



The

SEAFARERS LOG

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

Seafarers Honored on National Maritime Day

Ceremonies Reflect Storied Service, Ongoing Need for Strong Fleet



The union on May 22 participated in the traditional Washington, D.C.-area National Maritime Day events, including ceremonies conducted by the U.S. Maritime Administration and the U.S. Military Sealift Command, respectively. Speakers cited the U.S. Merchant Marine's historic role as the nation's fourth arm of defense—and also stressed the importance of maintaining a strong American-flag fleet today. Above, Unlicensed Apprentice Veronica Hernandez takes part in MSC's wreath-laying ceremony.



Directly above, pictured at the MarAd event (front row, right to left) are SIU Executive VP Augie Tellez, Rev. James D. Von Dreele, U.S. Rep. Gene Taylor, SIU President Michael Sacco and Maritime Administrator Sean Connaughton along with students from the Seafarers-affiliated Paul Hall Center for Maritime Training and Education.

Rear Adm. Robert Reilly, commander, U.S. Military Sealift Command, starts an impromptu chat with some of the unlicensed apprentices, during which he encouraged them about their career choice. Turn to the back page for more coverage including the annual National Maritime Day proclamation from the White House.

Crescent Crews Approve Contracts



Seafarers employed by Crescent Towing recently approved new three-year labor agreements which secure wage increases and other gains while maintaining benefits. The contracts cover more than 150 SIU boatmen working for Crescent in New Orleans, Savannah, Ga. and Mobile, Ala. Some of the negotiators are shown in the photo at upper right: Deckhand Dan Hanbury, Crescent Representative Keith Glass, SIU Port Agent Ed Kelly, SIU VP Gulf Coast Dean Corgey, Crescent VP Prentiss Wilcutt, Captain Henry Tucker, Crescent VP Arthur Kulp, Engineer Kyle Tucker and Crescent President Scott Cooper. In the overlapping photo, standing left to right are Engineer David Findley, Deckhand Roy Trosclair Jr., Captain Mark St. Germain and Deckhand Kevin McDermott. Pictured on the dock are (from left) Engineer David Walker, Engineer Tommy Dickerson, Deckhand David Benson, Captain John Colombo and Deckhand Mark Usey. Page 3.

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President's Report

Maritime's Past and Future

For many years, National Maritime Day has paid tribute to the men and women who went to sea before us. This year, the program in our nation's capital was different.



Michael Sacco

Yes, we paid our respects. But leaders from the government, industry and Congress proclaimed support for upcoming U.S.-flag projects as a way to ensure that our future will be even more secure than our past.

While the historic role of the U.S. Merchant Marine certainly got its due this year, many of the comments that stood out on May 22 addressed our industry's potential growth rather than its past. Lt. Gen. Kenneth Wykle and Maritime Administrator Sean Connaughton explained in interesting detail how rail and highway congestion, along with solidly projected growth in imports, translate into opportunities to build upon our maritime infrastructure.

Now, I realize that studies about cargo imports and road traffic may not seem too exciting to every audience, and it's probably tough to think about maritime job growth when you're stuck between tractor trailers on a highway somewhere. But there's a definite connection. As Lt. Gen. Wykle, the president of the National Defense Transportation Association, put it, congestion not only is the single biggest issue facing the maritime industry, it is the biggest issue facing the U.S. economy as a whole.

He called for the development of a "marine highway system" spurred and supported by a public-private partnership. "We need to look at this as a long-term investment in America's infrastructure and in job creation, not as an investment in capital assets," he stated. "Moving cargo off the roads and rail systems, and onto vessels, would benefit multiple states and provide economic benefits to the entire nation. It would also benefit the environment by reducing emissions."

Connaughton challenged the industry to "have the courage to take advantage of opportunities" coinciding with economic growth and America's dependence on maritime. He called the U.S. Merchant Marine the world's best shipboard manpower, and said he believes there's a real opening for us to play a growing role.

Needless to say, I agree.

I also fully support Congressman Gene Taylor's sentiments that the American maritime industry is nothing short of vital when it comes to homeland security. Congressman Taylor cut right to the chase, noting that if we as a nation are serious about protecting our shores and projecting our strength, we've obviously got to maintain a strong American maritime industry—everything from domestic shipbuilding to laws that support the U.S.-flag fleet to a regulatory environment that promotes keeping a solid shipboard manpower pool composed of reliable, well-trained U.S. mariners.

You don't have to be a blind optimist to see the opportunities for growth. And you don't have to be a security expert to understand why it makes sense to rely on American crews, sailing aboard American-flag ships, to carry our nation's vital materiel.

These opportunities are real, and the SIU, as always, will do our part to help ensure that the U.S. Merchant Marine enjoys a prosperous future—one that honors those who laid the foundation of our legacy.

You Have to Play to Win

Speaking of opportunities, I was pleased to read about the recent awarding of the annual Seafarers Health and Benefits Plans' scholarships to six SIU dependents.

And I was very disappointed to learn that no eligible Seafarers applied for the grants reserved for active SIU members.

This is a great benefit available to our membership, one that can open doors and help people realize their goals. But like the old lottery slogan says, you've got to play to win. Or in this case, you can't receive a scholarship if you don't apply.

Look for information about the scholarship program in future issues of the *LOG*, and listen for it at the monthly membership meetings. If you've ever thought about going back to school, this could be your chance.

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SIU President Represents Mariners At Historic White House Dinner

The Seafarers International Union recently was represented during a widely publicized event—the May 7 White House State Dinner in honor of Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip, the Duke of Edinburgh.

SIU President Michael Sacco and his wife, Sophie, by invitation from President George W. Bush, were among the 134 people afforded the honor of having a meal with the royal couple in the White House's State Dining Room.

"It was a real privilege for us to have the opportunity to meet and dine with world figures such as President Bush and Queen Elizabeth II," President Sacco said, "but the reason we were there in the first place was because of the tremendous job that the SIU along with the rest of maritime labor has done over the years in answering the call to duty as part of the nation's fourth arm of defense.

"President Bush is aware of the numerous acts of bravery and sacrifices made by our members and by other U.S. mariners as they sailed aboard military ships involved in our nation's wars of the past and also those of the present, including Operation Iraqi Freedom," Sacco added. "The president supports and appreciates us."

The United States has no closer ally and friend than Great Britain, according to the White House. The nations share an exceptionally close relationship based on deep historical and cultural ties, a common language, shared values and interests, and a commitment to defend freedom around the world.

The visit by Queen Elizabeth II and Prince Philip marked an occasion to celebrate these enduring bonds. President Bush and the First Lady visited England in November 2003 and welcomed the opportunity to return that hospitality, which, as the Queen noted at that time, has been extended to seven of the president's predecessors.

President Bush during the dinner toasted the long and enduring alliance between the United States and the United Kingdom, according to the Voice of America. The president noted that the advance of freedom is the best hope for lasting peace in the world.

"Based on our common values, our two nations are working together for the common good," said President Bush. "Together we are supporting young



White House photo by Lynden Steele

The U.S. Army Old Guard Fife and Drum Corps marches across the South Lawn during the arrival ceremony for Queen Elizabeth II and Prince Philip Duke of Edinburgh.

democracies in Iraq and Afghanistan. Together we are confronting global challenges such as poverty and disease and terrorism. And together we are working to build a world in which more people can enjoy prosperity and security and peace."

The Queen's last state visit to the United States occurred some 16 years ago. In her toast, she reflected on her youth during World War II, saying how important the American-British alliance was to her nation's survival.

"Tonight I would like to recognize that steadfast commitment your country has shown not just in the last 16 years, but throughout my life, in support of a Europe whole and free," she said.

An American and a British delegation represented their respective countries during the state dinner. Vice President Dick Cheney, Secretary of State Condoleezza Rice, Secretary of Defense Robert Gates, and General Peter Pace, chairman of the Joint Chiefs of Staff, were among the American delegation. Scores of diplomats, businessmen and members of Congress joined the SIU president on the guest list for the Bush's first ever white tie event. Included were Speaker of the House Nancy Pelosi (D-Calif.), Senator Trent Lott (R-Miss.) and former Secretary of State Colin Powell. Indianapolis Colts quarterback Peyton Manning and golfer Arnold Palmer were among the celebrities present.

Committee Selects 6 Dependents For \$20K Scholarships in 2007

For more than half a century, the Seafarers Health and Benefits Plan (SHBP) has awarded scholarships to deserving Seafarers as well as to spouses and dependents of SIU members.

This year, at a May 27 meeting in Santa Rosa, Calif., the Plan selected six dependents as recipients for the coming school year—for a total monetary value of \$120,000. No awards were given to active Seafarers.

The scholarship winners are Sarah Abdelwahab, daughter of AB **Mohamed Abdelwahab**; Alice Cooper, daughter of tug boat captain **James Cooper III**; Nicole LaPointe, daughter of AB **Robert LaPointe**; Justine Lopez, daughter of Oiler **Oswaldo Lopez**; Marian O'Neill, daughter of QMED **Guillermo O'Neill Jr.**; and Jenna Stillman, daughter of AB **Jerry Stillman**.

The scholarship recipients were selected by a panel of professional educators: Dr. Gayle A. Olson, University of New Orleans (retired); Dr. Trevor Carpenter, Charles County (Md.) Community College (retired); Dr. Charles Lyons Jr., American Association of Colleges and Universities; Father David A. Boileau, Ph.D., Loyola University; Dr. Keith Schlender, Medical College of

Ohio; Dr. Louis Fernandez, provost and vice president of academic affairs, California State (San Bernardino) and Dr. Henry Toutain of Gustavus Adolphus

College in Minnesota.

See page 7 for brief descriptions of the backgrounds and educational goals of the six college-bound students.



The selection committee met May 27 in Santa Rosa, Calif. to choose each of the 2006 scholarship winners. From the left are Plans Administrator Maggie Bowen; Dr. Keith Schlender, Dr. Gayle Olson, Dr. Louis Fernandez, Father David Boileau and Dr. Charles Lyons Jr. Not pictured but attending the meeting via conference call were Dr. Trevor Carpenter and Dr. Henry Toutain.

Crescent Boatmen Ratify Contracts

3-Year Agreements Boost Wages, Maintain Benefits

SIU boatmen employed by Crescent Towing in three southern states have overwhelmingly ratified new three-year contracts that call for wage increases and other gains while maintaining benefits.

One agreement covers boatmen in the New Orleans area and in Savannah, Ga. The other applies to members in Mobile, Ala. The contracts virtually are identical except for minor provisions specific to the ports' respective layouts.

Altogether, more than 150 Seafarers are covered by the agreements, including approximately 130 in New Orleans and Savannah. Voting took place aboard the boats and at the SIU halls in New Orleans and Mobile. Approximately 95 percent of members voting in New Orleans and Savannah approved their new contract; in Mobile, the tally was 22-0 in favor.

Negotiations started in March and ended in late April, as the old contract was about to expire.

SIU Vice President Gulf Coast Dean Corgy headed the union's negotiating team. He described the sessions as "some of the more difficult and complicated negotiations we've seen. We hit a 'perfect storm' of sorts with rising benefit costs and a red-hot labor market in the Gulf, not to mention a very challenging regulatory environment. But everyone bargained in good faith, and at the end of the day we hammered out a contract that'll enable crew members and families to rebuild their lives (continuing recovery from Hurricanes Katrina and Rita). At the same time the company says they're very optimistic about the future. We did something positive for a troubled region in our country."



Pictured from left to right are members of the union's negotiating team for the New Orleans-Savannah agreement: Deckhand Doug Lewis, Captain Tim Gegenheimer, Chief Engineer Glen Richard, SIU VP Dean Corgy, SIU Port Agent Chris Westbrook and Captain/Deckhand Billy Barletto.

Corgy added that the rank-and-file members serving on the bargaining committees "hung in there, worked together and did the right things to get this contract done. The Crescent boatmen in all ports have always been some of the most stand-up union guys in the SIU, and I can tell you that the tradition if anything has grown stronger. We walked away with good relations with the company and we're once again leaders in wages and benefits while allowing the company to maintain their competitiveness with the non-union operators. In fact, Crescent has always been the dominant company in that region, and it's not because they pay low wages or use cheap equipment. It's because they have the best people, and this contract will attract more of the same."

Also serving on the union negotiating team were Mobile

Port Agent Ed Kelly, New Orleans Port Agent Chris Westbrook, Deckhand **Doug Lewis** from Savannah, Engineer **Glen Richard**, Captain/Deckhand **Billy Barletto** and Captain **Tim Gegenheimer** from New Orleans, and Captain **Henry Tucker**, Engineer **Kyle Tucker** and Deckhand **Dan Hanbury** from Mobile.

Besides increasing wages and maintaining medical and pension benefits, the new contracts also boost vacation pay and the grocery allowance, add a day to the bereavement allowance, and stipulate reimbursements for boatmen's documentation, including license renewals, the TWIC and more. They also formalize a practice that has existed for years in which qualified deckhands, for extra compensation, relieve captains to allow the boats to potentially increase the amount of time

they stay on duty.

