rates without the regulation. If these contractors are included in opponents' arguments, it would skew their study results.

- Average labor costs, including benefits and payroll taxes, are one-quarter of construction costs. Therefore, even if prevailing wage regulations raised wages by 10 percent, the impact on contract costs would be less than 2.5 percent. The EPI says in the larger scope of a project, these costs are so small, they are likely to be undetectable in increased project costs and especially when prevailing wage impact studies are applied to the overall contractor market.

- Improved productivity can offset higher wages. Better-skilled workers attracted by the higher wage might complete a job in less time, or firms looking to reduce their higher labor costs might utilize labor-saving technologies.

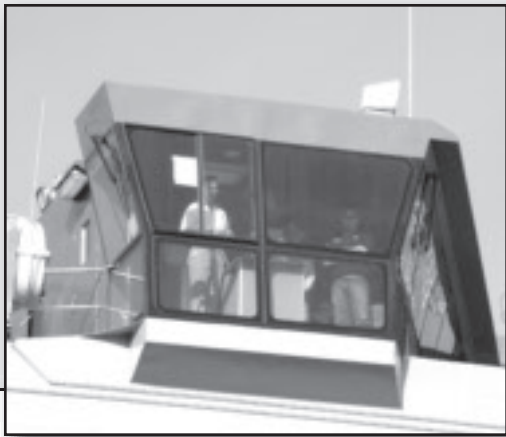
- Higher wage costs might be offset through "factor substitution," i.e., the substitution of more expensive labor with, maybe, less expensive materials.

- Contractors might absorb the wage costs as another avenue of winning project bids.

According to the AFL-CIO, Davis-Bacon provides a living wage for the men and women who are working to build this country's infrastructure. Thanks to these higher wages, workers have a few extra dollars to spend in local shops and restaurants, for example, thus providing additional tax dollars for their communities. The law also allows for a better-trained workforce, which results in safer working conditions and which in turn means reduced outlays for workers' compensation.

In areas where local prevailing wage laws have been repealed, analyses have shown that workers are less inclined to stay in the industry, apprenticeship programs have been cut back or eliminated, and on-the-job injuries and deaths have increased. In some cases, the "completed" job had to be repeated by another contractor to make sure it was performed correctly. Obviously, such operations do not save taxpayers money and may actually increase the overall cost.

Prevailing wage laws are critical to American workers and their families in all industries, according to the federation. That's why the SIU has joined forces with the AFL-CIO, the Maritime Trades Department and other affiliates to ensure this vital legislation is not repealed. To read the EPI's study, go to: www.epi.org



Clockwise from left, the *Alakai* is equipped with state-of-the-art safety and navigational equipment. AB Joshua Ano is one of the crew members who helped ready the *Alakai* for sea trials. He is joined by others in the wheelhouse and still others on the pier. The ferry has a service speed of 35 knots which it partially shows off in the photo above.

Hawaii Superferry Sets Passenger Record

Hawaii Superferry's SIU-crewed *Alakai* recently set a company record for the number of passengers carried on a holiday weekend.

Superferry officials reported that more than 6,000 people boarded the boat and sailed between Maui and Oahu during the Independence Day weekend (July 4-6). Previously, the greatest number of passengers in a single weekend was 5,500, on Memorial Day weekend earlier this year.

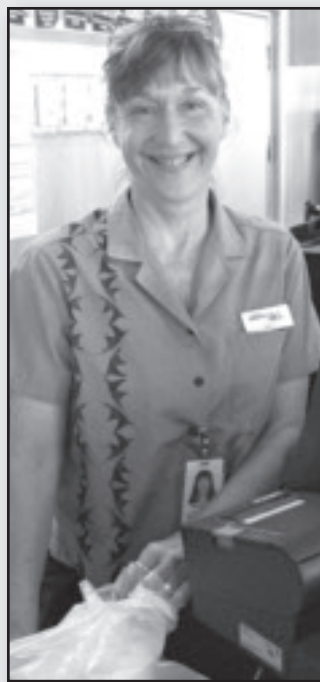
One passenger told a local news-

paper in Hawaii that the *Alakai* has become a more attractive travel option for her and her relatives because they get a better rate compared to the cost of air travel.

The *Alakai* carries a crew of 25. The 349-foot, aluminum-hull ferry operates seven days a week. It can carry 866 passengers and 282 cars.

The vessel's name means ocean path.

Additional details about the ferry (including schedules) are available at www.hawaiisuperferry.com.



A full complement of cabin stewards works aboard the ferry including Ann Cosson (photo at left) Dorothy Toro and Leeann Toro (left to right, above) and Maggie Simonson and Brandy Choy Foo (left to right, below).



The photo above was taken in July during a regularly scheduled shipboard meeting involving Seafarers, SIU officials and company representatives. "The overall intent is always to work together through open discussions to find ways to continue making things better for the employees while maximizing the efficiency of the company's operation," said SIU Asst. VP Bryan Powell, pictured above with SIU Representative Hazel Galbiso, Hornblower Marine VP Bill Annand, Hornblower-Hawaii Director of Marine Operations John Keever, Hornblower-Hawaii HR Director Cindy Ramsey and SIU Delegates Warren Asp, Adrian Almeida and Gary Ferreira.



Other *Alakai* crew members are Cabin Steward Sherry Uehara (photo at left), Purser Jasmine Keanu (above) and Cabin Steward Michael Alatan (photo at right).

Meetings Offer Info on 401(k) Plan



Seafarers last month took advantage of the opportunity to learn more about one of the newest benefits available to them, as more than 100 members turned out for informational meetings in Houston and New Orleans. The sessions (which followed the monthly membership meetings in those ports) focused on the Seafarers 401(k) Plan, a benefit instituted in January 2008.

The Seafarers 401(k) Plan came to fruition as a result of the most recent standard freightship and tanker negotiations.

Last month's 401(k) meetings took place July 14 (Houston) and July 15 (New Orleans). Four more such gatherings are scheduled for this month, as follows:

- August 7, Norfolk, Va.
- August 18, Wilmington, Calif.
- August 20, Oakland, Calif.
- August 22, Tacoma, Wash.

For the August 401(k) meetings, all but the Oakland session immediately follow the regular membership meetings in those ports. Also, a 401(k) meeting is scheduled for the Jacksonville, Fla., hall on October 9, right after the membership meeting.

Last month, officials from the SIU, the Seafarers Plans office and Smith Barney reviewed the basics of the Seafarers 401(k) Plan with interested members and answered related questions. Conducting those meetings were SIU Secretary-Treasurer David Heindel, Seafarers Plans Administrator Maggie Bowen and Smith Barney Vice President/Financial Planning Specialist Larry Goldstock. Members were encouraged to consider signing up for this relatively new benefit.

As previously reported, there are no employer contributions associated with the Seafarers 401(k) Plan. Voluntary contributions may be made by participants via a pre-tax payroll deduction through their employer. The Plan will allow Seafarers to save a percentage of their earnings, tax-deferred, for future retirement. This is a potentially great way to enhance retirement income and ease financial concerns.

A Seafarer is eligible to participate if he or she works under the standard freightship or standard tanker agreements as well as many other SIU contracts. As of mid-July, the list of SIU-contracted companies participating in the Plan included the following: Alaska Tanker Company, Armada, American Overseas

Marine, Central Gulf Lines, Central Marine Logistics, Crowley Liner Services, Crowley Liner Services-Petty's Island, Crowley Towing and Transportation, M-Ships, HMC Ship Management, H&M Lake Transport, Horizon Lines, Inland Lakes Management, Interocean American Shipping, Intrepid Personnel and Provisioning (ATB), Intrepid Ship Management, Key Lakes/GLF, Keystone Shipping, Liberty Maritime, Maersk, Marine Transport Lines, OSG Ship Management, Ocean Ships, Ocean Duchess, Osprey Ship Management, Pacific Gulf Marine, Red River, Seabulk, Sealift Chemicals Inc., Sealift Inc., Starlight Marine, Sulphur Carriers, Transoceanic Cable Ship Company, USS Transport, and Waterman. (Members are asked to check with their port agents for updates on participating employers.) As contracts are renegotiated in the months and years ahead, additional SIU members will become eligible to participate.

Everyone who is eligible should have received an enrollment kit earlier this year or late last year. A copy of the kit – in PDF format – is posted on the SIU web site, www.seafarers.org, in the "Member Benefits and Resources" section, along with additional forms for the Seafarers 401(k) Plan. The forms also are available at www.massmutal.com/retire.

SIU members are advised that individual participants in the Seafarers 401(k) Plan who change employers will need to submit only page 1 of the application to the new employer. If a member returns to the same employer, there is no need to do anything in terms of additional or different paperwork, even if the Seafarer is assigned to a different vessel in the company's fleet. Both the union and the Seafarers Plans therefore suggest that participating members keep multiple copies of page 1 on hand.

For more information, call the Smith Barney-SIU "hotline" at the following toll-free number: 800-421-5127.

The Houston hall (depicted in the three photos above) saw a strong turnout for the informational meeting.



Members at the New Orleans hall (shown in the two photos above and in those on the bottom of this page) listen and ask questions about the Seafarers 401(k) Plan.



Providing information at the New Orleans hall are (from left to right in the photo above) Plans Administrator Maggie Bowen, Safety Director James Brown, Port Agent Chris Westbrook, Secretary-Treasurer David Heindel and Smith Barney VP Larry Goldstock.



New TWIC Deadline: April 15, 2009

As has been reported in previous editions of the *Seafarers LOG*, the new deadline for U.S. mariners to obtain the government-mandated Transportation Worker Identification Credential (TWIC) is April 15, 2009. The U.S. Department of Homeland Security in May announced the revised deadline; the original cutoff date was Sept. 25, 2008.

The SIU encourages members to enroll for the TWIC as soon as possible. Step-by-step instructions have been published in the last few editions of the *LOG* and are available on the web both at www.seafarers.org and at the Transportation Security Administration's TWIC web site, www.tsa.gov/twic.

Seafarers also are asked to occasionally

visit the SIU web site and/or check with their port agents for the latest TWIC news. For instance, when the DHS announced the changed deadline, the SIU site immediately posted the news release on its home page and also distributed the information to all SIU halls.

The Transportation Security Administration TWIC web site now

includes a link where individuals may check the status of their card and/or schedule a time to pick it up.