"We're very happy," said Gegenheimer. "We moved up in everything and it's definitely a good contract. They were hard-fought negotiations but we finally ironed it out."

Barletto noted that this was his first time serving on a negotiating committee. "I learned from the experience and it went well," he said. "You got to learn from both sides of the table. We ended up with pluses and no negatives. You can't make everybody happy but I think the majority are very pleased with the outcome."

Lewis noted that—as is the case in most if not all labor negotiations these days—medical benefits were a focal point of the Crescent talks. "I'm happy with what we got and I think all the other guys are, too," he stated. "Everybody stuck together, and that's what needs to happen in cases like this—and not just at Crescent Towing. If you're not united, you might as well hang it up."

Westbrook described the



The new contract brings a smile to Engineer Shawn Doyle aboard the tug *Providence*.

agreements as "something the membership, the union and the company can be proud of. It's a win-win for everybody."

Kelly cited Corgy's effective work throughout the negotiations, as did others. "In particular I think the unanimous vote in Mobile speaks volumes about the job that Dean did in these negotiations," he said.



SIU boatmen sail aboard Crescent tugs in the New Orleans area, in Savannah, Ga. and in Mobile, Ala.

Newest Lewis and Clark Ship Launched

The introduction of new tonnage into the SIU Government Services Division fleet continued

May 15 as the U.S. Navy's latest T-AKE ship, the *USNS Richard E. Byrd*, was launched during an

evening ceremony at the General Dynamics NASSCO shipyard in San Diego.

The *USNS Byrd* is part of the Lewis and Clark class of dry cargo/ammunition ships owned and operated by the U.S. Military Sealift Command (MSC) and crewed by SIU CIVMARS. It is the fourth vessel in what is expected to be an 11-ship fleet, and will deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's carrier and expeditionary strike groups and other naval forces under way.

According to MSC, T-AKEs have the largest cargo-carrying capacity and the largest flight deck of any combat logistic force ship afloat. (The agency also points out that "T-AKE" is pronounced as individual letters, without the hyphen.)

The 689-foot *USNS Byrd* is scheduled to be delivered to the Navy in November of this year and will be crewed by 124 civil service mariners and 11 military personnel.

In announcing the launch last month, MSC noted, "These new ships will substantially upgrade the Navy's ability to maintain its

forward-deployed forces, replacing aging, single-mission ammunition ships and combat stores ships that are nearing the end of their service lives."

The ceremony took place against a backdrop of fireworks, with nearly 1,500 people watching as the vessel slid into the water for the first time. Among the officials taking part in the evening's festivities were Secretary of the Navy Donald Winter, MSC Commander Rear Adm. Robert Reilly, Jr. and Navy Program Executive Officer for Ships Rear Adm. Charles Goddard.

The ship is named in honor of the U.S. Navy admiral who explored the South Pole and Antarctica. Byrd, a Medal of Honor recipient, led the first aerial expedition over the North Pole.

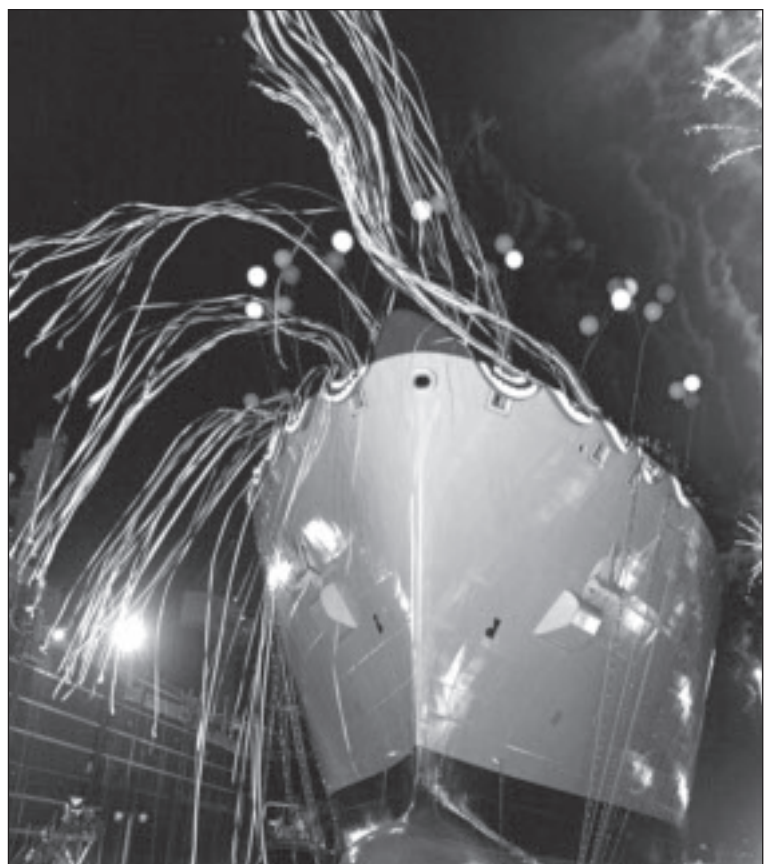
Bolling Byrd Clark, Byrd's oldest daughter, christened her father's namesake by breaking the

traditional bottle of champagne against the ship's bow while the flag that her father hoisted in Antarctica nearly 80 years ago flew above on the foremast.

"It is no accident that the ship you see before you is named for a Navy man whose horizon was literally anywhere in the world," said Reilly in the ceremony's principal speech. "This ship will always be on the move, carrying the strength of the U.S. Navy anywhere America's warriors need it."

Meanwhile, one day after the launch, the shipyard announced the start of construction on the seventh T-AKE vessel. That platform is slated for delivery in the first quarter of 2009.

Since June 2006, the *USNS Lewis and Clark* and *USNS Sacagawea* have been delivered and crewed up by CIVMARS. The third ship of the class, the *USNS Alan Shepard*, is scheduled for delivery by year's end.



The *USNS Richard E. Byrd* is launched during a May 15 ceremony in San Diego.

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Wednesday, July 4 for the observance of Independence Day (unless an emergency arises). Normal business hours will resume the following workday.

ITF Negotiates Back Pay For 8 Filipino Crewmen

International Transport Workers' Federation (ITF) inspectors from the SIU recently secured more than \$40,000 in back pay for eight Filipino crew members aboard the *Safmarine Texas*.

The 18,030 dwt vessel, built in 1987, is owned by Swiss Marine, Inc., Piraeus, Greece.

Although the ship does have an agreement with the ITF, the crew was being paid Filipino wages rather than the ITF wage scale. During a routine inspection in Houston, ITF Inspector Shwe Tun Aung was made aware of the discrepancy. Since the ship was sailing to Baltimore, he suggested that ITF Inspector Arthur Petipas meet the vessel and negotiate with the captain and the company.

Petipas noted that the negotiations were fairly

routine. The eight crew members who were on board the vessel were awarded \$27,547.96 in back pay. Additionally, two of those eight had been on the ship during a previous voyage and were given an additional \$12,889 to cover that time period.

In the case of a breach of contract, the ITF can have the ship arrested. But since a contract was already in place aboard the *Safmarine Texas*, it was allowed to return to Houston, where the money was waiting for the men before heading to foreign shores.

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



With the assistance of ITF Inspector Shwe Tun Aung (second from left), crew members from the foreign-flag vessel *Safmarine Texas* were pleased to receive back pay when the ship docked in Houston. (Note: not all are pictured.)



The *Safmarine Texas* operates under an ITF agreement, but crew members were not being paid in accordance with that contract.

Lower Deductibles, Bigger Network Highlight CIGNA Move

A substantial decrease in medical deductibles is one of several promising features in the Seafarers Health and Benefits Plan's (SHBP) upcoming change to CIGNA HealthCare as the Plan's network services provider.

As previously reported, the switch takes effect July 1, 2007 and does not change Seafarers' benefits. Participants are covered under the First Health Network through June 30.

The SHBP Board of Trustees last month sent a letter to all active member participants spelling out details of the change. The letter also is available on the SIU web site (www.seafarers.org) in the "Member Benefits and Resources" section.

Eligible pensioners whose primary coverage is through Medicare will receive a different explanatory letter because they won't participate in CIGNA. However, if such retirees have eligible dependents not covered by Medicare, those dependents will be covered through CIGNA.

The letter to active members in part states, "The Trustees completed an exhaustive search to improve network access, enhance access to state-of-the-art programs and ensure that quality service would be provided to the participants and their families. At the same time, it was critical that the new network provider be able to provide greater network discounts and care management savings to ensure the Plan's fiscal integrity during these times that continue to challenge benefit plans throughout the country.

"This change to CIGNA is a very positive one for the participants and the Plan. **Please be assured that the medical benefits and benefit levels remain the same, while reducing Plan deductibles as of January 1, 2008.** Eligible participants, as defined in the Rules and Regulations of the Plan, who use a provider or hospital within the CIGNA HealthCare Network, will incur no balance billing; however, claims will still continue to be processed and paid in accordance with the Rules and Regulations of the Plan. If your provider or facility is not in the CIGNA HealthCare network, then your claims will be processed as non-network claims as they have in the past."

Following are excerpts from the letter sent to active members:

New Deductibles

Effective January 1, 2008, Plan medical deductibles will be reduced by 50% for CorePlus, Core, and Basic benefit levels. For Core and Basic, the new deductible will be \$375 per participant, but not more than \$1,125 per family. For CorePlus, the new deductible will be \$250 per participant, but not more than \$750 per family. There is no change to the prescription deductible. The prescription deductible will remain at \$100 per participant, but not more than \$200 per family. There is no change to the first day hospital-

ization deductible of \$450 and the Emergency Room co-pay of \$300.

New I.D. Cards and Claims Submission Procedures

In order for providers to identify eligible participants in the Seafarers Health and Benefits Plan as participants in the CIGNA HealthCare Network, new Medical Benefit I.D. cards must be issued. **If you are an eligible participant in the Plan, a new CIGNA I.D. card will be sent to you in June. THIS CARD IS NOT VALID UNTIL JULY 1, 2007. You will need to use this card for all medical services rendered on and after July 1, 2007.** The new card includes important benefits and claims submission information for the CIGNA Hospital and Medical Providers. If you do not receive a CIGNA I.D. Card by the end of June, and you believe that you are entitled to benefits under this Plan, please contact the Seafarers Claims Department at 1800-252-4674.

Important Note: You should destroy your First Health Network Medical I.D. card after July 1, 2007 as it will no longer be valid as of that date.

CIGNA HealthCare Network – A Vast Improvement in Network Access

The new CIGNA program has in and out-of-network benefits just like our existing network provider. Under the new CIGNA network, you do not need a referral to see a specialist and you do not need to select a Primary Care Physician. The CIGNA network has the same freedom of provider choice as our current network provider. The new CIGNA network will provide you and your family with a number of enhancements as outlined below.

Effective June 1, 2007, you can contact CIGNA at a special Seafarers' pre-enrollment number, 1 800-564-7642, to determine if your provider is in the CIGNA network. **Important Note: This phone number is only active from June 1 through June 30, 2007.** After July 1, 2007, you will contact CareAllies (CIGNA) at 1-800-768-4695 to obtain provider information.

You may also visit the CIGNA HealthCare web site at: www.cigna.com/SA-PPO2 to determine if your provider is in the CIGNA network. **Important Note: The second-to-last letter in the CIGNA web address is the capital letter "O" rather than a zero, and the web address is case-sensitive. CIGNA has different networks within its organization so you should type in the entire web address listed above rather than going to the CIGNA home page. You may also access the CIGNA link through: www.seafarers.org/members.**

If your doctor/provider is not in the CIGNA network and you would like CIGNA to contact your doctor, please request a Provider Nomination form from the Seafarers Claims Department at 1800-252-4674.

MSC Commander Tours Paul Hall Center



Above: Rear Admiral Reilly speaks to students in the able-bodied seaman class. Instructor Bernabe Pelington is in the background.

On April 27, Rear Adm. Robert Reilly, commander, U.S. Military Sealift Command (MSC), toured the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Among other stops, he briefly addressed students in different classes; took the helm in the full mission bridge simulator and checked out the other simulators; met with school personnel in the manpower and admissions offices, respectively; and observed hands-on training at the Joseph Sacco Fire Fighting and Safety School, a component of the Paul Hall Center located near the main campus.



Above: Instructor Jay Henderson (center) and Director of Training J.C. Wiegman point out some of the engine simulator's features to Rear Admiral Reilly.



Left: Pictured from left to right are American Service Technology CEO John Mason, SIU Executive VP Augie Tellez, Paul Hall Center Director of Training J.C. Wiegman, Rear Admiral Reilly, Paul Hall Center VP Don Nolan and Paul Hall Center Safety Director Jimmy Hanson.

Annual Jones Act Report Upbeat

OSG's Whitworth says Domestic Fleet Is 'Strong and Vibrant'

The American Jones Act fleet is "strong and vibrant," with 39,156 vessels, a 59 percent increase during the past 40 years, according to Jonathan P. Whitworth, senior vice president of Overseas Shipholding Group (OSG) and head of OSG America Inc.