FOR MORE INFORMATION

- On the web: www.tsa.gov/twic
- By phone: TWIC Program Help Desk, 1-866-DHS-TWIC (1-866-347-8942)
- By email: credentialing@dhs.gov

The following is a list of addresses for Transportation Worker Identification Credential (TWIC) enrollment centers as of mid-July, as published by the Transportation Security Administration at the following web address: <http://www.tsa.gov/twic>

Alabama

Tennessee Valley Training Center
115 Woodall Road
Decatur, AL 35601

250 North Water Street
Mobile, AL 36602-4000

Alaska

619 E Ship Creek Ave.
Anchorage, AK 99501

Native Village of Eyak
110 Nicholoff Way
Cordova, AK 99574

Suite 202

3200 Hospital Drive
Juneau, AK 99801

Ketchikan Harbor Office
2933 Tongass Ave
Ketchikan, AK 99901

50097 Kenai Spur
Nikiski, AK 99635

223 Harbor Way
Petersburg, AK 99833

Harrigan Centennial Hall
330 Harbor Drive
Sitka, AK 99835

501 E Bremner St.
Valdez, AK 99686

Wrangell Harbor Office
Shakes Street
Wrangell, AK 99929

Arkansas

2005 E 17th Street
Little Rock, AR 72202

California

2050 Park Road
Benicia, CA 94510

1900 Bendixsen Street
Samoa, CA 95564

Suite 500
301 E. Ocean Blvd.
Long Beach, CA 90802

Suite B
1931 N. Gaffey St.
San Pedro, CA 90731

Oakland Maritime Support Services (OMSS)
11 Burma Rd.
Oakland, CA 94607

Suite 104
1830 Embarcadero Ave.
Oakland, CA 94606

2000 Marina Vista Dr.
Martinez, CA 94553

1251 N. Rice Ave.
Oxnard, CA 93030

TWIC Enrollment Centers

Suite 300
13201 San Pablo Ave.
Richmond, CA 94806

1401 Halyard Drive
West Sacramento, CA 95691

Suite 103
1025 W Laurel St.
San Diego, CA 92101

Suite 202
500 Sansome Street
San Francisco, CA 94111

17 Fyffe St.
Stockton, CA 95203

Terminal Island
1001 New Dock St.
San Pedro, CA 90731

Connecticut

Unit 2A
300 Long Beach Blvd.
Stratford, CT 06615

850 Grand Ave.
New Haven, CT 06511

75 Crystal Ave.
New London, CT 06320

Delaware

102 Quigley Boulevard
New Castle, DE 19720

1 Hausel Rd.
Port of Wilmington
Wilmington, DE 19801

Florida

955 Talleyrand Ave.
Jacksonville, FL 32206

Habana Plaza (Rear)
3125 Riviera Dr
Key West, FL 33040

975 N America Way
Miami, FL 33132

Suite 303
2051 Dr. Martin Luther King Jr.
Blvd.
Riviera Beach, FL 33404

Suites 119, 120
5323 W. Hwy 98
Panama City, FL 32401

Suites 117/118
707 Mullet Rd.
Port Canaveral, FL 32920

Port Everglades Badging Office
1030 Taylor Rd.
Dania Beach, FL 33004

Manatee County Port Authority
13604 Reeder Road
Palmetto, FL 34221

2604 E. 7th Ave.
Tampa, FL 33605

Georgia

Country Inn and Suites
211 Gateway Center Blvd.
Brunswick, GA 31525

5214 Augusta Rd.
Garden City, GA 31408

Hawaii

Hilo Hawaiian Hotel
71 Banyan Dr.
Hilo, HI 96720

Suite 204
1347 Kapiolani Blvd.
Honolulu, HI 96814

Suite 106
291 Hookahi St.
Wailuku, HI 96793

Suite 102
2970 Kele St.
Lihue, HI 96766

Illinois

Dixon Building
Suite 206
8741 South Greenwood
Chicago, IL 60619

Three Rivers Safety Council
Suite TWIC
1615 W. Jefferson St.
Joliet, IL 60435

2914 W. Willow Knolls Dr.
Peoria, IL 61614

Suite 153
1635 1st St.
Granite City, IL 62040

Indiana

4849 W Lloyd Expy
Evansville, IN 47712

Suite 110
200 Russell St.
Hammond, IN 46320

Suite 37C
3602 Northgate Court
New Albany, IN 47150

Kansas

Commerce Plaza 1 - 7th Floor
7300 West 110th Street
Overland Park, KS 66210

Kentucky

322 Harrison Ave.
Paducah, KY 42001

Louisiana

Safety Council for Louisiana
Capital Area
8180 Siegen Ln.
Baton Rouge, LA 70810

Suite 550
1340 W. Tunnel Blvd.
Houma, LA 70360

Suite # 306
1300 N. Bertrand Dr.
Lafayette, LA 70506

700 W. McNeese St.
Lake Charles, LA 70605

512 Roderick Street
Morgan City, LA 70380

Suite 104

170 East James Drive
St. Rose, LA 70087

Port Fourchon Harbor Police
108 A.O. Rappelet Rd.
Port Fourchon, LA 70357

LaPlace Shopping Center
1933 West Airline Hwy.
LaPlace, LA 70068

Maine

163 Hildreth Street North
Bangor, ME 04401

Suite 12
236 Oxford Street
Portland, ME 04101

Maryland

Suite 220
2200 Broening Hwy
Baltimore, MD 21224

Suite 2106
3225 Old Washington Rd.
Waldorf, MD 20602

Suite 204C
212 W. Main St.
Salisbury, MD 21801

Massachusetts

Boston Autoport
100 Terminal Street
Charlestown, MA 02129

Unit 5
300 Tremont St.
Carver, MA 02330

Michigan

Suite 101
115 N. First Ave.
Alpena, MI 49707

863 North Pine Road
Essexville, MI 48732

Suite 1
200 W. Erie Street
Rogers City, MI 49779

Delray Mechanical
667 S. Post St.
Detroit, MI 48209

Suite 1
906 Ludington St.
Escanaba, MI 49829

430 S. Water Street
Marine City, MI 48039

Old City Hall Bldg 220
Suite 120
W Washington St.
Marquette, MI 49855

Suite 122
800 East Ellis Road
Norton Shores, MI 49441

AmericInn of Silver City
120 Lincoln Ave.
Ontonagon, MI 49953

511 Ashmun St.
Sault Ste. Marie, MI 49783

396 N. State Street
St. Ignace, MI 49781

Suite 105
1020 Hastings Street
Traverse City, MI 49686

Minnesota

1310 Port Terminal Road
Duluth-Superior, MN 55802
Holiday Inn
1500 Hwy 71
International Falls, MN 56649

Room B006
34 13th Ave., NE
Minneapolis, MN 55413

Suite 104
2161 University Ave.
St. Paul, MN 55114

Mississippi

Delta Plaza Mall, Unit B19
800 Highway 1 South
Greenville, MS 38703

Suite D
1223 30th Ave.
Gulfport, MS 39501

Ergon Refining
227 Industrial Drive
Vicksburg, MS 39183

New Hampshire

Suite 2
30 Mirona Road Extension
Portsmouth, NH 03801

New Jersey

Quality Inn Conference Center
531 Route 38 W
Maple Shade, NJ 08052

North Jersey
Suite G
89 Luening St.
South Hackensack, NJ 07606

400 Grove Rd.
Thorofare, NJ 08086

Suite 665
33 Wood Avenue South
Iselin, NJ 08830

New York

102 Smith Blvd.
Albany, NY 12202

Suite 5
2680 Grand Island Blvd.
Grand Island, NY 14072

Sheraton Long Island
110 Motor Parkway
Hauppauge, NY 11788

178 West Hoffman Ave
Lindenhurst, NY 11757

Howland Hook Marine Terminal
241 Western Ave.
Staten Island, NY 10303

Whitehall Ferry Terminal
Room 210
4 South St.
New York, NY 10004

Continued on next page

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TWIC Enrollment Centers

One East 2nd St.
Oswego, NY 13126

700 Hummel Ave
Southold, NY 11971

Suite 310
803 West Avenue
Rochester, NY 14611

North Carolina
311 Atlantic Beach Causeway
Atlantic Beach, NC 28512

Suite 107
5704 Oleander Drive
Wilmington, NC 28403

Ohio
4830 State Rd.
Ashtabula, OH 44004

Suites 754, 755
8044 Montgomery Rd.
Cincinnati, OH 45236

Suite 226
3100 E45th St.
Cleveland, OH 44127

Suite D, Office B
401 Broadway Ave.
Lorain, OH 44052

Suite 102
444 W. Perkins Ave.
Sandusky, OH 44870

One Maritime Plaza
720 Water St.
Toledo, OH 43604

Oklahoma
5350 Cimarron Rd.
Catoosa, OK 74015

Oregon
Suite 112
400 Virginia Ave.
Coos Bay, OR 97459

Suite 100
7025 N. Lombard St.
Portland, OR 97203

Pennsylvania
50 West Powhattan Ave.
Chester, PA 19029

Suite 120B
601 Upland Ave.
Brookhaven, PA 19015

Woodbourne Professional Building
1723 Woodbourne Rd.
Levittown, PA 19057

Philadelphia Regional Port
3460 North Delaware Ave.
Philadelphia, PA 19134

Suite 104
701 North Point Drive
Pittsburgh, PA 15233

Puerto Rico
Primer Piso, Salon de Conferencias
Ave. Santiago de los Caballeros,
final
Edificio Turismo, Playa
Ponce, PR 00716

Navy Frontier Pier (Muelle Frontier)
Suite 1
408 Avenue Fernandez Juncos
San Juan, PR 00901

Rhode Island
Suite 105
17 Virginia Ave.
Providence, RI 02905

South Carolina
Suite 112
4600 Goer Drive
North Charleston, SC 29406

Tennessee
Suite 427
5959 Shallowford Road
Chattanooga, TN 37421

Tennessee Valley Training Center
324 W. Mallory Avenue
Memphis, TN 38109

Suite 510
3200 West End Ave.
Nashville, TN 37203

Texas
Ford Convention Center
Tyler Room
5115 Interstate 10 S
Beaumont, TX 77705

1000 Foust Road
Brownsville, TX 78521

7433 Leopard St.
Corpus Christi, TX 78409

Brazos Mall, Suite 1039
100 Hwy 332 West
Lake Jackson, TX 77566

Suite 103
6000 Broadway
Galveston, TX 77551

West Gulf Maritime Association
Suite 100
1717 Turning Basin
Houston, TX 77029

621 W Main Street
La Porte, TX 77571
411 West Main Street
Port LaVaca, TX 77979

Suite 123
3800 Highway 365
Port Arthur, TX 77642

Mall of the Mainland
Space #1074
10000 Emmett F. Lowery Expy
Texas City, TX 77590

1750 FM 1432
Victoria, TX 77905

Virginia
Suite 300, Room 359
11815 Fountain Way
Newport News, VA 23606

Suite F
814 Greenbrier Circle
Chesapeake, VA 23320

Virgin Islands
Renaissance Park
Estate Anguilla
Kingshill, VI 00851

Suite 202a
8000 Niksy Center
Charlotte Amalie, VI 00802

Washington
Ste. D
8327 Summit Park Rd.
Anacortes, WA 98221

Port of Everett Marina
Marina Conference Center
404 14th Street
Everett, WA 98201

Red Lion Hotel, Kelso
510 Kelso Drive
Kelso, WA 98626

Red Lion Hotel, Pasco
Room 2110
2525 N. 20th Avenue
Pasco, WA 99301

Fraternal Order of Eagles
AERIE No. 1
6205 Corson Ave. S
Seattle, WA 98108

Fife Business Park
Suite 17
5009 Pacific Hwy East
Tacoma, WA 98424

33rd Place Building
Suite 107
3305 Main Street
Vancouver, WA 98663

West Virginia
Tri-State Fire Academy
4200 Ohio River Rd.
Huntington, WV 25702

Wisconsin
425 South Military Avenue
Green Bay, WI 54303

Chase Commerce Center
Suite 620 Building 28 Floor 1
3073 S. Chase Ave.
Milwaukee, WI 53207



SIU VP Gulf Coast Dean Gorgey (third from left in photo at left) chats with *El Morro* crew members (in no particular order) AB Wilfredo Cruz, GUDE Cleveland Lewis, Chief Steward Mary Sims, Electrician Joseph Letang, Chief Cook Alexie Vazquez and AB Julio Matos. Chief Steward Kenneth Whitfield (photo at right) prepares breakfast for the *El Morro* crew while *El Faro* crew members AB Sirio Ceno (left in photo below) and GUDE David Newsome secure heaving lines after their vessel docks.