Whitworth's remarks came May 1 during the release of a "State of the Jones Act" report at a luncheon sponsored by the D.C. Chapter of the International Propeller Club of the United States. The report was prepared by the Maritime Cabotage Task

Force (MCTF), a national maritime organization focused on America's domestic fleet.

MCTF Chairman Philip M. Grill noted in the report, "Although the Jones Act governs domestic shipping, it plays a critical role in helping defend our nation from threats overseas. America's Jones Act fleet remained on guard in 2006, moving U.S. troops and supplies around the globe...."

"MCTF is confident that 2007 holds more good news for America's Jones Act fleet and those who rely on its services.

Foreign nations may seek to become a part of America's billion-plus ton domestic maritime trade, but as long as the Jones Act remains the foundation of U.S. domestic maritime policy, this industry will remain American-owned, American-built and American-crewed."

Part of Whitworth's presentation addressed the common misperception that the U.S. flag industry is small and shrinking because observers tend to focus only on the self-propelled ocean-going part of the fleet. But the Jones Act fleet, which encom-

passes most of the American-flag fleet, is "growing in both size and carrying capacity, particularly among the largest cargo vessels," he said, "and is among the largest in the world."

Whitworth also said that political support for the Jones Act has been crucial to the continued investment in this segment of the marine transportation system. "Without a stable legal regime and regulatory environment to ensure a level competitive playing field—which the MCTF has worked so hard to keep in place—investment in this industry would dry up," he said. "There is clear recognition by our political leaders that a strong domestic maritime industry—vessels, crews, companies—is vital to U.S. economic and national security."

Whitworth noted that OSG has invested more than \$2 billion in Jones Act assets over the last three years. That figure includes the 13 Jones Act product tankers on order, under construction, or recently delivered from Aker Philadelphia Shipyard, as well as an additional six articulated tug barges the company recently announced it will add to its Jones Act fleet. He also noted that over

the last decade, numerous new containerships, cruise ships, fast ferries, offshore supply vessels, towboats, tugboats and barges have been added to the fleet.

"The Propeller Club is a great public forum to discuss the maritime industry and its importance to the nation," said Darrell Conner, president of the Propeller Club's D.C. Chapter. "Mr. Whitworth's presentation was enlightening and offered a new perspective on the domestic Jones Act fleet, showing that contrary to conventional perception that segment of the industry is dynamic and growing."

The MCTF hopes that the report will help educate the public and policy makers on the state of the domestic maritime industry by ensuring that decision-makers have a complete picture of the composition of the domestic maritime fleet. A copy of the entire report—in PDF format—can be found on the MCTF web site at www.mctf.com.

The International Propeller Club of the United States, Port of Washington, D.C. is a grassroots, non-profit organization dedicated to the enhancement and wellbeing of all interests of the maritime community on a national and international basis. Its goal is to educate legislators and the public on the importance and necessity of all waterborne commerce.

Labor Promotes 'Free Choice Act'

American Rights at Work on May 21 conducted "A Solution to the Middle Class Squeeze: The Employee Free Choice Act," a special briefing and discussion on the important role the right to organize plays in maintaining the American middle class.

Conducted at the Dirksen Senate Office Building in Washington, D.C., the meeting was attended by a bipartisan coalition of policymakers who support the Employee Free Choice Act (EFCA)—proposed legislation that, if enacted, would ensure that workers have a free choice and a fair chance to form a union. Among other presenters, the event's principal speakers were Wade Henderson, president and CEO, Leadership Conference on Civil Rights; and Mary Beth Maxwell, executive director, American Rights at Work.

The EFCA, if enacted, would amend the National Labor Relations Act to establish an efficient system enabling employees to form, join or assist labor organizations. Additionally, it would provide for mandatory injunctions for unfair labor practices during organizing efforts, and for

other purposes. Hailed as organized labor's top legislative priority, the EFCA (H.R. 800 and S. 1041), the bill on Feb. 5 was brought before the House of Representatives by Reps. George Miller (D-Calif.), Robert Andrews (D-N.J.), and Peter King (R-N.Y.). The measure on March 1 was passed in the House by a 241-185 margin. Sen. Ted Kennedy (D-Mass.) on March 29 introduced the legislation in the Senate where it twice was read and referred to the Committee on Health, Education, Labor, and Pensions.

Momentum around the country continues to mount toward building a majority of support in the Senate for this critical bill. The measure already has picked up 46 other co-sponsors in the Senate, and a 48th senator has indicated he will vote for it.

Further, a growing number of organizations outside of the labor movement support workers' rights and the EFCA. Resolutions of official support for the EFCA have been passed by local governments in cities, counties and states coast to coast, ranging from Miami to Boston to Portland.

Nearly 40 more are pending in places ranging from Los Angeles to Buffalo.

Earlier this year, the AFL-CIO Maritime Trades Department weighed in with a resolution of support for the EFCA. The MTD noted that the right of workers to form unions and bargain collectively "is an internationally recognized human right that is essential to a free and democratic society. Unfortunately, sweeping changes in the international economic system, unfair management practices and loopholes in existing labor laws are threatening that right in the United States. While research shows that nearly 60 million U.S. workers would vote to form a union, many won't be given that chance. This must change."

The EFCA would require all employers to abide by card-check recognition when more than 50 percent of the workers sign up for union representation. It also provides for mediation and arbitration in first contract situations and imposes stiffer penalties on employers who violate their employees' right to organize.

In promoting the legislation, the AFL-CIO recently cited a Cornell University scholar who studied hundreds of organizing campaigns and found that 92 percent of private-sector employers, when faced with employees who want to join a union, force workers to attend closed-door meetings to hear anti-union propaganda. An estimated 80 percent require supervisors to attend training sessions on attacking unions, and 78 percent require that supervisors deliver anti-union messages to workers they oversee.

Studies also have shown 75 percent hire outside consultants to run anti-union campaigns, often based on mass psychology and distorting the law. Half of employers threaten to shut down partially or totally if employees join together in a union; in 25 percent of organizing campaigns, private-sector employers illegally fire workers because they want to form a union. Even after workers successfully form a union, in one-third of the instances, employers do not negotiate a contract.

The EFCA is designed to remedy these problems.

Observing Maritime Day on the Pless



Seafarers and officers aboard the prepositioning vessel *Maj. Stephen W. Pless* conducted a National Maritime Day ceremony a bit early this year, casting adrift a ceremonial wreath in Busan, Korea on May 18. Pictured aboard the ship are (from left) Bosun Bernard Hutcherson, AB Denetrica Brooks and AB Brian Jones. Thanks to Capt. Robert Burke for relaying the photo to the LOG. (See back page for coverage of National Maritime Day ceremonies that took place in Washington, D.C.)

ITF's Cotton Honored in NY



International Transport Workers' Federation (ITF) official Stephen Cotton (left) was honored April 19 in New York City by the Seafarers & International House, a Christian mission for mariners. Here, he is congratulated by SIU President Michael Sacco. Cotton serves as secretary of the ITF's Special Seafarers Department. He received the "Outstanding Friend of the Seafarers Award." During the ceremony, Cotton discussed the host organization's endeavors; the ITF's UK-registered charity (the Seafarers Trust); the federation's affiliates and network of inspectors; its participation in the International Bargaining Forum, and more. Seafarers & International House provides ship visitation and pastoral care to mariners. It also offers lodging for seafarers and other travelers.

Notice to CIVMARS Regarding Illness or Injury During a Voyage

Recently the union has learned of members' concerns about completing the proper paperwork to help ensure the processing of the appropriate workers' compensation forms after a report of CIVMARS illness or injury during a voyage. The Federal Workers Compensation Program requires that CIVMARS follow certain rules and file certain forms exactly as spelled out under the provisions of the Federal Employees Compensation Act (FECA).

Any CIVMARS who is injured, ashore or afloat, during a voyage should notify their MSO and get a copy of the written report filed by the MSO. Every injury or illness should be documented. CIVMARS should also contact MSFSC and ask to speak with the workers compensation department. Finally, CIVMARS should contact their union representative as soon as possible to learn more about the federal workers' compensation system.

Filing the forms and working through the procedures can be a very complicated process. In future issues of the LOG, the system will be summarized to help ensure CIVMARS know their basic rights and how to file the correct forms within the proper time frames.

8 Seafarers Reach Pinnacle of Deck Training

Addressing fellow Seafarers and unlicensed apprentices during the May membership meeting in Piney Point, Md., the union's newest class of recertified bosuns urged one and all to take advantage of the opportunities available through the SIU and its affiliated school.

The following bosuns (listed in the order in which they spoke at the meeting) completed the four-week recertification class at the Paul Hall Center for Maritime Training and Education: **John Knox, Burkley Cooper, Raymond Henderson, Ray Tate, Albert Williams, John Grosskurth, Thomas Grose and Rick James.**

The course, considered the top deck-department curriculum at the Paul Hall Center, blends hands-on training and classroom instruction. It also includes meetings with representatives from the Seafarers Plans and various SIU departments. Topics include fire fighting and other safety training; sealift operations; the amended STCW convention; small arms; computer skills; water survival; other international maritime conventions; the Seafarers Plans, and more.

At the membership meeting (which took place May 7), Knox kicked off the graduation speech-



Following graduation, the newly recertified bosuns are pictured at the Paul Hall Center along with family members and SIU officials.

es by noting he joined the union in 1969 and has sailed around the world numerous times. He described his overall experience at the school as beneficial and noted it will help him do a better job aboard ship.

Cooper, who has sailed with the union since 1996, thanked the Paul Hall Center instructors for doing "an excellent job. They were all great to work with and I learned a lot."

Henderson, a frequent upgrad-

er who joined in 1994, said going all the way back to his experience as a member of trainee class No. 553, "The courses here are great and the teachers understand the subjects. Beyond that, the union has taken care of me and given me a job in which I can take pride and grow. The SIU has been great to me."

He cited the conflict resolution training as an especially valuable component of the recertification course.

Tate first signed on with the SIU in 1986, sailing four years in the inland division before switching to deep sea. "I thank the instructors, administrators, fellow members and our union leadership," he stated. "Our union gets stronger every year. The SIU has given me a good life."

He added that safety training was a highlight of the course—fire fighting, first aid, and small arms.

Williams, who first sailed with the SIU in 1967, said the union remains "an important part of my life because of the job opportunities and the benefits."

He also described the school as "a comfortable learning environment for all mariners. The training I got here is everlasting and will help me perform my job better. I would encourage everyone to come here and take the training that's offered."

Grosskurth joined the union in 1990. During his most recent experience at the Paul Hall Center, "I learned new skills and developed a deep respect for all



Computer training (above and at left) is part of the four-week curriculum.

John Grosskurth (left) takes aim on the small arms range, under the guidance of Instructor Robbie Springer.



Words of Advice And Encouragement

In customary fashion, the latest group of Seafarers completing a recertification class offered brief but valuable counsel to the unlicensed apprentices attending last month's membership meeting.

Here's a sampling from the recertified bosuns who graduated May 7 in Piney Point, Md.

John Knox

Study hard and work the same way. Never be afraid to ask questions.

Burkley Cooper

Study hard and learn to work with your classmates.

Raymond Henderson

I know it seems like you're at the school a long time, but these instructors know what they're talking about. On the ships, look, listen and learn.

Ray Tate

The sea is terribly unforgiving of carelessness. Pull your weight, get the training, and do more than just getting by.

Albert Williams

You've made a wise career choice. Study hard, learn to work together. On the ship, work hard, work safe and ask questions.

John Grosskurth

If you don't ask, you may never know. You're part of a family here.

Thomas Grose

You're walking in 70 years of SIU tradition.

Rick James

It's good to see the new faces coming into the union. Study hard and don't hesitate to ask questions.

those who make the SIU great. I enjoyed my stay and learned a lot."

Since joining the union in 1990, Grose had upgraded a half-dozen times before enrolling in the recertification class. "Piney Point is a family-friendly school," he pointed out.

"The SIU has helped me live a life of travel and adventure," he continued. "Most people could only dream of such a life, and I wouldn't trade the experience. Thanks to our union leadership, we have job security, a great med-

ical plan, and working conditions that are safe and reliable."

James, also a frequent upgrader and a Seafarer since 1991, described the SIU as "an institution that actually stands behind its membership. I thank our union leadership as well as the instructors here at the school."

He called the recertification training "the high mark for me in the SIU. It took years to get here and I feel I've gained the knowledge to do a better job on board ships."



Bosuns participate in water survival training.



Burkley Cooper (left) shows the ropes to Unlicensed Apprentice Amer Saleh.

Six Scholarships Awarded to SIU Dependents



Sarah M. Abdelwahab

Sarah Abdelwahab is graduating this year as a diploma candidate in the International Baccalaureate (IB) Program at Southwest High School in Minneapolis, Minn., where she has been an outstanding student.