With Seafarers Aboard The El Morro, El Faro In The Port of Jacksonville

SIU VP Gulf Coast Dean Gorgey recently visited with Seafarers aboard the SIU-contracted vessels *El Morro* and *El Faro* in the Port of Jacksonville, Fla.

SIU Assistant VP Contracts Archie Ware accompanied Gorgey during his visit and snapped these photos for publication in the *LOG*.



SA Erasmo Guevara (above) prepares items for the breakfast bar aboard the *El Morro* while Chief Cook Isaac Newsome (photo at right) devotes his total energies to the preparation of entrees for the crew's lunch meal.

Seafarer Wins \$1,000 Union Plus Scholarship

Active and Retired Union Members, Dependents May Apply for 2009 Grants

Recertified Steward **Brandon Maeda** recently was awarded a \$1,000 Union Plus scholarship.

Altogether, the organization for the year 2008 presented scholarships to 108 applicants representing 40 unions. Those grants have a total monetary value of \$150,000.

"With credit so tight, prices rising and fewer loans available to students who want to attend college, scholarship programs like these are more important than ever," said Leslie Tolf, president of Union Privilege, the organization that administers the scholarship program for Union Plus.

Maeda, who joined the SIU in 1983, is studying to become a registered nurse. "I can say without hesitation that everything I have today is a product of the opportu-

nities afforded me by the union," he stated.

The scholarships are granted to students attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Since 1992, Union Plus has awarded more than \$2.4 million in scholarships to union families. Recipients are selected "based on academic ability, social awareness, financial need and appreciation of labor," according to Union Plus.

Current and retired members of unions participating in any Union Plus program (including the SIU), their spouses and their dependent children (including foster children, stepchildren, and any other child for whom the individual member provides greater than 50 percent of his or her support) may apply

for a Union Plus Scholarship. Union members from the U.S., Puerto Rico, Guam and the U.S. Virgin Islands and Canada are eligible. Members do not have to purchase any Union Plus program product or personally participate in any Union Plus programs to apply for the scholarships. The scholarship awards are not based upon participation in a Union Plus program.

The individual must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Graduate students are eligible.

According to Union Plus, scholarship applications are judged by a committee of impartial post-secondary educators. Applications are first reviewed by a panel of independent career professionals.

Semifinalists are chosen based on a point scale, and their applications are then provided to judges for further review and selection of finalists and awards. Program judges include representatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities and the National Association of Independent Colleges and Universities. The amount of the award ranges from \$500 to \$4,000. This is a one-time cash award sent to individual winners for study beginning in the fall of the same year.

For information on eligibility and to receive a notification when the application is available for next year's scholarship, visit www.UnionPlus.org/Scholarships or call 1-877-881-1022.



U.S. Maritime Administration Deputy Administrator and Chief Counsel Julie Nelson delivers remarks in front of the Seamen's Memorial Sundial.



The Coast Guard Marine Safety Office Port Arthur Color Guard leads the crowd to the seawall to place a ceremonial wreath.

Port Arthur Conducts Maritime Day Ceremony

In what has become a National Maritime Day tradition, Father **Sinclair Oubre**, president of the Apostleship of the Sea of the United States and an active SIU member, recently welcomed attendees to the annual service at the Seamen's Memorial Sundial in Port Arthur, Texas.

The May 22 ceremony also commemorated mariners and fishermen who have passed away during the last year. Additionally, special recognition was given to the Christus St. Mary's Hospital Emergency Room staff, a local company and local volunteer Edna Noack for the extra efforts they made to assist mariner Yong Liang Goa, who was injured at sea and treated at the local hospital.



SIU Representative Robert Troy and Betty Kiel, supporter of the local seamen's center, were among those in attendance.



The staff of St. Mary's Hospital Emergency Room is recognized during the ceremony.

Recognition was also given to Port Arthur's newest addition to the local maritime industry – namely, LNG facilities. On hand were representatives of Chenier LNG, Exxon Mobile LNG and crew members of the *Celestine River*, the first LNG ship to navigate the Sabine-Neches Waterway.

The memorial service continued as participants were led by members of the U.S. Coast Guard walking from Port Arthur's Sundial Memorial to its seawall, where a wreath was laid in the water to remember and honor seafarers who had lost their lives at sea.

U.S. Maritime Administration Deputy Administrator and Chief Counsel Julie Nelson, guest speaker at the event, noted that she has attended numerous maritime celebrations and remembrances across the country, but that relatively smaller ones such as the event in Port Arthur are particularly meaningful to the community.

Paul Hall Center Offers Career Advancement

The SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. The center features top-notch training from experienced instructors and state-of-the-art equipment and facilities. The school offers courses for mariners sailing in the deck, engine and steward departments. Below is a quick look at one of those classes. For more information about the center and its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075; call (301) 994-0010; or visit the Paul Hall Center section of www.seafarers.org. Course dates are listed on page 21 of this issue of the LOG and also are carried on the web site.

Deck Department Course Spotlight

Fast Rescue Boats

Applicants completing the school's 30-hour fast rescue boats course satisfy the requirements of Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats. The Paul Hall Center's Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students learn how to operate a fast rescue boat engine, use all locating devices including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to carry out search patterns.

Prerequisites: Basic Safety, Survival Craft and Rescue Boats other than fast rescue boats

Union Plus Announces Disaster Assistance

Editor's note: Union Plus, affiliated with the AFL-CIO, recently issued the following bulletin.

Union members living in areas impacted by the devastating flooding in the Midwest and who participate in Union Plus programs may have one less financial worry.

The Union Plus Credit Card Disaster Relief Fund is available to help cardholders who are facing financial hardship due to the floods. Union cardholders are eligible to apply for Disaster Relief Fund grants of \$500. The money does not have to be repaid.

To qualify for a Union Plus Credit Card Disaster Relief Fund grant, the union member must:

- Have been a victim of the flooding in counties designated by FEMA as qualifying for individual assistance in states including Colorado, Indiana, Iowa, Missouri and Wisconsin.

- Have experienced a significant loss of income or property due to the disaster.

- Have been a Union Plus Credit Card holder for at least 12 months and have an account in good standing.

- Describe his or her circumstances and document the income or property loss.

To apply for a Disaster Relief Fund grant, cardholders can call the **Union Plus Credit Card Disaster Relief Fund at 1-877-761-5028**.

Other special assistance for cardholders includes skip payments, lower rates, fee waivers and other help.

Disaster victims who participate in the Union Plus Loan, Auto Insurance, Mortgage and UnionSecure Insurance programs may be eligible to receive payment extensions or other special help from the program providers. Assistance plans vary by program provider.

To find out more, members who participate in any of the following programs should call:

- Union Plus Loan: 1-800-343-7097

- Union Plus Mortgage: 1-866-766-2164

- Union Plus Auto Insurance: 1-877-244-0304

- UnionSecure Insurance: 1-800-393-0864

Counties designated by FEMA as qualifying for individual assistance include:

Colorado: Larimer and Weld Counties.

Indiana: Adams, Bartholomew, Brown, Clay, Daviess, Dearborn, Greene, Hamilton, Hancock, Henry, Jackson, Jennings, Johnson, Knox, Marion, Monroe, Morgan, Owen, Parke, Putnam, Randolph, Rush, Shelby, Sullivan, Vermillion, and Vigo Counties.

Iowa: Adams, Benton, Black Hawk, Bremer, Buchanan, Butler, Cedar, Cerro Gordo, Delaware, Fayette, Floyd, Hardin, Johnson, Jones, Linn, Louisa, Marion, Muscatine, Page, Polk, Story, Tama, Union, and Winneshiek Counties.

Missouri: Barry, Jasper, and Newton Counties.

Wisconsin: Crawford, Columbia, Sauk, Milwaukee, Racine, Richland and Vernon Counties.

The Union Plus Credit Card Disaster Relief Fund is administered by Union Privilege. Union Privilege and HSBC, the company providing the credit card program, established the fund. Union Privilege, founded by the AFL-CIO in 1986, develops and manages the Union Plus benefits programs. Union Privilege uses the combined buying power of millions of union families to obtain top quality goods and services at competitive prices with unique union-member-only features. For more information visit <http://www.union-plus.org>



The steward department takes a momentary break from their busy lunch duties. Pictured (left to right) are SA Marvin Davis, Chief Cook Joel Molinos and Recertified Steward Fernando Guity.



OMU Davon "Bud" McMillan in the steering gear room.



Two of the original crew members who took the *Los Angeles* from the shipyard to its maiden voyage are (left to right) AB John Mensah and AB John Kamara.



Pumpman Tom Bain is busy welding in the steering gear room.

Shipboard Scenes from the Overseas Los Angeles

AB John Mensah, unofficial ship's photographer, captured most of these images during a recent voyage aboard the *Overseas Los Angeles*. The vessel, leased for charter in the Jones Act market to SIU-contracted OSG America, was built at Aker Philadelphia Shipyard. It was delivered in November 2007.



Sharing jokes in the crew mess after a hard day at work are (left to right in photo at left) SA Marvin Davis and AB John Kamara. In photo above, center, the *Overseas Los Angeles* crew musters on the stern for shipboard safety drills. AB Mike Moore (photo above, right) starts his watch on the high-tech bridge. He was one of the original crew members who took the vessel from the shipyard on its maiden voyage.



AB John Mensah (above) runs the winch in preparation for the Long Beach docking while Recertified Bosun Brad Seibel (right in photo at right) and STOS Josean Villarrubia prepare the *Los Angeles* for arrival in the Port of Long Beach, Calif.



Two Seafarers Receive Full Books in Oakland, Calif.

Two SIU members recently received their full union books at the hall in Oakland. In the photo at immediate right, SA Karen Thomasson is sworn in by SIU Assistant VP Nick Celona. AB Dominic Gilmartin (left in photo at far right) is sworn in by Patrolman Greg Stone. Congratulations to both Seafarers.





UA I. Villaflor, AB Abdul Hussein, Recertified Bosun Bill MulCahy, UA William Pakkala
Aboard *H. Lee White*



American Steamship's *Adam E. Cornelius* carries iron ore pellets, coal and limestone.



Snapshots from the

The photos on these two pages (taken in June and July) show Seafarers and SIU officials at the union hall in Algonac, Mich., and at various job sites around the area.

SIU members in the Great Lakes region sail aboard more than 20 ships along with dozens of tugboats and

integrated tug-barge units. iron ore, limestone, coal, and other cargoes.

According to the Lake Erie Seafarers Association representing Algonac (Great Lakes), "In a typical shipping



SA Ahmed Al-Shahtoor
Aboard *Sam Laud*



Conveyorman Dean Parks, pictured aboard the *Adam E. Cornelius*, recently returned from serving in Iraq. In addition to being a Seafarer, Parks is an artillery specialist in the U.S. Army Reserve.



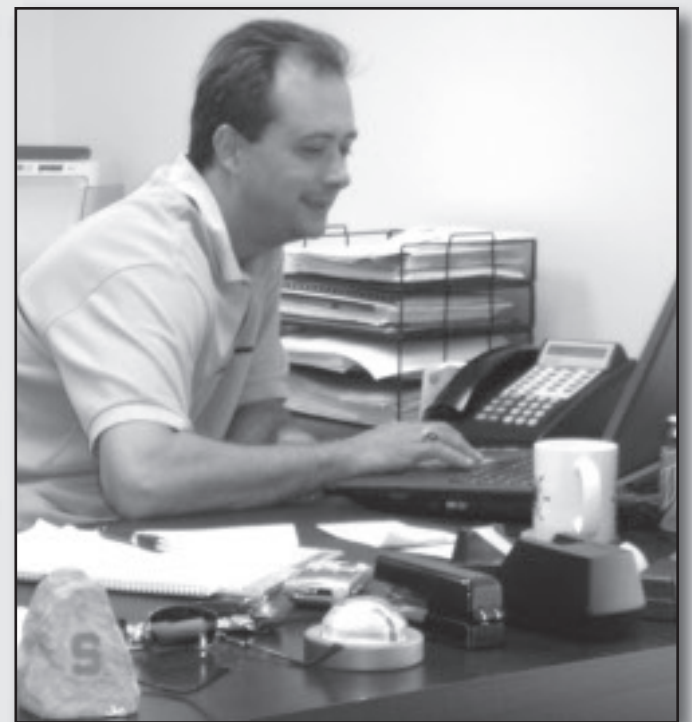
VP Great Lakes Tom Orzechowski



AB Tim McKenna
Aboard tug *Cleveland*



Mary Jenkins,
SIU administrative assistant



Port Agent Todd Brdak



AB William Dobbins
Aboard tug *Cleveland*



2nd Cook Darlene Weymouth
Aboard *Sam Laud*



Luedtke Engineering (photo at left and photo above) is one of many SIU-contracted companies based in the Great Lakes region.



GUDE Hussein Jinah
Aboard *H. Lee White*

The Great Lakes Region

units. The larger vessels transport coal, cement, sand and salt, among

Lakes fleet will haul upwards of 115 million tons, or almost half a ton for every person living in the continental U.S., Alaska and Hawaii."

Lake Carriers' Association (an American-flag operators on the shipping season, the U.S.-flag

The Great Lakes system includes Lakes Ontario, Erie, Huron, Michigan, and Superior, their connecting waters, and the St. Lawrence River.



SIU Representative Don Thornton



Deckhand Don Mills, Engineer Ed Carlson



Safety Director Monte Burgett (right) assists a member.



Deckhand Don Mills
Aboard dredge *Lucille T.*

Alliance NY Crew Honored For Supporting U.S. Troops



During a recent voyage to Iraq, SIU members aboard the *Alliance New York* (some of whom are pictured above) were recognized for supporting American and international coalition military forces in Operations Enduring Freedom and Iraqi Freedom. Some received the U.S. Merchant Marine Expeditionary Medal, while those who had earned the medal on previous voyages were presented with certificates from the U.S. Maritime Administration. The presentations took place on Independence Day. As the ship's master, Capt. Costas Balomenos, put it, "What better day to present these awards than the Fourth of July?" Pictured from left to right are AB Robert Cole, AB Rodney Seth Roberson Sr., UA Angela Corbitt, UA Larry Byrd, GSU Lonnie Jordan and AB Oliver Bohannon Jr. Other SIU members aboard during the voyage to the Port of Umm Qasr included Recertified Bosun Thomas Grosskurth, AB Charles Wright Jr., AB Michael Mahoney, GUDE Val Custis, GUDE Kenneth Bricker Jr., Chief Steward Ronal Lupinacci and Chief Cook Breon Lucas.

General Notice

Qualified Domestic Relations Order (QDRO)

The union has become aware of situations where members may have unintentionally agreed to give large portions of their pensions to their ex-spouse as part of their divorce agreements. In each case, the scenario involved a legal document known as a qualified domestic relations order, abbreviated as QDRO (usually pronounced "quadro"). A QDRO is a court order that directs a pension plan to pay another individual, usually an ex-spouse, a portion of one's pension benefit.

The purpose of this notice is to alert or remind Seafarers to the existence of the QDRO in the hope that, if a divorce occurs, the distribution of pension benefits is fair for all concerned.

A QDRO establishes the right of a former spouse to receive part or all of the other former spouse's qualified retirement benefits – and obligates the person receiving those benefits to pay taxes on that income. Often, lawyers are retained to draft QDROs. Remember that the lawyer who drafts the QDRO does so in the best interest of his or her client, who is generally the ex-spouse. As the participant, you should make sure that you are adequately protected by retaining counsel of your own to review the document. If the QDRO meets the statutory requirements, the Seafarers Pension Plan must honor it no matter how it divides the pension assets. In that case, the QDRO will govern the distribution of the SIU retiree's pension.

Both the Seafarers Pension Plan and the Seafarers Money Purchase Pension Plan have model QDRO language which the Plans encourage you to utilize.

The bottom line in these circumstances is that the union urges Seafarers to protect their rights, secure good representation and be certain to understand the basics of a QDRO. Ideally, such a document would never be needed. Unfortunately, some marriages end in divorce – and in those instances, if pension benefits exist, the division of those benefits must be addressed.

National Maritime Day Observed in San Pedro, Calif.

As previously reported, Seafarers, SIU retirees and SIU officials earlier this year participated in a number of National Maritime Day ceremonies, including events in California and in Washington, D.C. Pictured on May 22 at the American Merchant Marine Veterans Memorial in San Pedro, Calif., are retired steward department Seafarer Mary Lou Lopez and retired SIU Wilmington Patrolman/Dispatcher Jesse Solis. In recognition of the importance of the U.S. Merchant Marine, Congress in 1933 approved (by joint resolution) the designation of May 22 of each year as National Maritime Day. Congress also authorized and requested that the president issue an annual proclamation calling for its appropriate observance.



SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

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 seetime 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.

Are You Receiving All Your Important Mail?

To help ensure that each active SIU member and pensioner receives the *Seafarers LOG*—as well as other important mail—monthly, correct home addresses must be on file with the union.

Those who recently have moved or feel that they are not getting their union mail, should use the form at right to update their home addresses. An individual's home address is his/her *permanent* address. Unless otherwise specified, this is where all official union documents will be sent.

Individuals receiving more than one copy of the *LOG*, those who have changed their address and those whose names or addresses are misprinted or incomplete, should fill out the form and send it to: Seafarers International Union, Address Correction Dept., 5201 Auth Way, Camp Springs, MD 20746. Corrections via e-mail should be sent to kclements@seafarers.org

HOME ADDRESS FORM

(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. 8/08*

Procedure For Obtaining SIU Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2008 voting period, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2008 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2008.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2008.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2008 and received by the bank depository no later than Jan. 5, 2009.

September & October 2008 Membership

Piney Point.....	Monday: September 8, October 6
Algonac.....	Friday: September 12, October 10
Baltimore.....	Thursday: September 11, October 9
Boston.....	Friday: September 12, October 10
Guam.....	Thursday: September 25, October 23
Honolulu.....	Friday: September 19, October 17
Houston.....	Monday: September 15, Tuesday: October 14
Jacksonville.....	Thursday: September 11, October 9
Joliet.....	Thursday: September 18, October 16
Mobile.....	Wednesday: September 17, October 15
New Orleans.....	Tuesday: September 16, October 14
New York.....	Tuesday: September 9, October 7
Norfolk.....	Thursday: September 11, October 9
Oakland.....	Thursday: September 18, October 16
Philadelphia.....	Wednesday: September 10, October 8
Port Everglades.....	Thursday: September 18, October 16
San Juan.....	Thursday: September 11, October 9
St. Louis.....	Friday: September 19, October 17
Tacoma.....	Friday: September 26, October 24
Wilmington.....	Monday: September 22, October 20

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

Dispatchers' Report for Deep Sea

June 16, 2008 — July 15, 2008

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	4	4	1	0	1	0	1	5	9	3
Anchorage	0	5	1	2	1	1	1	0	9	0
Baltimore	7	0	0	3	6	0	3	12	1	0
Fort Lauderdale	15	20	1	10	8	2	11	22	21	3
Guam	0	3	0	1	5	1	0	1	8	1
Honolulu	7	4	0	7	3	0	0	13	14	0
Houston	46	33	1	36	35	1	30	63	53	5
Jacksonville	33	25	4	22	25	1	18	63	37	5
Joliet	2	5	0	0	1	0	0	3	10	2
Mobile	10	11	2	7	3	1	4	24	18	1
New Orleans	17	8	2	12	9	0	11	26	14	2
New York	47	21	1	23	21	1	14	87	38	4
Norfolk	23	23	11	11	15	3	6	26	34	11
Oakland	18	17	1	26	11	0	6	29	22	4
Philadelphia	9	7	0	5	1	2	1	9	10	1
Piney Point	1	14	0	0	14	0	0	2	3	0
Puerto Rico	13	10	0	5	9	0	5	16	12	0
St. Louis	1	8	1	1	3	0	2	4	10	1
Tacoma	38	23	1	36	13	3	13	67	49	3
Wilmington	29	18	6	19	13	1	15	50	32	9
Totals	320	259	33	226	197	17	141	522	404	55
ENGINE DEPARTMENT										
Algonac	0	1	0	0	0	0	0	0	5	0
Anchorage	0	3	2	0	3	1	0	0	4	1
Baltimore	1	2	1	3	2	0	0	3	6	2
Fort Lauderdale	4	8	2	0	4	1	4	13	17	4
Guam	3	3	0	0	1	1	0	3	7	1
Honolulu	9	6	2	9	5	2	2	19	7	2
Houston	19	11	2	13	6	2	10	31	26	2
Jacksonville	23	12	6	16	14	2	13	35	27	5
Joliet	0	1	0	0	0	0	0	1	1	1
Mobile	4	6	0	7	3	1	2	10	11	1
New Orleans	8	3	0	4	1	0	5	14	6	0
New York	13	9	5	9	5	1	6	32	18	7
Norfolk	8	11	0	7	13	0	2	16	20	4
Oakland	8	6	2	6	5	1	1	13	12	4
Philadelphia	6	2	0	4	2	0	2	4	6	0
Piney Point	1	2	2	1	0	0	0	3	4	2
Puerto Rico	5	4	0	1	3	0	3	7	6	1
St. Louis	0	3	0	0	0	0	0	1	9	0
Tacoma	13	16	1	12	13	1	17	20	22	4
Wilmington	13	7	2	10	9	3	6	16	11	5
Totals	138	116	27	102	89	16	73	241	225	46
STEWARD DEPARTMENT										
Algonac	1	0	0	1	0	0	0	1	2	0
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	2	1	0	3	1	0	0	4	3	1
Fort Lauderdale	6	10	0	7	6	0	6	11	15	0
Guam	2	1	0	1	2	0	0	3	0	0
Honolulu	6	5	0	4	3	0	1	15	8	1
Houston	22	10	0	9	9	1	11	37	11	0
Jacksonville	21	10	1	16	5	1	15	29	12	0
Joliet	1	0	0	0	0	0	0	1	0	0
Mobile	5	3	0	5	3	0	3	11	9	1
New Orleans	4	3	0	7	1	0	3	9	6	0
New York	23	9	0	15	5	0	15	39	12	2
Norfolk	13	16	3	7	11	1	7	15	21	4
Oakland	22	5	0	13	7	0	5	38	4	1
Philadelphia	2	1	1	0	1	0	1	5	0	1
Piney Point	2	1	1	2	0	0	1	7	1	1
Puerto Rico	2	2	0	2	3	0	0	5	1	0
St. Louis	2	2	1	1	0	1	0	3	3	0
Tacoma	15	7	0	19	2	1	10	22	11	1
Wilmington	23	3	2	17	4	1	9	37	9	1
Totals	179	89	10	132	65	6	87	292	129	14
ENTRY DEPARTMENT										
Algonac	1	0	2	1	0	1	0	0	3	3
Anchorage	0	2	0	0	1	0	0	0	2	0
Baltimore	1	4	1	1	2	0	0	0	5	1
Fort Lauderdale	0	3	5	0	2	5	0	1	8	10
Guam	0	3	0	0	0	0	0	0	5	2
Honolulu	3	5	7	0	2	2	0	4	13	15
Houston	4	22	9	5	12	2	0	6	35	16
Jacksonville	2	22	15	3	14	1	0	2	27	35
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	0	8	1	0	3	1	0	1	9	1
New Orleans	0	1	4	0	2	0	0	1	7	8
New York	8	31	6	3	14	1	0	12	66	14
Norfolk	1	13	21	0	7	7	0	1	24	28
Oakland	7	17	11	6	18	5	0	9	21	21
Philadelphia	0	1	0	0	0	0	0	0	2	1
Piney Point	0	5	18	0	3	17	0	0	5	7
Puerto Rico	0	1	0	0	1	0	0	0	4	1
St. Louis	0	1	0	0	0	1	0	0	3	2
Tacoma	6	14	6	6	15	4	0	5	24	8
Wilmington	2	15	8	1	9	3	0	4	21	17
Totals	35	168	112	26	105	49	0	46	284	190
Totals All Departments	672	632	182	486	456	88	301	1101	1042	305