After researching antibiotics at a microbiology camp at the University of Wisconsin last summer, she became very excited about medical research

and has focused her sights on attending medical school. On the way to that objective, she has applied to Cornell University (Ithaca, N.Y.), University of Minnesota (Minneapolis), Columbia University (New York) and the University of Chicago.

"Learning about life at its simplest form is vital to increase our knowledge of life in its larger forms," she wrote on her scholarship application form. "The sciences help humans understand new hazards and aid in determining the steps that should be taken. ... Additionally, I would like to become a pediatric cardiologist. Many children die of heart disease each year untreated, and without [access to medical care], these children do not get a chance to live."

While the IB curriculum takes a huge amount of time and effort, the 16-year-old also is very active with volunteer work, sports and other school activities. She has worked many hours volunteering at the public library, the Minnesota Historical Society, teaching tennis to children at an inner-city tennis program, and participating in Amnesty International. She has been a valuable member of the school's tennis and badminton teams, is captain of the math team, editor of the school newspaper, member of the debate team and historian for the National Honor Society.

Sarah Abdelwahab is the oldest of four children of Ekram Ahmed and **Mohamed M. Abdelwahab**. Her father joined the SIU in 1992 and sails as an AB, most recently aboard the *Maersk Arkansas*.



Alice Cooper

Alice Gail Cooper is graduating this year from Duncan U. Fletcher High School in Neptune Beach, Fla. with a 4.7 GPA. She has dreams of becoming a writer and scholar of the English language and has applied to three schools in Florida: University of North Florida (Jacksonville), New College of Florida (Sarasota) and Flagler College (St. Augustine). Following her under-

graduate studies, she hopes to continue her education and receive a Ph.D. in English language—and "make my own name in the world."

The 18-year-old works hard in every aspect of her life, and it shows. She maintains a straight A average and this year received the National Merit Commended Scholar award for her SAT scores. She plays trombone and is band captain in her high school band. Additionally, she is an officer in the National Honor Society and in Mu Alpha Theta (the math honor society). Cooper has been a vital part of a Girl Scout troop for the past eight years and also is active in the community, displaying her concerns by monthly visits to the local Ronald McDonald House, beach clean-ups and helping support a family of eight (adopted by her Girl Scout troop four years ago). And, in her spare time, you can find her baby-sitting, house-sitting and pet-sitting for neighbors and friends.

Alice Cooper (yes, she says, she does get a lot of reaction to her name by people saying, "Hey, did you know that your name is the same as that guy who sang 'School's Out'?") is the daughter of Cora and **James Martin Cooper III**. Her dad, an SIU member since 1974, sails as a tug captain aboard Crowley Maritime Corp. vessels.

Nicole K. LaPointe applied for the college scholarship last year but was not one of the selected students. That didn't stop her from continuing her education at the University of Tampa, where she is majoring in government and world affairs, with a minor in French. She also

Fifty-four years after awarding its first scholarships, the Seafarers Health and Benefits Plan program is still going strong. In 1953, four full college scholarships were given out in the amount of \$1,500 each, for a total of \$6,000. This year, \$120,000 is being divided up between six scholarship recipients. All are daughters of SIU members or pensioners. On this page are brief descriptions of the backgrounds and educational goals of the six college-bound students.



Nicole K. LaPointe

hopes to master the French language and study abroad. "I hope to partake in the student delegation sent from the University of Tampa to Harvard University's Model United Nations and to intern in Washington, D.C.," she wrote on her application form. "With a bachelor's degree in political science, I aspire to help solve international problems by promoting social progress, better

living standards and human rights. It may sound like a cliché, but I am sincerely interested in making the world a better place."

LaPointe graduated last year from York High School in York, Maine where, in addition to a challenging academic schedule, she also was active in a number of extracurricular activities and community service. She played varsity field hockey, junior varsity softball, earned induction into the school's World Language Honor Society, served on the prom committee and took photos for the yearbook. She was an active member of Interact (a school community service organization), the St. Christopher's Youth Ministry (where she helped rebuild houses in West Virginia in 2004), participated in church plays and mission trips and volunteered at the York Hospital. As a high school student, she also spent the summer months working as a take-out manager at a restaurant and during the school year worked part-time at Banana Republic as a sales associate.

Nicole LaPointe will use her scholarship award to continue her studies at the University of Tampa or to attend the University of Texas at Austin or the University of New Hampshire in Durham. She is the daughter of Annette Bettencourt and **Robert LaPointe**, a 28-year veteran of the SIU who sails as an AB aboard Great Lakes Dredge and Dock Company's *Padre Island*.



Justin M. Lopez

Justine Lopez has had to overcome many hardships and obstacles in her 18 years, but she has never let them hinder her passion for education.

"Coming from a poverty-stricken country like the Philippines," she wrote on her application form, "I built a thirst for life and always wanted to be successful."

After coming to the United States and

attending 15 different schools, she finally made her home at Henry Foss High School in Tacoma, Wash., from which she graduates this month.

She stated that the most fulfilling experience she had at Foss was participating in ASB (Associated Student Body). It helped her realize her career choice—teaching.

"At Foss, I was able to tutor kids after school, join sports teams, travel to statewide student conferences, join clubs and become a leader—fulfilling dreams I would never have been able to do if I had stayed in the Philippines. After realizing how important education is and how important it is to me, my dream is to become a teacher." She also would like to minor in administration.

The 18-year-old Lopez has applied to four Washington institutions: Seattle University, University of Washington, Western Washington University and Seattle Pacific University.

Lopez has been a well-rounded student, taking the most rigorous coursework offered at Henry Foss High School. Her academic achievements include the National Honor Society, Student of the Month and Show Choir. School-

related activities consist of ASB senator, Key Club, Fish Club (a Christian Outreach program), FAYA-Filipino awareness, Hop Hop Club, Spanish Club, MESA, homecoming royalty, and member of the tennis, cross-country, basketball and track and field teams.

Justine Lopez is the daughter of Maria and **Oswaldo Lopez**. Her father, who joined the SIU in 2000, sails as an oiler, currently aboard Transoceanic Cable's *Tyco Dependable*.



Marian O'Neill

Marian O'Neill came to Kent Place School (an independent, non-sectarian college-preparatory day school for young women) in Summit, N.J. through the New Jersey SEEDS Program (Scholars, Educators, Excellence, Dedication and Success). SEEDS identified her as being economically disadvantaged but academically able, and her college counselor agrees that

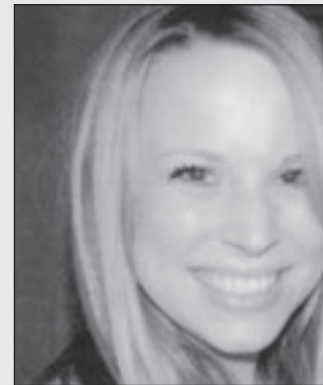
SEEDS chose well. She graduated from the school this month.

In her application letter, O'Neill states that "becoming a leader in my Kent Place School community has led me to pave future goals for myself." Her interests lean toward the medical field. She plans to major in biology and minor in Spanish, eventually going to medical school. "By combining my interests in the life sciences and linguistics, I feel that I can make a difference both locally and worldwide. I would like to travel to poorer countries, in South America or Africa, and apply my medical skills there."

She has applied to New York University, Columbia University and Barnard College (all in New York) as well as Johns Hopkins University in Baltimore.

O'Neill, 18, is a member of the Spanish Honor Society, Mu Alpha Theta (math honor society) and La Alianza (cultural heritage club). She played softball, was a mathematics and science peer tutor and a co-editor of the foreign language literary magazine, among other activities. Last summer she was accepted to a program at the University of Medicine and Dentistry of New Jersey where she conducted research on the absorption of sugars in the rat small intestine and presented the results of her research in a final symposium.

Marian O'Neill is the daughter of Maria Adorno and **Guillermo O'Neill**. Her father, who joined the union in 1959 and retired in 1995, sailed as a QMED.



Jenna M. Stillman

A 2006 graduate of Hickory High School in Chesapeake, Va., Jenna Stillman has just finished her first year at Christopher Newport University (CNU) in Newport News, Va. The \$20,000 scholarship will help her complete her studies in biology and environmental science. Eventually, she hopes to get a master's degree in science and apply that to any future goals she develops in graduate school.

In high school, O'Neill took many honors classes, was a member of the yearbook staff, played the viola in the school orchestra and was a passionate equestrian. She served as a 4-H camp counselor, helped with community clean-ups and volunteered at the Virginia Marine Science Museum.

While at CNU, the 18-year-old was one of a select few students admitted to the University's Leadership Program. The distinction of being a program scholar carries the responsibility to complete additional courses for a leadership minor and participate in numerous community service projects sponsored by the university. She also has involved herself in a number of campus activities, including election as class historian for the Class of 2010 and as historian of the CNU's equestrian team. Additionally, she is developing a web site for the team. To help ends meet, O'Neill also waitresses part time at a local restaurant.

Jenna Stillman is the daughter of JoAnne and **Jerry Stillman**. Her father joined the union in 1981. While not currently working due to a heart attack, he most recently sailed last year as an AB aboard Maersk Line, Ltd.'s *USNS Sisler*.

Global Sentinel Dives into New Mission

Editor's note: This article was submitted by Chief Steward Shawn Fujiwara while aboard ship. The cable-laying project was successfully completed earlier this year, shortly after this piece was written.

Since 1991 when the cable ship *Global Sentinel* first set sail, she has installed thousands of miles of fiber-optic cables on the floors of oceans all over the world. No job was too big for the mighty *Sentinel* and her crew.

Now, off the coast of California, the *CS Global Sentinel* is being tasked with a very interesting installation—laying a new, first-of-its-kind power and fiber-optic cable. Specifically, a 10-kilowatt electrical power and fiber-optic cable

for a power socket 52 kilometers into Monterey Bay, Calif. This will be the smallest yet one of the most important installations the ship has ever undertaken.

For decades, scientists who wanted to study ocean changes and sea conditions had to rely on batteries to power their instruments, which were relatively short-lived. Now, that is about to change, thanks to years of development by the Monterey Aquarium Research Institute (MBARI), and financial support from the National Science Foundation.

In March 2007, the *Global Sentinel* and her crew will carefully lay 52 kilometers (32 miles) of power and fiber-optic cable the size of a garden hose in Monterey Bay. The cable will be laid from the shore end at Moss Landing to the resting place of a node about 3,000 feet beneath the waves, where various instruments can be plugged in and receive power on which to run and in turn send back live data via the fiber-optics to the shore station.

Called MARS, short for Monterey Accelerated Research System, this will allow scientists access 24 hours a day, seven days a week over long periods to study the ocean in real time. The

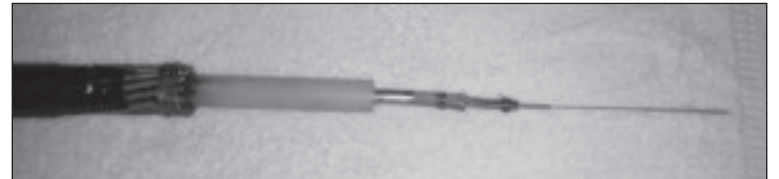
cable will follow the shelf along the north side of the bay and be buried about a meter beneath the sea floor to minimize the impact to sea life in the area. At the end of the cable will be a five-ton node where up to eight different sensors of all types can be plugged into the system. Some of the sensors to be installed are quake sensors to detect earthquakes along the earth's plates; another will be a low-light camera, to peer into the darkness of the deep. To plug in a system, scientists will send down an ROV (remote operated vehicle) and connect the instruments into the socket that sits permanently on the shelf in 900 meters (about 3,000 feet) of water.

The *CS Global Sentinel* is manned in all unlicensed departments by the SIU. Deck and engine officers are manned by the AMO, while ROV operators are from Tyco's submersibles division. The various other technical personnel are from Tyco's electronics divisions.

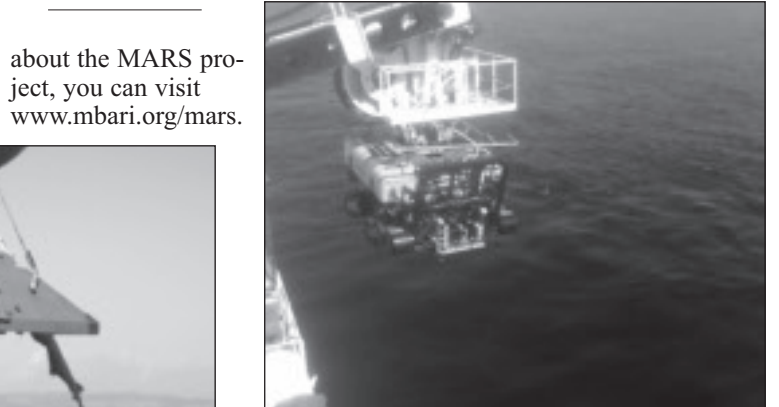
The MARS project is to serve as a test bed for more extensive ocean observatories in U.S. and Canadian waters. To learn more



Photo by Todd Walsh, MBARI
The *Global Sentinel* launches a plow used to bury cable beneath the sea floor's surface.