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Some of the *Rhode Island* crew receives the Constant Care Award plaque from Ship Vetting Program Manager Jonathan Henson.



Pictured from left to right aboard the *Rhode Island* are GVA Walid Nasser, AB William McIntyre, Chief Steward Christopher Hale and Chief Cook Cecil Husted.

SIU-Crewed Maersk Ships Reach Safety Milestones

As part of its growing safety program, SIU-contracted Maersk Line, Limited (MLL) recently gave Constant Care Awards to two ships: the container and roll-on/roll-off vessel *Cpl. Louis J. Hauge Jr.*, which is part of the U.S. Military Sealift Command's prepositioning fleet; and the product tanker *Maersk Rhode Island*.

Each ship earned a Constant Care Award for achieving five years without a lost-time accident. The award is part of MLL's "Drive to Zero" program, which is a hands-on initiative to assist employees (mariners and shore-side personnel alike) in focusing on safety and teamwork to make the workplace as



Recertified Bosun Daniel Laitenen
Maersk Rhode Island

Crew members and others are pictured aboard the tanker, including (not in order) Bosun Daniel Laitenen, MSC Commanding Officer of Military Sealift Fleet Support Command (MSFSC) Ship Support Unit Guam Delbert Yordy, Chief Steward Christopher Hale, Captain James Walker, GVA Walid Nasser, Port Agent Jeff Turkus, Pumpman Marcelino Cayabyab, 2nd Pumpman Matthew Wright, AB William McIntyre, 1st Engineer Henry Matuszynski, 2nd Engineer Chris Smith, AB Larry Rawlins and AB Michael Willis.

safe as possible. As suggested by the title, its goal is to drive down unsafe and environmental incidents as close to zero as possible or eliminate them altogether.

MLL's Director of Quality, Environment, Safety and Security (QESS) Patrick Callahan credits teamwork and focus for the achievement. He noted, "This accomplishment is a result of a true team effort from our mariners and office personnel alike. 'Drive to Zero' started as a vision from senior management and is quickly becoming a way of life for MLL employees afloat and at shore. We still have a lot of room for improvement but this is a milestone worth celebrating!"

Seafarers aboard the *Rhode Island* were recently recognized by the company with the award by MLL's Ship Vetting Program Manager Jonathan Henson, and the photos accompanying this story were submitted by SIU Guam Port Agent Jeff Turkus.

Pic-From-The Past

The photo at right, which appeared in the July 22, 1955 edition of the *Seafarers LOG* shows officers and crew members from the SIU-crewed *Southstar* during shore leave from their duties while in an overseas port. Pictured (from the left) are Master Ben Shaw, Chief Mate Robert Welch, AB Willard Mullins, Radio Operator C.H. Childers, OS William Betgood and AB Benny Swearington. According to the caption which ran with the photo, it was taken in France and the crew was preparing to tour the sites in the city of La Pallice. The gentleman to the far right apparently is their tour guide.



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

Welcome Ashore

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



DEEP SEA

VELONDER ALFORD

Sister Velonder Alford, 65, became an SIU member in 2001. She initially sailed on the *Kauai*. Sister Alford was born in Oklahoma and worked in the steward department. She enhanced her seafaring abilities in 2001 and 2002 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Sister Alford's most recent voyage was aboard the *2nd Lt. John Paul Bobo*. She makes her home in Toledo, Wash.



LENZY BARNEY JR.

Brother Lenzy Barney Jr., 65, was born in Alabama. He joined the union in 1991 while in the port of Mobile, Ala. Brother Barney first shipped on the *Equality State*. The engine department member's last vessel was the *Cleveland*. Brother Barney lives in Mobile.

JAMES ELLIOTT

Brother James Elliott, 67, donned the SIU colors in 1997 in the port of Norfolk, Va. He originally shipped aboard the *Wilson*. Brother Elliott was born in Linden, N.C., and worked in the engine department. He attended classes often at the Piney Point school. Brother Elliott's final voyage was on the *Observation Island*. He continues to reside in Norfolk.



DOMINGO MIRELES

Brother Domingo Mireles, 77, first went to sea in 1990 from the port of Houston. His initial trip was aboard the *USNS Algol*. Brother Mireles was born in Texas and sailed in the engine department. He most recently shipped on the *Cape Vincent*. Brother Mireles upgraded on two occasions at the SIU-affiliated school in Piney Point, Md. He calls Beaumont, Texas, home.



FRANCISCO MUNOZ

Brother Francisco Munoz, 65, signed on with the SIU in 1968. He originally sailed with Victory Carriers Inc. as a member of the deck department. Brother Munoz was a frequent upgrader at the Paul Hall Center. The recertified bosun was born in Chile. Brother Munoz's last vessel was the *Meteor*. He is a resident of San Francisco.



MICKEY NOBLE

Brother Mickey Noble, 56, became an SIU member in 1971. He was initially employed aboard the *Rose City*. Brother Noble was a member of the deck department. He upgraded on numerous occasions at the maritime training facility in Piney Point, Md. Brother Noble was born in France. His final voyage was on the *Intrepid*. Brother Noble lives in San Francisco.



TEODORO QUINONES

Brother Teodoro Quinones, 50, was born in Puerto Rico. He began his seafaring career in 1977 in Piney Point, Md. Brother Quinones' first trip was aboard the *Walter J. McCarthy*. He worked in the engine department and enhanced his skills often at the Piney Point school. Brother Quinones was last employed on the *Sea Star*. He makes his home in Vega Baja, P.R.

ALI RASHID

Brother Ali Rashid, 65, joined the MC&S (Marine Cooks & Stewards) in 1981. His earliest voyage was aboard the *President Wilson*, where he shipped as a member of the steward department. Brother Rashid is a Yemen native. His final ship was the *APL Korea*. In 2000, Brother Rashid upgraded at the Seafarers-affiliated school in Piney Point, Md. He settled in Washington State.

ALLAN ROGERS

Brother Allan Rogers, 64, became a Seafarer in 1965 while in the port of New York. He was born in Baltimore, Md., and worked in the deck department. Brother Rogers' first ship was the

Steel Executive; his last was the *USNS Mendonca*. He frequently took advantage of educational opportunities offered at the maritime training center in Piney Point, Md. Brother Rogers lives in Rhodesdale, Md.

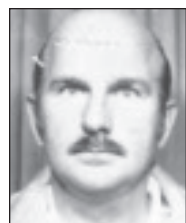
ELIAS RUIZ

Brother Elias Ruiz, 65, began sailing with the union in 1978. He initially sailed aboard the *Mount Explorer*. Brother Ruiz was born in Honduras. He upgraded on numerous occasions at the Paul Hall Center. Brother Ruiz most recently shipped on the *El Faro*. He calls Houston, Texas, home.



GERHARD SCHWARZ

Brother Gerhard Schwarz, 72, donned the SIU colors in 1975 while in the port of San Francisco. His original trip to sea was aboard the *Independence*. Brother



Schwarz was born in Germany and sailed as a member of the steward department. He attended numerous classes at the Piney Point school. Brother Schwarz's last voyage was on the *Quality*. He resides in Lake Worth, Fla.

INLAND

DANIEL DEARING

Boatman Daniel Dearing, 62, became an SIU member in 1978 while in the port of Wilmington, Calif. He primarily shipped aboard vessels operated by Crowley Towing & Transportation of Wilmington. Boatman Dearing was born in Seattle. In 1982, he enhanced his skills at the SIU-affiliated school. Boatman Dearing is a resident of Costa Mesa, Calif.

THOMAS ROSTAN

Boatman Thomas Rostan, 62, joined the union in 1990. He initially sailed with OLS Transport Ltd. as a member of the deck department. Boatman Rostan upgraded on two occasions



at the maritime training facility in Piney Point, Md. His most recent trip was aboard a Penn Maritime Inc. vessel. Boatman Rostan makes his home in Largo, Fla.

GREAT LAKES

HUSAIN ALI

Brother Husain Ali, 65, was born in Arabia. He signed on with the Seafarers in 1970. Brother Ali's earliest journey was on the *Buck Monitor*. The deck department member was last employed aboard the *Richard J. Reiss*. Brother Ali settled in Dearborn, Mich.

JOHN BONIFAS

Brother John Bonifas, 64, began sailing with the union in 1978. His first sailed on the *Columbia* as a member of the engine department. Brother Bonifas was born in Michigan. He frequently took advantage of educational opportunities available at the Paul Hall Center. Brother Bonifas' final ship was the *Walter J. McCarthy*. He calls Manistiquie, Mich., home.



Reprinted from past issues of the *Seafarers LOG*.

1950

U.S. Customs officials made their first search of an Iron Curtain country vessel under the authority of the recently passed "Trojan Ship" measure, which permits inspection of foreign-flag ships for atomic bombs and other weapons. The security check took place in Boston aboard a Finnish ship.

Seafarers are urged to apply their own security measures aboard their ships in foreign ports. Vigilance should be maintained to prevent unauthorized persons from boarding or otherwise gaining access to their vessels.

1967

The maritime industry's highest award for safety was presented to the SIU-crewed *Steel Maker* for the rescue of four seamen from the Spanish ship *Monte Palomares*.

The *Steel Maker* was en route from Spain to New York when it received an SOS from the *Monte Palomares*, foundering in a North Atlantic storm 900 miles from Bermuda, and immediately altered course to assist the sinking vessel. The Spanish ship had already gone down by the time the *Steel Maker* arrived, but a red flare from a life raft was spotted and the *Steel Maker* maneuvered alongside. Three of the raft's survivors scrambled up the ship's cargo net to safety, but a fourth was too injured to climb. An SIU member then

tied a lifeline around his waist, swam to the raft and brought the injured man on board.

1982

The officers and SIU crew of the *USNS Southern Cross* were honored by the American Institute of Merchant Shipping for their "humanitarian assistance to Vietnamese refugees adrift in the South China Sea during late September 1981."

The *USNS Southern Cross*, part of the SIU Government Service Division fleet operated by the Military Sealift Command, Pacific, picked up 58 desperate "boat people" from a 35-foot boat on July 15, 1981 while en route from Subic Bay, Philippines to Diego Garcia in the Indian Ocean. At the time, their actions were lauded by the United Nations High Commissioner for Refugees. There were 18 men, 13 women and 27 children on the boat.

1992

Three *USNS Mercy* crew members were cited by the commander of Military Sealift Command Pacific for rescuing two fishermen off the northern coast of California. SIU member Robert McCumsey brought to safety the two fishermen from a life raft of a capsized 42-foot craft. The Seafarer was assisted by the *Mercy's* captain and chief mate in the five- to seven-foot seas with heavy fog and low visibility. McCumsey received the Meritorious Civilian Service Medal.

This Month In SIU History

Final Departures

DEEP SEA

RICHARD ADAMSON

Pensioner Richard Adamson, 80, passed away March 15. Brother Adamson, a member of the engine department, began sailing with the Seafarers in 1946. He initially shipped aboard the *Steel King*. Brother Adamson's last trip was on a Sea-Land vessel. He retired in 1990 and called Pembroke Pines, Fla., home.



JOHN BENEDICT

Pensioner John Benedict, 79, died March 4. Brother Benedict signed on with union in 1947 while in the port of New Orleans. He first sailed aboard the *Del Rio*. Brother Benedict was born in New Orleans and shipped in the deck department. His final voyage was on the *Robert E. Lee*. In 1986, Brother Benedict started collecting his retirement compensation. He resided in Harahan, La.



JAMES BOLEN

Pensioner James Bolen, 75, passed away March 2. Brother Bolen donned the SIU colors in 1966. He was originally employed aboard a Delta Steamship Lines vessel. Brother Bolen was a member of the deck department. His last ship was the *Freedom*. Brother Bolen went on pension in 1998. He lived in his native state of Washington.



WILLIAM BOWLES

Pensioner William Bowles, 88, died March 31. Brother Bowles became an SIU member in 1951. His earliest trip was on an M.J. Troy Inc. vessel. Brother Bowles worked in the engine department. Prior to his retirement in 1984, he sailed aboard the *Overseas Valdez*. Brother Bowles was a resident of Theodore, Ala.



HERMAN BYRD

Pensioner Herman Byrd, 72, passed away March 21. Brother Byrd joined the Seafarers in 1965. He initially sailed with Victory Carriers Inc., in the deck department. Brother Byrd was born in Mount Vernon, Ala. His final voyage was on the *Quality*. Brother Byrd made his home in Houston. He began receiving his pension in 1994.



WILLIAM CALLAHAN

Brother William Callahan, 64, died March 8. He started shipping with the union in 1964. Brother Callahan was born in Illinois. He sailed in

both the inland and deep sea divisions. Brother Callahan originally worked aboard a Dravo Basic Materials Company vessel. The engine department member was last employed on the *Overseas Alice*. Brother Callahan called Mobile, Ala., home.

GUILLERMO CENTENO

Pensioner Guillermo Centeno, 74, passed away March 7. Brother Centeno was born in Puerto Rico. He began his MC&S (Marine Cooks & Stewards) membership in 1979. Brother Centeno's first ship was the *Santa Maria*; his last was the *Maui*. He was a member of the steward department. Brother Centeno became a pensioner in 1994. He resided in Eagle Pass, Texas.



JAMES FLIPPO

Pensioner James Flippo, 85, died March 23. Brother Flippo signed on with the SIU in 1944 while in the port of Mobile, Ala. His first voyage was aboard a Waterman Steamship Corporation vessel. Brother Flippo sailed in the deck department. Before his retirement in 1986, he sailed on the *Sugar Islander*. Brother Flippo was born in Alabama and made his home in Brookeland, Texas.



LEONARD GROVE

Pensioner Leonard Grove, 82, passed away April 2. Brother Grove joined the union in 1953 while in the port of New York. He initially shipped aboard the *Steel Direct* as a member of the deck department. Brother Grove was born in Kulpmont, Pa. He most recently worked on the *St. Louis*. Brother Grove went on pension in 1987. He continued to live in Pennsylvania.



JACK NASROEN

Pensioner Jack Nasroen, 85, died March 6. Brother Nasroen donned the SIU colors in 1951. He was originally employed aboard the *Ponce*. Brother Nasroen was born in Indonesia and shipped in the steward department. His final voyage was aboard the *Oakland*. Brother Nasroen was a resident of Marysville, Calif. He retired in 1986.



JOHN POLEATE

Pensioner John Poleate, 86, passed away March 19. Brother Poleate began shipping with the Seafarers in 1970. The deck department member was born in Patton, La. Brother Poleate initially sailed aboard the



Columbia Tiger. His last voyage was on the *Horizon Consumer*. In 1991, Brother Poleate started collecting his retirement compensation. He settled in Pensacola, Fla.

JUAN PONCE

Pensioner Juan Ponce, 74, died March 24. Brother Ponce became an SIU member in 1972. His first vessel was the *Longview Victory*; his last was the *Commitment*. Brother Ponce was born in Puerto Rico. He sailed in the engine department. Brother Ponce went on pension in 2003 and called Bayamon, P.R., home.



OVIDIO RODRIGUEZ

Pensioner Ovidio Rodriguez, 92, passed away March 13. Brother Rodriguez joined the union as a charter member in 1938 while in the port of New York. His earliest trip to sea was with AH Bull Steamship Company. Brother Rodriguez was born in Puerto Rico and shipped in the deck department. His final voyage was aboard the *Del Valle*. Brother Rodriguez began receiving his retirement pay in 1980. He lived in New York City.



WILLIAM SHARP

Pensioner William Sharp, 87, died March 17. Brother Sharp signed on with the Seafarers in 1956 in the port of Wilmington, Calif. He originally sailed on the *Del Rio*. Brother Sharp was born in Meridian, Miss. He worked in the steward department, most recently aboard the *Great Land*. Brother Sharp became a pensioner in 1989. He resided in Tacoma, Wash.



MIKE STRAKA

Pensioner Mike Straka, 83, passed away March 14. Brother Straka was born in Central City, Pa. He started sailing with the SIU in 1953 from the port of Baltimore. Brother Straka's first voyage was on the *Marore*. The deck department member last sailed aboard the *Motivator*. Brother Straka retired in 1989 and made his home in Sharon, Pa.



WILLIAM WALTON

Pensioner William Walton, 78, died April 5. Brother Walton donned the SIU colors in 1951. He initially shipped on a vessel operated by



Mayflower Steamship Corporation. Brother Walton worked in the engine department, most recently aboard the *Horizon Navigator*. He was born in Los Angeles but called Raymond, Wash., home. Brother Walton started collecting his pension in 1990.

CHIN WONG

Pensioner Chin Wong, 86, passed away March 17. Brother Wong became a Seafarer in 1952. His first ship was the *Burbank Victory*. Brother Wong was a member of the engine department. Prior to his retirement in 1986, he worked with CSX Lines. Brother Wong was a resident of San Francisco.

CARLOS ZAPATA

Pensioner Carlos Zapata, 77, died April 8. Brother Zapata joined the SIU in 1965. His first sailed aboard the *Ocean Cloud*. Brother Zapata was born in La Ceiba, Honduras. He shipped in the deck department. Brother Zapata's final trip took place aboard the *Seabulk Challenger*. He went on pension in 1997 and lived in Covington, La.



INLAND

BENJAMIN CHIANCIOLA

Pensioner Benjamin Chianciola, 81, passed away April 4. Boatman Chianciola was born in Massachusetts. He joined the union in 1980. Boatman Chianciola last sailed on a vessel operated by Serafina II, Inc. He made his home in Gloucester, Mass. Boatman Chianciola retired in 1988.



ROY DENT

Pensioner Roy Dent, 65, died March 27. Boatman Dent signed on with the SIU in 1970 while in the port of St. Louis. He initially sailed on an Inland Tugs vessel. Boatman Dent was born in Walnut Ridge, Ark. He last was employed with Southern Ohio Towing Company. In 2004, Boatman Dent began receiving his retirement pay. He lived in Lilbourn, Mo.



FLOYD KOENIG SR.

Pensioner Floyd Koenig Sr., 79, passed away April 17. Boatman Koenig donned the SIU colors in 1975. He was originally employed with Whiteman Towing Company. Boatman Koenig was born in Gretna, La. He last worked for Crescent Towing of New Orleans. Boatman Koenig became a pensioner in 1990. He was a resident of Terrytown, La.



CHARLES MCDANIEL

Pensioner Charles McDaniel, 74, died March 16. Boatman McDaniel started sailing with the Seafarers in 1965 from the port of St. Louis. The Pennsylvania native primarily shipped on vessels operated by Inland Tugs. Boatman McDaniel called Georgetown, Ohio, home. He went on pension in 1998.

WILLIAM McLAREN JR.

Pensioner William McLaren Jr., 74, passed away April 1. Boatman McLaren was born in Galveston, Texas. He joined the union in 1962. Boatman McLaren often sailed with Galveston Wharves. He started collecting his pension in 1994. Boatman McLaren resided in his native state.



JIMMIE STEVENS

Pensioner Jimmie Stevens, 74, died March 30. Boatman Stevens became a union member in 1973 while in the port of Wilmington, Calif. His earliest trip to sea was aboard an Allied Towing vessel. Boatman Stevens was a Florida native. He most recently worked with Maritrans Operating Company. Boatman Stevens retired in 1995 and settled in Gresham, S.C.



WALTER VICKERY

Pensioner Walter Vickery, 81, passed away March 12. Boatman Vickery began his seafaring career in 1957. He was born in Philadelphia. Boatman Vickery first sailed with Taylor Marine Towing Company. Before his retirement in 1989, he sailed on Mariner Towing vessels. Boatman Vickery made his home in New Jersey.