Fiber-optic cable carries data (including video) from under the sea to the land station.



A remote operated vehicle (ROV) is used to help install the new fiber-optic system.



Chief Steward Shawn Fujiwara

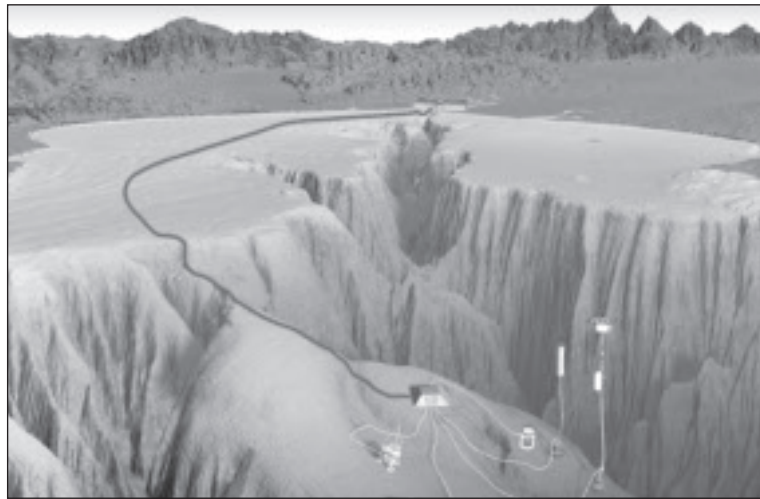
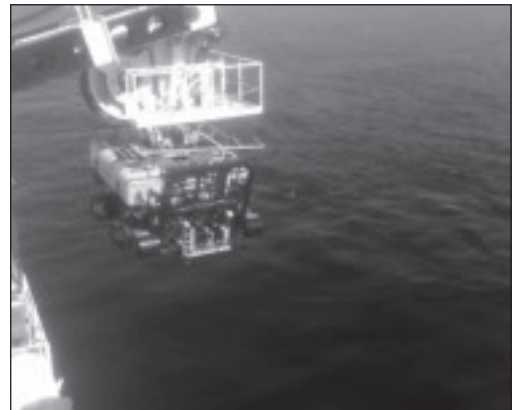


Illustration courtesy MBARI
This artist's rendering reflects the basic layout of the newly installed cable and instruments, and how data is transmitted back to shore.



A five-ton node with protecting casing can house different sensors used by scientists.



A remote operated vehicle (ROV) is used to help install the new fiber-optic system.

about the MARS project, you can visit www.mbari.org/mars.

USNS Shasta Rescues 5 After Fire on Cargo Ship

Members of the SIU Government Services Division sailing aboard the ammunition vessel *USNS Shasta* helped rescue all five mariners from a disabled cargo ship May 12 in the Western Pacific near Saipan, according to the U.S. Military Sealift Command (MSC).

Just after sunset, the *Shasta* received a request from the U.S. Navy's 7th Fleet Battle Watch Center to assist the ill-fated *MV Haurosi*, which had reported an engine room fire. Traveling at full speed, the *Shasta* made the 90-mile voyage to the *Haurosi's* location in about four hours, using the transit time to prepare the flight deck for helicopter operations and ready the *Shasta's* towing and fire fighting equipment.

"As we approached, we could see the crew on deck waving flashlights," said R.J. Bellfi, the *Shasta's* master.

After refueling a U.S. Navy helicopter from Guam that was already on the scene, *Shasta* crew members dispatched a boarding team to the *Haurosi* in the MSC ship's rigid-hull, inflatable boat.

Upon boarding the 93-foot *Haurosi*, personnel from the *Shasta* saw that the fire had been extinguished, but the ship was adrift without propulsion or other power. The crew fared okay, however. According to one of the *Shasta's* officers, "They were a bit exhausted, but appeared to be in good shape."

The *Haurosi* reportedly was

five days into a voyage from Pusan to the Solomon Islands when the fire occurred.

The *Shasta* set up temporary lighting to monitor the ship throughout the night. The following morning, in rain showers and gusty winds, the *Shasta* attached a tow line to the *Haurosi* and set course for Saipan, the nearest port.

"We had a lot of rigging to accomplish to get the towing bridle aboard and in place," said Bosun's Mate Ronald Hanses, a key member of the boarding team. "Without mechanical power, it was a tough job pulling a towing rig from one ship to another. It helps to have that knack for improvising."

All five *Haurosi* crew members were transferred to the *Shasta*

where they received general medical services, a hot meal, clean clothing and a place to sleep. *Shasta* crew members donated \$800 for their counterparts from the *Haurosi*, all citizens of the Solomon Islands.

The *Shasta* safely delivered the other ship and its crew to Saipan on May 14.

"We were well-equipped and had the seamanship experience to provide assistance for this rescue," said Bellfi. "There is a support network out there, always on watch, and we are part of it."

The 564-foot, 20,000-ton *Shasta* is one of MSC's five ammunition ships and is one of 39 ships in the Naval Fleet Auxiliary Force program that provide logistics support to U.S. Navy warships operating in the Western Pacific and Indian Oceans. The ship has a crew of 134 civil service mariners employed by MSC as well as two military personnel.



The *USNS Shasta* is crewed by members of the SIU Government Services Division.

Union, School Thank Eglinton



During the May membership meeting in Piney Point, Md., recently retired Paul Hall Center Director of Training Bill Eglinton (fourth from left) was recognized for his years of outstanding work. He received a ship's wheel from the SIU and its affiliated school which in part read, "Like the U.S. Merchant Marine itself, for 34 years you have delivered the goods." When presenting the wheel, SIU Executive VP Augie Tellez (third from left) noted that although Eglinton officially retired earlier this year, "We're not letting him get away that easily. We all still benefit from his knowledge, expertise and dedication." Eglinton continues looking out for mariners' interests by serving on several key maritime committees and related delegations addressing (among other topics) mariner training and credentialing. Pictured at the membership meeting are (from left) SIU VP Government Services Kermet Mangram, SIU VP Atlantic Coast Joseph Soresi, Tellez, Eglinton, SIU VP Contracts George Tricker and SIU President Michael Sacco. (An article about Bill's retirement was published in the April LOG and remains available on line at www.seafarers.org.)

Maersk Crew Members Attend Safety Seminars

Twenty-two crew members from Seafarers-contracted Maersk Line Limited last month attended safety seminars at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md.

The Maersk group on May 9 completed the two-day class which honed as well as supplemented their individual safety skills. Among several other significant topics covered during the seminars, the mariners studied job safety analysis, risk of electrical shock, communications/leadership and harassment/discrimination. Maersk officials Capt. Robert Powell, Kim Estes and Ed Hanley, Cal Hayden, Dennis Houghton, Fred Olsen, Tom

Ulrich and Dan Marsh each met with the mariners as did SIU Executive Vice President Augie Tellez. Additionally, Lois Stephenson and Jay Henderson of the PHC each conducted seminars.

Those who successfully completed the training and the respective vessels on which they sail were: Bosuns **Mark Coleman** (*USNS Pomeroy*), **Morris Foster** (*USNS Altair*), **Tim Girard** (*Maersk Alabama*), **James Gregory** (*USNS Charlton*), **Adrian Jones** (*USNS Pomeroy*), **Steve Kastel** (*Meteor*), **Clarence Poore** (*USNS Watson*), **Henry Peterson** (*USNS Watkins*) and **Denyse Sineath** (*USNS Loyal*); AB **Francisco Bravo** (*USNS Denebola*);

QMEDS **Donald Christian** (*MV Maersk Virginia*), **John Collins** (*SL Pride*), **Ralph B. Garner** (*USNS Pomeroy*), **Jurgen Gottschlich** (*USNS Pollux*), **Michael Kirby** (*SL Achiever*) and **Michael Seyler** (*USNS Denebola*); Chief Steward **John L. Gibbons** (*PFC James Anderson Jr.*); and SBs **Shirley E. Adkins** (*USNS Soderman*), **Edward Banks** (*USNS Denebola*), **Ed Collins** (*SL Pride*), **Gerhard Schwarz** (*SL Quality*) and **Christopher Sykes** (*SSG Edward A. Carter*).

Each of the crew members was asked to complete a course evaluation form at the conclusion of their training. According to Maersk, the feedback was very positive for the entire program.



Seafarers, Maersk officials and Paul Hall Center staff members are pictured at the school during a short break.

Mariners said the training definitely would benefit them while performing their daily duties aboard their respective vessels.

Maersk officials thanked the PHC staff for its contribution in making the entire experience a positive and successful one for the crew members.

Safety training is a staple of many curriculums at the Southern Maryland-based maritime training complex. The school offers dozens of Coast Guard-approved classes concentrating on ship-board safety as well as specialized courses such as STCW Basic Safety Training (BST).

Transportation Workers Rally in D.C.

Thirty-nine students from the Seafarers-affiliated Paul Hall Center for Maritime Training and Education on May 17 participated in the nationally publicized transportation workers rally on the National Mall.

Clad in their trademark "Lundeberg Stetson" caps, the unlicensed apprentices from the Piney Point, Md.-based maritime training complex functioned as marshals and provided varying levels of security for the hordes of rally-goers and VIPs who turned out to support the event. Thousands of transportation workers dressed in red and blue shirts and their supporters came together to push for an end to federal policies which they sug-

gest put profits ahead of safety and security and which put corporate needs ahead of workers. The workers arrived from all across the country, including Alaska, Hawaii and the U.S. territory of Guam, to tell lawmakers and administration officials: "Enough Is Enough."

The rally was led by the International Association of Machinists and Aerospace Workers (IAM), and was dubbed the Transportation Day of Action. Used as a forum to put transportation workers' issues on the 2008 presidential agenda, those in attendance told presidential candidates that they will hold elected officials accountable. Workers—more than 1,000 in total—representing 26 unions turned out in support of the event.

IAM President Tom Buffenbarger told the crowd that hundreds of thousands of workers have lost jobs, pensions and health care while CEOs and senior executives rewarded themselves with outrageous compensation packages.

AFL-CIO Secretary-Treasurer Richard Trumka stated that working people are responsible for electing the new Congress and that we will hold them accountable.

"We're here today to remind the members of the new Congress we elected last year that Labor 2008 is already under way," Trumka said. "We're here to remind them of the pledges of support they made on issues vital to the transportation workers

who keep our country moving every day. We're here to remind them of their commitments of support for our working families agenda: good jobs, decent wages, fair trade, better schools, secure retirement, affordable health care and the freedom of every worker to make their own decision to join a union."

Presidential candidates Senators Hillary Clinton (D-N.Y.) and Joseph Biden (D-Del.) and Rep. Dennis Kucinich (D-Ohio) each addressed the attendees. Former North Carolina Senator John Edwards and New Mexico Governor Bill Richardson appeared via video. Collectively, they told the crowd they will look after working people's agenda in 2008 and beyond. In addition to the candidates, other members of Congress and former Transportation Secretary Rodney Slater spoke.

Transportation workers asked the 2008 presidential candidates to promise to:

- Appoint individuals who support workers' rights to national labor boards, such as the National Mediation Board (NMB), which oversees labor issues in the rail and airline industries.

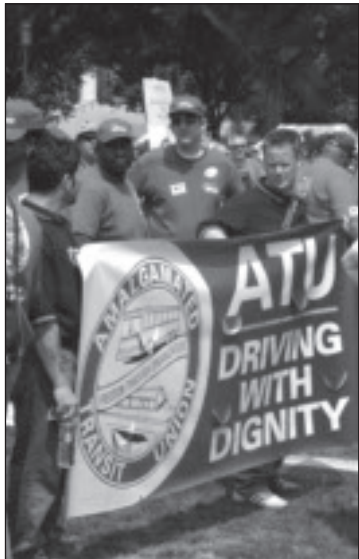


Workers assemble at the start of the demonstration.