GREAT LAKES

JOSEPH LABLANC

Pensioner Joseph LeBlanc, 84, died March 20. Brother LeBlanc signed on with the union in 1959 while in the port of Detroit. He initially worked on an American Steamship Company vessel as a member of the engine department. Brother LeBlanc was born in Royal Oak, Mich. His final voyage was with Michigan Tankers Inc. Brother LeBlanc went on pension in 1978 and called Warren, Mich., home.



RICHARD WALLAKER

Brother Richard Wallaker, 48, passed away March 5. He joined the SIU in 1992. Brother Wallaker primarily sailed with Luedtke Engineering Company. He was a resident of Frankfort, Mich.

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.

CAPE KNOX (Keystone Shipping), May 11 – Chairman **Grant A. Shipley**, Secretary **John W. Hale**, Educational Director **Rodolfo C. Cunanan**, Deck Delegate **Andre Skevnick**, Steward Delegate **Jeffery L. Tardieff**. Chairman reminded crew members to keep documents in order so when they go for a job there should be no problem getting it. Secretary and educational director stressed the importance of upgrading skills at the SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Mariners would like phones and refrigerators in rooms. Motion was made to raise pension amounts. Next port: New Orleans.

CHARGER (Maersk Line Limited), May 24 – Chairman **Samuel H. Lampshire**, Secretary **Louis Nicoud**, Educational Director **Juanito P. Dansalan**, Deck Delegate **Khaled Munasser**, Engine Delegate **Yahya Mohamed**, Steward Delegate **Andy N. Campollo**. Chairman notified members that ship would arrive in Los Angeles on May 26. He requested they double bag all trash and put it in covered containers. Crew was also asked to make sure that all doors are kept locked, for security measures. Educational director urged Seafarers to enhance skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer reported \$750 in ship's fund. No beefs or disputed OT reported. Suggestion was made to increase vacation benefits. Request was made for a new radio and TV in crew lounge. Thanks was given to all aboard vessel for their help in keeping the ship clean, with a special thanks to the steward department for great food and a clean mess hall. Next ports: Los Angeles, Oakland, Calif., Dutch Harbor, Alaska, and Yokohama, Japan.

GREEN DALE (Waterman Steamship), May 18 – Chairman **Robert V. Bakeman**, Secretary **Mohamed B. Kamer**, Educational Director **Jessie A. Parente**, Deck Delegate **Steven A. Lonas**, Engine Delegate **Jessie A. Parente**, Steward Delegate **Amilcor Bermudez**. Chairman

expressed gratitude to crew for working well together. Educational director encouraged members to take advantage of upgrading and training offered in Piney Point, Md. No beefs or disputed OT reported. It was noted that security people were needed on ramp when in port and during canal transit. Crew members would like a new DVD player and new clothes dryer since they are down to one dryer now. Next port: Long Beach, Calif.

HONOR (Interocean American Shipping), May 7 – Chairman **Billy G. Hill Sr.**, Secretary **Patricia A. Sullivan**. Chairman thanked crew for a safe and productive voyage. He also announced payoff on May 12 in Galveston, Texas. He informed mariners that rooms would be given sanitary inspections before payoff. Crew was notified that TWIC deadline had been extended until April 15, 2009. Secretary encouraged crew to upgrade when possible at the Piney Point school to keep our union strong. She also recommended applying for necessary seafaring documents at least six months ahead of time. No beefs or disputed OT reported. Next ports: Beaumont, Texas, Jacksonville, Fla., Baltimore, Md., and Charleston, S.C.

HORIZON HUNTER (Horizon Lines), May 25 – Chairman **Loren E. Watson**, Secretary **Jennifer K. Jim**, Educational Director **Harold A. Bryan**, Deck Delegate **George W. Mazzola**, Engine Delegate **Joseph I. Laguana**, Steward Delegate **Steven C. Wasch**. Bosun read Horizon Lines' pre-physical procedure and steward posted the information on bulletin board. Educational director suggested everyone attend classes at the Paul Hall Center to enhance job skills. No beefs or disputed OT reported. Chairman to inquire with captain about ship's fund; it was suggested that perhaps a ledger should be kept to keep crew informed about how money is spent. No beefs or disputed OT reported. It was noted that small washer was not working properly again. Next port: Tacoma, Wash.

Aboard the Pride of Aloha



These photos were taken of crew members aboard the *Pride of Aloha* while the vessel was bunkering in Cristobal, Panama. Pictured in the photo above (from left to right) are Storekeeper Aristotle Cortez, Engineer Luice Failugua, and Junior Engineer Medardo Valerio. In photo above right, Machinists Efen Bacomo, Joemarie Aboy and Donato Surrell take a quick break from their duties in a section of the vessel's engine room while AB Florito Alegado, Storekeeper Cortez and OS Juanito Ceralde (photo at right) pose on the vessel's deck.



HORIZON TIGER (Horizon Lines), May 5 – Chairman **Mark S. Lance**, Secretary **Terry L. Allen**, Educational Director **Paul P. Pagano**, Deck Delegate **James E. Murphy**, Engine Delegate **Gualberto M. Salaria**. Chairman informed crew members that Coast Guard inspection would take place sometime during the next couple of trips. Departing Seafarers were asked to leave rooms clean for next member. Secretary thanked fellow crew members for their help keeping ship clean. Educational director discussed TWIC deadline extension. Treasurer stated \$540 in ship's fund. Recommendation was made to ask company to get satellite TV set up and crew would pay monthly fee out of ship's fund. No beefs or disputed OT reported.

The procedure for filing a beef was discussed. Request was made for new mattresses. Vote of thanks was given to the steward department for good food and great cookouts. Next ports: Tacoma, Wash., Oakland, Calif., and Honolulu, Hawaii.

INTEGRITY (Interocean American Shipping), May 31 – Chairman **Paul O. Jagger**, Secretary **Thomas E. Kleine**, Educational Director **Tirso D. Sarmiento**, Deck Delegate **Francis Miller**, Engine Delegate **Rodney M. Payne**, Steward Delegate **Gloria Baker**. Chairman went over ship's itinerary. Secretary explained procedure of shipboard meetings and relayed information from phone conversation with Asst. VP Archie Ware pertaining to rotation. Educational director recommended upgrading at the SIU-affiliated maritime training center. No beefs or disputed OT reported. Request was made for increase in optical and dental benefits. It was noted that parts to fix ice machine have been ordered. Next ports: Bayonne, N.J., Baltimore, Md., Charleston, S.C., and Brunswick, Ga.

MAERSK CALIFORNIA (Maersk Line Limited), May 26 – Chairman **Raymond Henderson**, Secretary **Glenn C. Bamman**, Educational Director **Jimmie Robles**, Deck Delegate **Glen A. Rogers Jr.**, Engine Delegate **Sammy Montana**, Steward Delegate **Richard M. Worobey**. Chairman talked about shipping procedures and the importance of getting TWIC card. Educational director urged all mariners to enhance seafaring abilities at the union-affiliated school. No beefs or disputed OT reported. Crew lounge needs a new DVD player capable of playing WUSA

movies. Crew was looking into getting credentials for shore leave for Kuwait. Next ports: Kuwait and Jebel Ali, Dubai.

CAPE MOHICAN (Ocean Duchess), June 23 – Chairman **Stephen R. Garay**, Secretary **Steven E. Parker**, Educational Director **Kashmir S. Dhillon**, Deck Delegate **Clemens A. Kessler**, Engine Delegate **Essam A. Hussein**, Steward Delegate **Jasper Jackson Jr.** Bosun talked about importance of union and solidarity. He also discussed why union meetings take place and how union officials can't help unless they are kept informed of what is going on aboard the vessel. No beefs or disputed OT reported. Motion was made to reinstate Paul Hall Day as a holiday. Crew would like new mattresses, furniture, TV and DVD player. Crew successfully loaded military hovercraft onto vessel; it was the first load of this type aboard the *Cape Mohican*. Next port: Oakland, Calif.

HORIZON RELIANCE (Horizon Lines), June 15 – Chairman **Kissinfor N. Taylor**, Secretary **Joseph A. Laureta**, Educational Director **Joseph J. Egan**, Deck Delegate **Frank Sena**, Engine Delegate **Thomas V. Hastings**, Steward Delegate **Carmelo D. Cruz**. Chairman read the president's report from the *Seafarers LOG* and also read notice regarding lowering seatime requirements to 125 days to qualify for medical benefits. Secretary thanked members for helping keep ship clean. Educational director reiterated the importance of checking document expiration dates and upgrading skills. Treasurer reported \$665.19 in ship's fund. No beefs or disputed OT reported. Next ports: Long Beach, Calif., and Honolulu, Calif.

Aboard the ITB Philadelphia in Bayonne New Jersey

Crew members aboard the SIU-crewed *ITB Philadelphia* paused from their duties for these photos while the vessel was in Bayonne, N.J. Shown in the photo below (left to right) are Assistant Cook Farid Zaharan and Recertified Steward Dana Paradise. Steward Paradise (photo at right, from left to right) later joins Bosun Michael Wagner and two other members of the crew during a meal in the crew mess.



Letter to the Editor

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

'Moral Obligation' Includes Fair Treatment of Mariners

Each day, I take time to reflect – not just on my life, but on that part of my life spent sailing tankers in the merchant marine during World War II. I have some satisfaction now that due to the tremendous efforts of other shipmates, and the related sea unions, I have my discharge from the Coast Guard which indicates I am a veteran of the United States. Each day, however, I am saddened by the fact that those of us who served in that war continue to be looked down upon as something not whole, something not really to be respected despite that piece of paper that says we are veterans. I can only hope that those men and women who now sail the dangerous seas will not have the disappointments the remaining seamen from World War II retain.

On April 24, 2008, the Veterans' Benefits Enhancement Act of 2007 was passed in the United States Senate by the vote of 96-1. This was S.1315. While the act increases a number of benefits which veterans should receive, and recognizes the increased medical care demanded from new types of conflicts, it also recognizes in Section 402 that some 13,000 remaining Filipino Scouts should now be included in full medical and educational benefits.

The story of the Filipino Scouts is a long and wonderful example of men who served under the American flag following the invasion of the Philippines by the Japanese in World War II. Various presidents had indicated that these men, then some 225,000, some who survived the Bataan Death March, should be treated as equal American veterans. But true to the story of so many other groups who fought beside our regular troops, there were those who

said, "No, we have no money for them."

However, things change. Elections come and go; new members of the House and Senate get elected. New rhetoric flows out in dramatic, patriotic drumbeat. The bill finally came out of the Veterans' Committee in the Senate and then came the speeches – not just for the increased benefits, but now for the Filipino Scouts. In opening the debate on the issue, the lead senator for the Scouts said, "This nation has a moral obligation to care for those who have served under its flag." There was the usual push and pull by senators to show their constituents how they feel. Then, the bill passed, as it should have the year before.

What was not discussed was the fact that the bill to belatedly thank the remaining merchant seamen from World War II languishes in the same committee and no one speaks for us. Where is the moral obligation for us? Where will the moral obligation be when current-day seamen facing daily terrorist threats in foreign waters look at their service and how it should be judged?

In the speeches for the Scouts, it was said that President Roosevelt and President Truman favored veterans' treatment for them. President Roosevelt also encouraged GI benefits for merchant seamen in 1944, but he died the following year. We then endured years of neglect and suffered through both a federal court trial and 10 years of legislative neglect until finally, in 1998, most of the seamen received limited benefits. Most, however, will only receive a tombstone and a flag when they cross the bar.

Several years ago, it was proposed that a limited financial benefit be provided to the remaining seamen to compensate these veterans for the extensive educational, home finance and medical benefits denied them since the end of the wartime service. This legislation passed the House, but remains stuck in the Senate. Through all the hearings on the legislation, as was the case in past legislative fights, the seamen have to fight misinformation that puts an ugly face on the issue. One congressman, not knowing our history, belittled us by

saying some seamen only entered the merchant marine after the Japanese surrendered. The fact is that all seamen went through landside training before they shipped out, and many had signed up months before the Japanese surrendered. This training time is not counted and our service time officially only began when we signed the ship's articles. Service time for all other services began at the swearing-in ceremony and many servicemen and women never left the United States. Yet, all these individuals received GI benefits. We have no complaint with this. But, again, where is the moral obligation to get our story right?

I believe that men and women are elected to higher office to not only serve their constituents, but the U.S. as a whole. I believe history is a guide for men and women in the future so that our country can continue to be the place everyone in the world envies and the

place they want to live. I believe those who control benefits should recognize they have a moral obligation to men and women who have served their country. I fear that when most citizens go to vote, they can't focus on such a small matter as an obligation to servicemen and women when they choose their candidates.

I pray that this thought will be something that those who have heard the call of the sea will remember when they make their choices for office. Moral obligation is not a matter of pick and choose; it is not a lottery. Moral obligation to veterans is a standard by which elected officials should be judged.

Don T. Trimbath
Vice President, Government Affairs
American Merchant Marine Veterans
Auburn, California

Welcome Ashore, Brother Munoz



Recertified Bosun Francisco Munoz (center) recently stopped by the Oakland hall to pick up his first retirement check. Family members joined him to share in the excitement. Pictured from left to right are daughter Angelina; wife, Sonia; Francisco; daughter Olga; and SIU Assistant VP Nick Celona.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2008. All programs are geared to improving 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	August 18 September 29 November 10	September 12 October 23 December 5
Automatic Radar Plotting Aids (ARPA) (must have radar unlimited)	October 6 November 17	October 10 November 21
Celestial Navigation	October 20 November 24	November 14 December 19
GMDSS	September 15	September 26
Lifeboatman/Water Survival	September 15 October 27	September 26 November 7
Radar	September 22 November 3	October 3 November 14
Radar Renewal (one day)	October 27 December 8	October 27 December 8
Specially Trained Ordinary Seaman (STOS)	August 25 October 20	September 5 October 31
Bosun Recertification Course	October 14	November 3

Engine Upgrading Courses

Advanced Container Maintenance (Refer)	September 1 November 10	September 26 December 5
Basic Auxiliary Plant Operations (BAPO)	September 15 November 10	October 10 December 5
Firemen/Watertender/Oiler (FOWT)	August 18 October 13	September 12 November 6
Junior Engineer	August 30	October 24
Marine Electrician	October 27	December 19
Pumpman	August 11	August 22

Course	Start Date	Date of Completion
Welding	September 8 October 6 November 3 December 1	September 26 October 23 November 21 December 19

Safety Specialty Courses

Advanced Fire Fighting (must have basic fire fighting)	August 2	August 8
Fast Rescue Boat	August 18 September 8	August 22 September 12
Medical Care Provider	September 8	September 12
Tanker Assistant (DL)	September 22 November 10	October 3 November 21
Tankerman (PIC) Barge	September 6	September 12

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations These modules start every Monday.		
Certified Chief Cook/Chief Steward These classes start every other Monday. The most recent class began July 21.		
Steward Recertification Course	August 18	September 8

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.

Online "Distance Learning" Courses

In addition to the foregoing courses, the union-affiliated Paul Hall Center for Maritime Training and Education currently is offering the following internet-based courses: Environmental Awareness; Hazardous Material Control and Management; Hearing Conservation; Heat Stress Management; Shipboard Pest Management; Respiratory Protection, and Shipboard Water Sanitation.

The courses are free to mariners covered by SIU contracts. To register, complete the regular upgrading application located on the bottom left portion of this page, and mail it to: Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075. Applicants will receive user account information from the center via e-mail. They are therefore urged to provide their e-mail addresses in the space provided on the application. Applicants should also include the word "online" when listing the courses they wish to take.

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 _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

8/08

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 703 – Unlicensed apprentices from Class 703 recently graduated from the water survival course. Those graduating from the course (above, in alphabetical order) were Casey Amay, Jonathyn Bland, Sean Clodfelter, Christopher Gonseth, Shawn Haber, Yuir Hernandez, Braden Horne, Ralph Howell Jr., Eric Kirkland, Johnnie Langston, Jarred Moylan, Richard Noto, William Pakkala, Ivyrose Villafior and Nathan White. (Note: Not all are pictured.)

Computer Classes



Four Seafarers recently completed computer courses while undergoing upgrade training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The graduates joined instructor Rich Prucha (second from left in photo above and left in photo below) for these photos. Graduates included (photo above) James Copeland, Rolando Dinong, Cecil Yearwood and (photo below) Rodolfo Monopilo.



Fast Rescue Boat - Six upgraders graduated from this 30-hour course June 20. Those completing the course (above, in alphabetical order) were Adam Begleiter, Matthew Hojna, David Miller, Christopher Pinkerton, Liberatoz Viray and Philander Walton. Their instructor, Tom Truitt, is standing in back, fourth from left.



Advanced Container Maintenance - Six upgraders completed this course June 27. Those graduating (above, in alphabetical order) were John Conn, Gary Dahl, Scott Fuller, Angel Hernandez, Daniel Mitchell and Tyson James. Calvin Beal, their instructor, is standing, second from left.

Basic Auxiliary Plant Operations - Twenty upgraders and Phase III unlicensed apprentices completed this 140-hour course June 13. Those graduating (photo at right, in alphabetical order) were Vic Atkinson, Alexis Bonilla, Tristan Brand, Jovita Carino, DeMorris Duggins, Kabir Garcia, Tonya Gist, Tsawang Gyurme, Spencer Hiruko, Si Hughes, Arthur Kately III, Larry Locke, Daniel McDougald, Mark Merenda, Frederick Nyarko, Algernon Ramseur, Tijani Rashid, Mohamed Sheriff, Christopher Shivalier and Roderick McClary. Their instructor, Tim Achorn, is standing, far right.



Important Notice

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

Paul Hall Center Classes



Tank Ship Familiarization DL - The above upgraders on June 13 completed this 63-hour course. Those graduating (in alphabetical order) were Azad Adavani, Greg Baker, Sergio Cedeno, Yamira Colon, Rolando Dinong, Curtrina Duck, Sergey Golubev, Ricardo Guevara, Matthew Hojna, James Jones III, Anthony Kpodovia, David Miller, Kirk Moffett, Allen Newgen, Michael Ratigan, Sandy Santiago, Alfredo Silva, Donald Stickens, Abel Vazquez and George Washington. Jim Shaffer, their instructor, is standing at far right.

Welding—Four mariners upgraded their skills in this course and graduated May 2. Those graduating (above, in no particular order) were Robert Weinhardt, Don Perry, Domenic Mallace and Kerry O'Callagan. Their instructor, Buzzy Andrews, is third from left.



ARPA - The above individuals completed this 32-hour course June 20. Pictured (in no particular order) are Lou Cabano, Vincent Ippolito Sr., and Michael Ratigan. Stacey McNeely was their instructor.



Welding - The following individuals (above, in alphabetical order) graduated from this course June 20: Gavin Benckert, Thomas Jones, Freddie Malbas, Latisa May-Christopher, Robert Puckett, Cornelius Smith and Kenneth Sumner. Their instructor, Buzzy Andrews, is at far right.

Able Seaman - Eleven upgraders graduated from this course June 20. Those graduating (above, in alphabetical order) were Maurice Beasley, Bryan Brady, Raphael Dewberry, Emmanuel Garcia, Benigno Gonzales, Cheryl Lee, Wade McClennan, Victor Moody, Blaine Musk, Dana Wilks and Courtney Williams. Their instructor, Bernabe Pelingon, is standing at far right.



Crowd Management (Hawaii) - Seventeen crew members from *The Pride of America* completed this course aboard their SIU-contracted vessel. Completing the training (above, in no particular order) were Carl Castagna, Amin Mohamed, Reynante Angulo, Michael Warner, Rien Libhart, Danilo Cortez, Alejandro Quirologico, Alex Fagaragan, Larry Dizon, Juan Vega, Terje Ostbye, Paulette Callin, Sharon Powell, Nicole Falche, Andrew Kost, Dimarko Shoulders and Miguel Rivera.



STCW (Hawaii) - The following students (above, in no particular order) graduated from the STCW course at the Barbers Point, Hawaii-based Seafarers Training Center. Completing the course were Alwin Corpuz, W.T. Greer III, Eric Liley, Isaac Miner, Jason Watson, Kathleen Adams and David Hahn.



The

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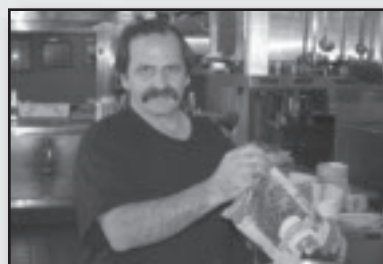
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SIU steward department members (photo above) take a momentary break before returning to their duties aboard the *USNS Hayes*, docked in Tampa, Fla., when this photo was taken.



ENCOURAGEMENT FROM OFFICIALS – SIU President Michael Sacco (standing in photo above) and VP Contracts. George Tricker (photo at left) last month dropped in on some classes at the Paul Hall Center to quickly update students on timely maritime news affecting their livelihoods and also to wish them well in their studies. Sacco is pictured with a class of recertified stewards, while Tricker is addressing upgraders in the junior engineer program.



DEU Santiago Ruiz, AB Shelby Rankin (photo above) send greetings from aboard the *Blue Ridge*.

Chief Cook Gary Favalarom (photo at left) is pictured aboard the *Blue Ridge* near Tampa, Fla.

At Sea And Ashore With the SIU

These photos were taken recently aboard SIU-crewed vessels, at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., and at the Seafarers-contracted facility in Petty's Island.



SUPPORT FOR SPAD – SIU members at Crowley-Petty's Island (located in the Delaware River between Pennsylvania and New Jersey) work with roll-on/roll-off ships and perform mechanical work on barges. They also proudly support SPAD, the union's voluntary political activity fund, as shown in the group photo above. The members are sporting the most recent SPAD T-shirts which have been distributed to members who contribute to the fund. In photo inset above right, Seafarer Mike Fay shows off the artwork on the back of the shirt as John Haller looks on.