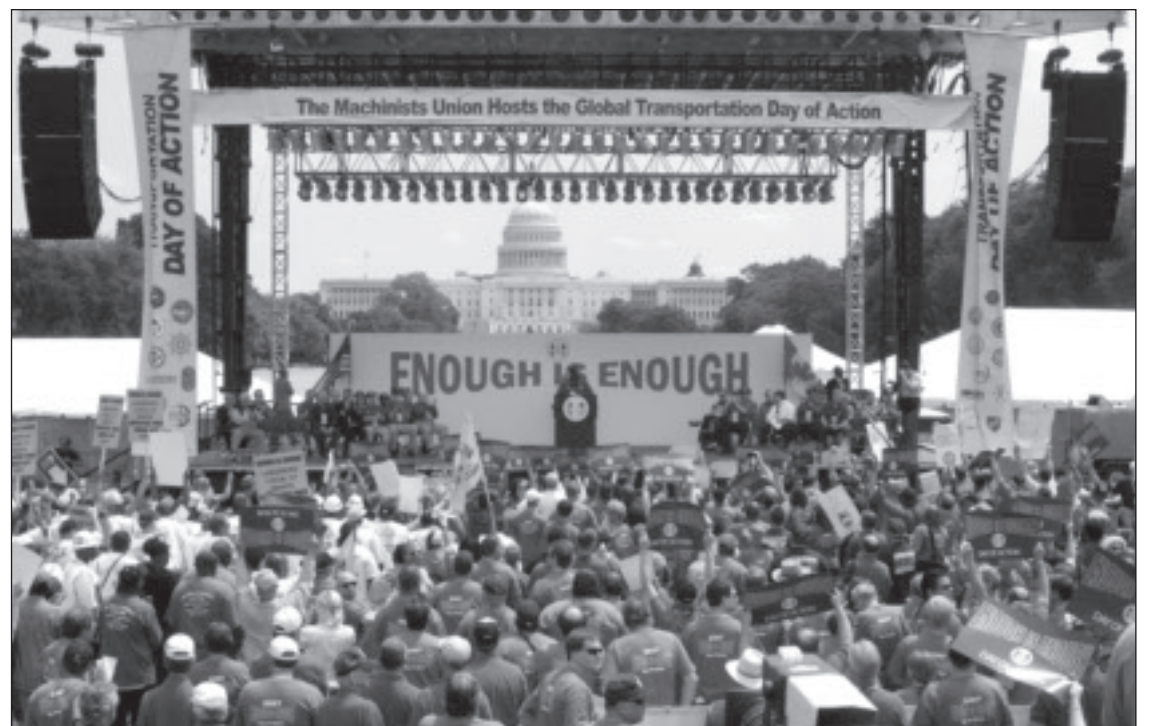
- Protect and defend workers' pensions. During the slew of airline bankruptcies in the past six years, 195,500 workers have lost their pension plans. After years of taking smaller paychecks to put more money into pension accounts, these airline employees saw their accounts liquidated. By terminating these employee pensions, airlines have shed more than \$20 billion in costs.
- Promote and enhance Amtrak, America's passenger rail system.
- Support aviation legislation

that ensures good jobs in the private and public sectors, honors workers' bargaining rights and strengthens the safety and security of the aviation system.

- Fight for laws that would make security training mandatory for front-line transportation workers.
- Counter the effects of globalization on the transportation industry, which include outsourced jobs and threatened safety and security standards.
- Boost investment in our public transportation, highway system and ports.



Above and below: Members from 26 unions—some from as far away as Hawaii, Alaska and Guam—demonstrated in the nation's capital.



Thousands of workers participated in the transportation workers rally May 17 in Washington, D.C.

USNS Watkins: A 'Modern Marvel'

The SIU-crewed *USNS Watkins* was featured on the History Channel program "Modern Marvels: More Military Movers," which aired April 21.

The *Watkins*—one of 19 large, medium-speed, roll-on/roll-off ships (LMSRs) in the Military Sealift Command (MSC) fleet—is operated by Seafarers-contracted Maersk Line Limited. The History Channel program spotlighted LMSRs as being the largest non-combatant ships in the military. Each of the vessels measures nearly a thousand feet in length (as big as many aircraft carriers) and can carry enormous

amounts of cargo.

Described by Modern Marvels producers as "the mother of all military movers," the LMSR was one of six key military transportation platforms featured on the hour-long program. Also featured were the V-22 Osprey Aircraft, the Boeing CH-47 Chinook, the Expeditionary Fighting Vehicle, the Boeing KC-135 Stratotanker and the Heavy Expanded Mobility Tactical Truck. As stated in the Modern Marvels narrative: "Wherever they're (LMSRs) deployed, they can make or break the fight."

LMSRs constitute one of

MSC's newest classes of ships and have significantly expanded the nation's sealift capability. The ships can convey vehicles and equipment to support humanitarian missions as well as combat missions. The 15 new construction vessels (four others were converted) have a cargo carrying capacity of more than 380,000 square feet, equivalent to almost eight football fields. In addition, LMSRs have a slewing stern ramp and a removable ramp that services two side ports making it easy to drive vehicles on and off the ship. Interior ramps between decks ease traffic flow once cargo is loaded aboard ship. Two 110-ton single pedestal twin cranes make it possible to load and unload cargo where shore-side infrastructure is limited or nonexistent. A commercial helicopter deck was added for emergency, daytime landing.

Like most of the other LMSRs, the *USNS Watkins* is named after a Medal of Honor recipient. Army Master Sgt. Travis E. Watkins (1920-1950) was awarded the Medal of Honor posthumously for his gallant leadership when an overwhelming enemy force broke through



The SIU-crewed *USNS Watkins* appears on the History Channel (above and at left).



Man Overboard: Memories from a 1958 Voyage

The following story was told to Doris Robinson by her late husband, Milton Robinson, who was an SIU seaman. He joined the union in 1941 and retired in 1969. A previous story was printed in the May 2007 issue of the *Seafarers LOG*.

This event occurred in the 1950s aboard the *Arizpa*, a cargo ship (owned by the Waterman Company from Mobile, Ala.) bound for Europe. I sailed as bosun that trip and was in charge of the working crew on the deck. That included everyone who performed the duties of painting, chipping, caring for the lines and anything that pertained to the maintenance of the vessel.

One day, one of the crew

members jumped over the side of the ship. We had already set sail and were out in the wide open seas between Mobile and the Florida coastline heading toward the Atlantic Ocean and Europe.

One of the crew members in our department had been complaining that other members of the crew who were sleeping in the same quarters were threatening to throw him over the side. He had a very antisocial personality to start with and would not talk to anyone but me.

It was a beautiful, clear day with calm seas when the shout came: "Man Overboard!"

Oil was immediately poured over the sides of the ship to further calm the seas, and the lifeboats were made ready to go over the sides to rescue our shipmate.



A lifeboat was lowered from the side of the *Arizpa* in October 1958 (right) to rescue a fellow crew member who had jumped overboard. In photo below, the man has been rescued, and the lifeboat is being brought back on deck. Bosun Milton Robinson is top right, and the third mate, Mr. Hamilton, is standing at the deck's rail at right.



Two or three other crew members and myself were lowered over the side in a lifeboat, secure in our life jackets. We rowed out to the poor guy. He was pretty glad to take a helping hand, and he climbed aboard the lifeboat with us.

When we all got back aboard the ship, the captain, of course, thought it best to confine the guy in a safe place, completely away from the other shipmates. He still would talk only to me, so I took him his meals and talked to him.

We were not too far from Panama City, Fla., so we put in there to register him in a hospital for observation. But he was still very hostile. The third mate, Mr. Hamilton, and I were to take him handcuffed to the Marine Hospital for observation. But that was another harrowing experience. The man knew what was going on and naturally tried several times to escape from us. We did not put the handcuffs on him while we were all in the cab since we had him wedged between us. But as we exited the cab, he broke from us and made a dash for freedom, which resulted in me getting my shirt half-way torn off my back and abrasions on my arms. But I finally tackled him and we returned to the cab and arrived at the Marine Hospital.

I know we must have all three looked pretty disheveled as we arrived at the hospital desk to register.

All of us were promptly ushered in to see the doctor. The doctor came into the room, took one look at us and said, "Now, which one of you is the patient?" I guess we all did look a bit wild.

Whenever I would see Mr. Hamilton after that, we would recall the happening as "just another shipboard incident," although it could have been disastrous.

and isolated 30 men from his unit in Korea from Aug. 31 to Sept. 3, 1950.

A non-combatant vessel, the *USNS Watkins* is the sixth in the Watson class of LMSRs. The gas

turbine-powered ship is able to sustain speeds of up to 24 knots.

Generally, LMSRs are prepositioned in the Indian Ocean near Diego Garcia or in reduced operating status in U.S. ports.

Retired SIU Lakes Official 'Skip' LeBarron Dies at 71

David "Skip" LeBarron, a retired Seafarer and union official in the Great Lakes region, passed away Feb. 12 at Petosky (Mich.) Hospital following a long illness. He was 71.

LeBarron joined the SIU in 1961 in Detroit. He sailed for many years with Dunbar & Sullivan Dredging Co. He was active in organizing drives and spent much of the 1970s serving as a Lakes-area official before returning to the boats as a mariner in 1978. He retired six years later, in 1984.

Retired SIU Vice President Great Lakes Byron Kelley first met LeBarron in high school in Sault Ste. Marie, Mich. Both went to work in the inland division after graduation.

"Skip was an excellent organizer, so much so that he was 'borrowed' for campaigns in the Gulf," Kelley recalled. "He did an outstanding job representing the dredgemen on the Great Lakes, and he also had respect from the company people as well as that of the membership."

LeBarron's daughter Cindy



LeBarron sailed with and organized for the SIU.

Manthei stated, "I know he loved being part of the union. He enjoyed the work and kept lifelong friends he met in the industry."

LeBarron was a U.S. Navy veteran of the Korean War. A native of Hancock, Mass., LeBarron moved to Michigan as a teenager. His wife preceded him in death, passing away in 2001. He is survived by a son, a daughter, a stepson, a stepdaughter, a sister and 11 grandchildren.

With Seafarers on the Lakes



This snapshot of SIU boatmen was taken in Detroit. Standing left to right are ABs Abdul Hussein, Adil Hussein, Jim Jasman, Jeff Davis and Jess Chalker. They are employed by Great Lakes Towing Company.



East Coast — North Carolina

These two photos were snapped aboard the *MV Virginian* when SIU representatives serviced the vessel March 14 in Sunny Point, N.C. The *Virginian* is a commercially owned and operated ship under contract to the Military Sealift Command. U.S. troops around the globe rely on the vessel to bring them supplies and equipment. It has a massive (800-ton) crane, one of the largest sea-going cranes in the world, which is able to lift up to 65 tons at a time. The ship also has huge cargo holds, a stern ramp that vehicles can drive up, as well as a heavy-lift capability that allows the ship to move oversized cargo. The *Virginian* recently completed a voyage to Italy, Germany and Kuwait.

Enjoying lunch aboard ship are (left) STOS Matthew Green and (right) QMED Charles Hobbs and QMED Marc Poniatowski.



Seafarers: From Coast to Coast to Coast



Gulf Coast — New Orleans

Port Agent Chris Westbrook (center) conducts a recent membership meeting at the SIU hall in Harvey. To his right is Chief Electrician Randy Clark, who was acting as recording secretary; and to his left is Patrolman James Brown.



Ardeccia Hill is sworn in and receives her full "B" book from Patrolman James Brown in the New Orleans hall. Hill sails as an SA.



Prior to a recent school board meeting, Seafarers—in conjunction with the state and local AFL-CIO—joined with other unions to rally in support of the United Teachers of New Orleans, who are organizing and taking a stand to show that the union is back and growing after Hurricane Katrina. At the far left is Steward Nadine Butler; next to her, holding the Seafarers sign, is SA Arnell George.

U.S. Coast Guard Foundation Dinner, Honolulu

SIU officials and members were among the guests at a recent fundraiser for the Coast Guard Foundation, a not-for-profit group that raises money for scholarships for enlisted USCG men and women and to meet emergency family needs of Coasties. The dinner chair was Robert Kritzman of NCL America, and the keynote speaker was Sen. Daniel K. Inouye. It was the most successful fundraiser the Coast Guard Foundation has ever held in Honolulu.



Chief Steward James Brockington (left), SEATU Rep Amber Akana (center) and SIU Rep Frank Iverson.



SIU VP West Coast Nick Marrone (left) and SIU Rep Frank Iverson

Pacific Coast — Hawaii

Below: SIU member Wilfredo "Stretch" Scales (left) takes the SIU oath and receives his "A" seniority book from Port Agent Neil Dietz in the Honolulu hall last month.



Pictured April 15 in the crew mess on board the SIU-crewed *Pride of America* are (from left) SIU VP West Coast Nick Marrone, Bosun Rene Govico and Engine Delegate Joey Acedillo. The cruise ship was in Honolulu harbor that day.



SIU Recertified Steward Susan Bowman and QMED Ed Krebs



OS Stefra Strauser



Electrician Therman Ames takes an electrical inventory.



Seafarers also helped mobilize the *Wright* in 2003 for Iraqi Freedom and in 2005 for hurricane relief.

Supporting Our Army

USNS Wright Mobilizes for

Right: The *Wright* is operated by SIU-contracted Crowley.



AB John Frey proves to be a good sport when it comes to setting up photos for the LOG.

For Seafarers aboard the *USNS Wright*, the vessel's recent activation for an undisclosed military support mission was all in a day's work.

A shipboard visit early last month in Baltimore found the SIU members in all three departments efficiently prepping the aviation logistics support vessel even though they hadn't been told the mission's exact nature. Such discretion is common when merchant ships are activated for military purposes, whether the voyage turns out to be a relatively routine training exercise or something more.

"I'm interested in seeing what's going to happen, but we'll do whatever we've got to do," stated Bosun **Tom Moore**. "We're securing the ship for sea even though we don't know much about the mission. No matter what, we look forward to doing our part—working with the military personnel and doing whatever we can do to help."

Operated by Crowley, the *Wright* is one of two aviation logistics support ships in the U.S. Ready Reserve Force (RRF); the SIU-crewed *Curtis* is the other. It primarily functions as a helicopter repair vessel for the U.S. Marine Corps, and also can provide support for offshore helicopter activity. The *Wright* can house more than 300 people.

The ship has other uses, too—it was mobilized for U.S. Gulf Coast hurricane relief in 2005.

Back in 2003, mariners from the *Wright* and other Merchant Marine Expeditionary Force (MEF) ships were recognized for a 145-day deployment in support of troops in Operation Iraqi Freedom. The crew spent in combat zones.

During that mission, the vessel was used to transport and deliver sealift for deployment and intermediate maintenance activities, including transporting a helicopter platform and equipment for fixed-wing aircraft. More than 300 Marine Corps personnel were transported aboard the ship during the deployment, and the crew provided support for the Marine Aviation Support Team (MAST) teams aboard the ship fixed-wing aircraft and their fellow armed forces personnel. The crew transported to and from the theater of operations.

The *Wright*, which has a length of 602 feet long and has a beam of 60 feet, can travel at 19 knots. Its draft is 20 feet; its displacement is 23,800 tons.



2nd Cook Dennis Uchic



QMED Steven Hoskins



2003 for Operation
f.



Chief Steward Rayfield Crawford



QMED Ted Wallace

med Forces

Military Mission

om the *Wright* received the
ary Medal from the U.S. Maritime
rd ceremony in Baltimore. Seafarers
ay deployment supporting U.S.
edom; most of that time was

vessel provided rapid and dedi-
of U.S. Marine Corps aviation
tivity. The assignment included
iform, a complete repair shop,
g and rotary-wing aircraft.
s personnel operated from the
providing service and repair in
on Combat Element. Repair
an estimated 2,000 parts for
ersonnel. Those pieces were
Wright via helicopter.

ive-day activation period, is
n of 90 feet, 2 inches. The ship
aft is listed as 29 feet, 10 inch-
0 long tons.

Right: QMED Ken Pell
prepares to weld in the
engine room.



AB John Frey

Left: AB Johnny Chavis (right) explains
proper lead of wire rope through roller
chock to OS Leonard Gregg.



skins, QMED Ken Pell



Chief Cook Julie Dvoroznak



AB Johnny Chavis



Bosun Tom Moore, SIU Port Agent Dennis Metz

Recollections of the Merchant Marine in World War II

Editor's note: The first two installments of retired Seafarer Albert Stimac's experiences in the merchant marine appeared in the April and May Seafarers LOGs, respectively. He wrote about his training, his first ship, joining the SIU and the responsibilities of a member of the black gang. Following is a continuation of his experiences, including traveling in a convoy during World War II.

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

This was my first convoy, and it was a different way of sailing. This convoy wasn't too big—about 30 or 40 ships. It was more wide than long. The major factor in how fast the convoy traveled was how fast the slowest ship could go. So the convoy went at the speed set by the lead ship of the convoy. He sat in the first row and in the middle, with ships on both sides of him. I think we had five or seven ships across and four or five back.

The problem was to keep all these ships in line as well as a certain distance behind each other. This was easy enough in good seas and clear weather. Things changed dramatically, however, on dark, moonless nights or when we ran into fog. Then the ships signaled each other by fog horns. So many short or long blasts identified your ship. Many mornings we woke up and found ships so close together you could holler to one another. And ships that were supposed to be on one side of a convoy ended up on the other side.

As we sailed along, it would sometimes take half a day to get everybody all lined up again. For escorts, we didn't have any ship larger than a destroyer. Mostly, they were made up of what they called escorts, much smaller vessels than destroyers. Their main purpose was to be fast and drop depth charges.

Our biggest worry was to break down in the engine room. Then we were left by ourselves and given a certain amount of time to get fixed and running or the protecting escort would leave you. The only communication ships in the convoy had was by flags. No radio or that type of communication was allowed since subs could pick that up.

We made it to England in about two weeks. At 5 or 6 knots, one did not travel over 7 or 8 miles an hour. We sat on the west side of England in a harbor full of other ships for a few days. Then we sailed up to what we found out was Scotland. Sat there for about a month just doing nothing. We were not allowed to go ashore. Everybody got a little edgy when we saw officers going ashore, staying all night and coming back in the morning. That was soon stopped, and only the captain, chief mate and chief engineer went ashore in the morning and returned in the afternoon.

One morning on our watch, we were given orders to fire up the boilers to get our steam up and ready to sail. That night, we pulled anchor and took off. We had no idea where we were going. I was just getting off morning watch and going topside when I felt the whole ship shudder and heard a crunching sound. I scrambled up as fast as I could but could see nothing in the haze and choppy sea. And pretty soon, we just kept going along. I soon found out that we were in the English Channel and bound for France. D-Day had taken place a couple of weeks earlier, and we had hit an LST head on and sunk it. This type of craft was like a large triangular box that carried troops and supplies. They were flat bottomed and could go almost to shore to deliver men or materiel. Their size restricted any large amount of materiel they could carry. They were

mainly assault ships instead of cargo supply vessels. Then we found out we were on Omaha Beach in Normandy, France, and the invasion was on. We anchored out about a mile and unloaded our cargo onto LSTs with our cargo booms. It took about a week to unload.

It was a very unreal world at this time. Every once in a while, the anti-aircraft guns opened up from the battleships along the beach, and we would head for cover. We found out quickly that when you saw that first shell burst in the sky, pretty soon the shell burst would come down. It sounded like rain on a tin roof. You could get killed if you stayed in the open. Another odd sight was a lot of small balloons (150 feet long) were in the sky and were anchored by cable to the ground or ship. This kept the dive bombers and attack planes from coming in low to bomb the cargo ships. The cables would cut the wings off the planes if they hit them.

I got the shock of my life the next morning when I looked over the side and



National Archives, National Oceanic and Atmospheric Administration
There were no guarantees of smooth sailing for convoy merchant vessels in World War II.

could see bodies of men floating face down in the water. The tide going in and out moved these bodies all over. They were being scooped up by small landing craft that had flat bows that dropped down and could be used as ramps. It's funny how one's mind works and how these things just get accepted. I didn't go ashore as we were forbidden to do so. But somebody always does it anyway. Some of the deck crew hopped into a cargo boat going ashore and they looked into German fortifications and wandered around a bit. They came back with stories about how things in the bunkers were just left there as if someone would come back and get them. They brought back some of the magazines, newspapers and other odds and ends. They also brought back a small dog. It must have been a pup. Never grew more than 12 inches tall and looked just like a large German Shepherd. In the end, I got some of the magazines.

After we unloaded, we went back to Ireland and stayed for 36 hours. When we hit that other vessel going across to France, we made a large hole in our bow. It was too close to the waterline, so we had it cemented up as a temporary measure. In rough seas, one could take on water and sink. We didn't have any problems going back, and it was exactly 90 days we were aboard ship with only one time ashore. And that was in Ireland while we were getting patched up.

Usually when you hit the States, you get paid off and leave the ship or sign on again. This takes about four or five days after you dock. You also get your mail. I got a letter from my mother. I always opened them first. Found out that she had just been notified by the War Department that my brother had been killed. He was a machine gunner in the infantry, and his whole outfit was wiped out in the first

wave that went ashore on Omaha Beach. I really was overwhelmed by the news and behaved badly. As I sat on my bunk too stunned to think, many of the men on the ship came in to console me and shake my hand. All the officers aboard also came and expressed their condolences. I stayed aboard until nightfall, and then I just had to get off that ship. I got paid the day after and then went home for a month. The draft board and Coast Guard gave me no problems on my extended time on shore.

I went back to New York City and didn't have any problem getting a ship since I had more shore time than anybody. When I got the oiler's job I wanted, on the ship I wanted, the dispatcher asked if I could spend a minute with him. For some reason, he picked me out and started to inquire about my interest in the union. In my union book, he must have noticed I always paid my dues and that I had attended union meetings when I was ashore. The first one I attended was out of curiosity because it was just being formed

time for various crimes. They had their own unspoken code of how you were on shore and how you acted aboard ship. Almost a contradiction in itself.

On shore, you were a loner. Aboard ship, you were a team. If everybody didn't carry his weight and more, you endangered everybody's life. The only ones who had a hard time were the "druggies." They usually cleaned up their act until we were out to sea and then got high. They were smart enough not to get too high, just high enough to keep them going and do their jobs. If it was a hard-core druggie or a long trip and they ran out of stuff, we had problems. The captain would order the purser to issue enough each day to keep them from freaking out. Then when we hit a port to discharge cargo, they put them ashore and they were eventually sent back to the States.

Anyway, he pointed out in my dues book that I had been to the meeting for a strike. So he asked, how would I like to be the person to lead union meetings on the ship. It sounded interesting and harmless, so I agreed. I was asked if I knew how to hold a meeting. If I took the assignment, I should just ask the captain for permission and space to hold a meeting.

This trip, we were bringing back about 250 German prisoners of war and carrying cargo. Things went well in the convoy and we had no breakdowns. I decided to hold a union meeting after about 10 days out. I went up on the officer's deck and requested a talk with the captain. It was OK'd, and I went into his quarters. When I made my request to hold a union meeting as per the union contract, I thought he would have a fit. He looked at me so hard I felt he would strike me. When he could finally talk straight, he did give his permission. I was glad to get out of his quarters. The meeting was a novelty for those who attended, about 15 or so who were not on watch. I was about 23 years old at the time, and these guys had been sailing for years and were pretty beat up mentally and physically. It almost seemed like play acting because it didn't seem real. But I have to give them credit.

They respected the fact that I represented the union and was their spokesperson on board ship. I didn't get any personal verbal abuse, but I heard plenty about this ship and that ship. Also about this mate or that chief engineer. We didn't get much accomplished aboard ship, but everyone certainly knew I was union and had held a meeting aboard ship. Even to all the officers, this was something new and almost unreal.

The rest of the trip was uneventful and we unloaded the cargo and German prisoners of war in LeHavre, France. The German gun emplacements were still there on the sea walls extending 400 to 500 yards out from shore. Three or four of the prisoners were pretty cocky getting off the ship and giving the German salute going down the gangplank. They were in for a rude shock when they would get inland and see no more German army.

The Red Cross was giving out coffee and doughnuts. It was dark and about 9 o'clock at night, and a couple of us thought we would go ashore and get some just for a change (even though we always had food in the fridge and coffee on board ship). We got a doughnut and a cup of coffee from one of the ladies. An older one walked up and asked who we were. We said we were merchant men off this ship. She said we were civilians and they only gave to servicemen in uniform. So they took our coffee and doughnuts back.

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

Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 2007

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	2	3	0	2	1	0	5	7	4
Anchorage	1	3	0	0	1	0	0	1	11	2
Baltimore	1	9	0	5	4	1	3	5	11	2
Fort Lauderdale	15	22	5	8	6	6	8	22	37	11
Guam	1	6	1	1	3	2	0	2	10	6
Honolulu	15	9	1	10	5	0	1	16	14	4
Houston	36	34	7	37	29	4	25	70	50	16
Jacksonville	42	21	9	24	18	4	19	65	37	9
Joliet	2	1	0	0	0	0	0	2	2	0
Mobile	9	9	2	11	8	0	2	18	20	3
New Orleans	16	7	1	8	7	0	12	29	9	3
New York	26	24	10	20	13	6	12	81	47	9
Norfolk	17	12	6	13	7	6	8	27	27	11
Oakland	19	5	1	13	10	1	6	42	12	2
Philadelphia	2	9	1	2	5	0	2	9	11	2
Piney Point	1	20	1	0	8	0	1	2	18	1
Puerto Rico	7	8	0	6	7	0	5	11	15	2
St. Louis	2	6	0	1	3	0	1	2	10	1
Tacoma	25	24	7	21	16	3	12	61	60	12
Wilmington	32	12	9	19	12	3	11	50	28	13
Totals	269	243	64	199	164	37	128	520	436	113
ENGINE DEPARTMENT										
Algonac	0	1	0	1	1	0	0	0	0	2
Anchorage	0	1	1	0	0	0	0	0	1	1
Baltimore	4	4	0	5	5	0	1	7	5	1
Fort Lauderdale	4	10	3	5	5	4	4	7	13	6
Guam	1	4	1	2	0	1	0	0	8	2
Honolulu	10	7	1	8	3	0	1	12	7	1
Houston	18	10	2	18	9	0	13	28	18	6
Jacksonville	11	18	1	12	14	0	4	31	29	4
Joliet	0	0	0	0	1	0	0	0	2	0
Mobile	6	3	1	8	2	1	2	9	9	0
New Orleans	9	3	0	2	2	0	2	11	8	1
New York	19	15	2	8	3	0	7	33	29	5
Norfolk	13	11	3	7	7	3	1	12	15	3
Oakland	12	10	1	6	4	0	1	16	16	4
Philadelphia	2	3	1	0	2	1	1	3	3	0
Piney Point	2	4	0	1	4	0	1	1	3	0
Puerto Rico	2	2	1	3	3	0	1	2	6	1
St. Louis	2	1	0	2	3	0	0	2	2	1
Tacoma	15	24	1	18	9	4	9	21	37	5
Wilmington	14	8	4	6	5	6	7	20	13	8
Totals	144	139	23	112	82	20	55	215	224	51
STEWARD DEPARTMENT										
Algonac	1	1	2	0	0	0	0	1	1	2
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	3	0	4	3	0	2	7	1	1
Fort Lauderdale	7	10	1	8	4	1	5	9	17	1
Guam	0	0	0	2	1	0	0	2	1	0
Honolulu	14	8	0	6	4	0	4	20	11	0
Houston	19	7	2	21	7	2	10	33	12	3
Jacksonville	18	8	1	15	5	2	5	31	18	2
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	11	2	2	5	3	2	0	11	4	2
New Orleans	4	1	1	5	2	2	4	7	4	1
New York	16	5	0	5	3	1	2	39	12	5
Norfolk	9	11	1	9	12	2	4	9	12	4
Oakland	25	3	0	16	1	0	5	39	7	0
Philadelphia	1	1	0	1	0	0	0	2	2	0
Piney Point	2	3	0	2	1	0	0	3	3	0
Puerto Rico	2	0	1	2	3	0	2	2	1	1
St. Louis	0	1	0	1	0	0	0	2	3	0
Tacoma	14	4	1	9	3	2	6	32	14	2
Wilmington	15	8	2	13	2	0	3	34	12	2
Totals	162	76	14	124	54	14	52	283	135	26
ENTRY DEPARTMENT										
Algonac	1	0	3	0	0	0	0	1	1	7
Anchorage	0	1	0	0	0	0	0	0	4	0
Baltimore	0	4	3	0	1	0	0	1	7	3
Fort Lauderdale	1	6	10	1	2	7	0	0	15	12
Guam	0	3	2	0	2	0	0	0	3	2
Honolulu	1	8	8	1	4	2	0	3	15	17
Houston	5	26	5	5	14	3	0	7	43	18
Jacksonville	5	24	19	1	10	11	0	9	31	25
Joliet	0	1	1	0	0	0	0	0	1	2
Mobile	0	6	0	0	4	0	0	1	6	3
New Orleans	5	4	1	2	2	1	0	4	10	6
New York	6	36	12	3	8	2	0	16	86	40
Norfolk	0	11	11	0	8	4	0	0	20	15
Oakland	7	12	11	5	11	7	0	11	18	18
Philadelphia	0	2	0	0	2	1	0	0	2	3
Piney Point	0	13	20	0	9	23	0	0	23	10
Puerto Rico	0	2	3	1	2	0	0	0	3	4
St. Louis	0	1	2	0	0	0	0	0	2	2
Tacoma	1	16	13	1	9	3	0	5	30	22
Wilmington	1	18	8	2	11	3	0	1	20	13
Totals	33	194	132	22	99	67	0	59	340	222
Totals All Departments	608	652	233	457	399	138	235	1,077	1,135	412

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

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

July & August 2007 Membership Meetings

Piney Point	Monday: July 2, August 6
Algonac	Friday: July 6, August 10
Baltimore	Thursday: July 5, August 9
Boston	Friday: July 6, August 10
Guam	Thursday: July 19, August 23
Honolulu	Friday: July 13, August 17
Houston	Monday: July 9, August 13
Jacksonville	Thursday: July 5, August 9
Joliet	Thursday: July 12, August 16
Mobile	Wednesday: July 11, August 15
New Orleans	Tuesday: July 10, August 14
New York	Tuesday: July 3, August 7
Norfolk	Thursday: July 5, August 9
Oakland	Thursday: July 12, August 16
Philadelphia	Thursday: July 5* Wednesday: August 8 <i>(*change created due to Independence Day)</i>
Port Everglades	Thursday: July 12, August 16
San Juan	Thursday: July 5, August 9
St. Louis	Friday: July 13, August 17
Tacoma	Friday: July 20, August 24
Wilmington	Monday: July 16, August 20

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

Personals

TO TESS FROM FRIENDS AT SANDHILL

Tess, your friends at Sandhill miss you. Please write them at Sandhill Farm, RRI, Box 155-W, Rutledge, MO 63563.

RONNIE DAVIS

Cynthia is trying to find her "all-time favorite chief cook/steward, Ronnie Davis, from Lake Ponchartrain, La." If anyone knows his whereabouts, please call Cynthia at (503) 791-4853 or e-mail her at cyn54a@charter.net.

THOMAS (TOM) LYNCH

Anyone knowing the whereabouts of Tom Lynch (last living/working in Slidell, La.) is asked to contact Margo at btomlou1924@aol.com.

Coast Guard Announces Web Site for Mariners

The U.S. Coast Guard last month launched a web site "to provide merchant mariners with real-time information on the status of pending mariner credential applications." According to the agency, merchant mariners may check the status of application packages throughout the verification and approval process by logging onto <http://homeport.uscg.mil/>, clicking on the Merchant Mariners tab and then clicking on Merchant Mariner Application Status.

In announcing the new site, the Coast Guard noted, "When application information is entered, Homeport will display the information submitted with the application package and current application status information. Mariner credentials that have already been issued will be displayed in Homeport as 'issued' for a 120-day period. Mariners who need additional information after visiting the web site can request additional information by telephone or email."

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 Lioeanjje, 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
27 Drydock Ave., Boston, MA 02210
(617) 261-0790

GUAM

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

HONOLULU

606 Kalihii 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

House Committee Conducts Hearing On 'Belated Thank You' Legislation Unions, Former Sec. Mineta Express Strong Support

The U.S. House of Representatives Veterans' Affairs Committee on April 18 conducted hearings in Washington, D.C. to extend the 1944 G.I. Bill of Rights to the Merchant Mariners of World War II.

U.S. Merchant Marine veterans unselfishly answered their country's call to duty during WWII by moving troops, ammunition and other supplies around the war-torn world. Despite their unparalleled service and high fatality rate, merchant mariners were not recognized as veterans until 1988, decades after 11 million other combatants were classified as veterans. None of the benefits afforded millions of other veterans were given to mariners. They are now asking for a relatively small payment in lieu of the comparably generous benefits given to other veterans beginning so many years ago.

In response to their request and to make amends, two bills currently are making their ways through the House and the U.S. Senate—House Bill H.R. 23 and Senate Bill S. 961—"A Belated Thank You to the Merchant Mariners of World War II Act of 2007." If passed by both chambers and signed into law, the measure would provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II.

Sponsored by Rep. Bob Filner (D-Calif.), H.R. 23 was introduced in the House on Jan. 4 and referred to committee. The latest major action on the legislation occurred during the April 18 hearings of the Veterans' Affairs Committee, which Filner chairs. H.R. 23 currently has 119 co-sponsors.

Sen. Nelson E. Benjamin (D-Neb.) sponsored S. 961 in the Senate. The measure was introduced and referred to Senate committee March 22. It was read twice and referred to the Committee on Veterans' Affairs. Thirty-one senators have signed on as co-sponsors of the bill.

"While it is impossible to make up for over 40 years of unpaid benefits, H.R. 23 will acknowledge the service of the veterans of the merchant marine and offer compensation," said Filner in his opening remarks during the House's April 18 hearing. "A wrong has existed for too long and it must be corrected. It is time our nation recognizes all of our veterans for their contributions to the successful outcome of World War II. President Washington got it right when he said, 'The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional as to how they perceive the veterans of earlier wars were treated and appreciated by their country.' It is time to make good on the promises that we have made to our troops and to our veterans. I am asking that the 110th Congress will finally correct the injustice inflicted on the United States Merchant Mariners and grant them the compensation and respect that they have rightfully earned."

SIU President Michael Sacco and three other presidents of American maritime labor organizations, in an official letter to Chairman Filner, voiced their strong support for H.R. 23. That correspondence, which was entered into the official record, in part said, "The organizations we represent have the privilege of including among our retired and active seagoing members individuals who served our country with honor and

distinction during World War II, and their descendents. These World War II merchant mariners are truly representative of the 'Greatest Generation,' and we are extremely proud of them and the example they have set for all merchant mariners who continue to respond to our nation's call whenever and wherever they are needed...."

"We agree wholeheartedly with you that the enactment of H.R. 23 is necessary 'to correct an injustice that has been inflicted upon a group of World War II veterans, the World War II United States merchant mariners....'"

"There is not, nor should there be, any debate as to the invaluable service given by American merchant mariners during World War II," the letter continued. "In fact, World War II merchant mariners suffered the highest casualty rate of any of the branches of the Armed Forces, other than the United States Marine Corps, as they delivered troops, tanks, food, fuel and other needed equipment and material to every theater. Enemy forces sank more than 800 merchant vessels between 1941 and 1944 alone."

Borrowing a quote from President Franklin Roosevelt who summed up the contributions of America's World War II merchant mariners, the correspondence noted, "that they (World War II merchant mariners) have written one of its most brilliant chapters. They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and most dangerous job ever taken...."

"We believe our country has an obligation to the remaining World War II merchant mariners, and to the descendents of those who died during the war and since, to fully acknowledge their service and to give them the measure of benefit called for in H.R. 23. We ask you and your Committee to take the first step in righting this wrong by favorably reporting H.R. 23 to the House of Representatives for its consideration."

In addition to the signature of President Sacco, the letter also contained those of Thomas Bethel, president, American Maritime Officers; Timothy A. Brown, president, International Organization of Masters, Mates & Pilots; and Ron Davis, president, Marine Engineers' Beneficial Association.

Former Secretary of Transportation Norman Mineta was one of several witnesses to testify before the committee. Others included Sen. Ben Nelson; Veterans Administration Under Secretary for Benefits Admiral Daniel L. Cooper; Ian Allison, co-chair of the Just Compensation Committee of the United States Merchant Marine Combat Veterans; a number of United States Merchant Marine combat veterans and others.

"Through my work with the Maritime Administration and the Academy (U.S. Merchant Marine Academy), I have come to know and respect America's Merchant Marine and our nation's mariners," Mineta said during his formal comments "No finer example could be given of their historical selfless service to our country than their great sacrifices during World War II."

"Time is running short to finally thank the merchant mariners of World War II," Secretary Mineta concluded. "Let us not squander this opportunity."

PICS-FROM-THE-PAST

In addition to its many other functions, the SIU hall has always served as a gathering place for Seafarers.

These photos, taken from the LOG archives, indicate that card playing was one of the more popular activities for SIU members in years past. The photo at right was taken in 1961 at the Norfolk hall. From the left are Engineer C.O. Christie, AB Andy Solesbee and Steward John Dolan.

The photo below (left) was shot in October 1962 in the Philadelphia hall. Clockwise, beginning with the man whose back is to the camera, are Deckhand Ralph Maranca, Chief Steward Gaston Saillard, Messman Estebon Oquendo and Third Cook Edward Bayne.

The third picture was snapped, probably around the same time, in the Brooklyn hall. Pictured are steward department members Arnold Torella, Pete Gonzales and George Meltzer.



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



Welcome Ashore

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

DEEP SEA



SALEH AL-NAGIB, 65, joined the SIU in 1970. Brother Al-Nagib sailed primarily aboard vessels operated by

CSX Lines. His first ship was the *Los Angeles*; his last was the *Horizon Trader*. Brother Al-Nagib was born in Arabia and shipped as a member of the engine department. He is a resident of San Francisco.

ZAINE BASIR, 70, became a Seafarer in 1966. Brother Basir first sailed on the *Steel Scientist*. A native of Malaysia, he shipped in the deck department. Brother Basir most recently worked aboard the *Maersk Virginia*. He upgraded his skills on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Basir resides in New York.

LEONCIO CASTRO, 65, joined the SIU in 1989 in Piney Point, Md. Brother Castro first shipped on the *USNS Regulus* as a member of the steward department. His most recent voyage was aboard the *Overseas Luxmar*. Born in Honduras, Brother Castro calls Houston, Texas home.



JOEL CROW, 62, started his seafaring career in 1972. Brother Crow's first voyage was on the *President Johnson*. Born in Russellville, Ala., he worked in the steward department. Prior to retiring, Brother Crow shipped aboard the *Horizon Anchorage*. He resides in Tacoma, Wash.

WILLIAM DICKEY, 63, joined the SIU in 1967. Brother Dickey began sailing aboard the *Western Comet* in the deck department. He upgraded on three occasions at the Piney Point school. Brother Dickey, who was born in Cleveland, most recently sailed on the *Florida*. He makes his home in Deer Park, Texas.



THOMAS KESERU, 71, began sailing with the union in 1991 from the port of New York. Brother Keseru's first voyage was aboard the *Gopher State*. The engine department member most recently worked on the *Maersk Alabama*. Brother Keseru calls New Milford, Conn. home.

ALFRED LANE, 63, was born in West Virginia and became an SIU member in 1967 in the port



of Jacksonville, Fla. He first shipped aboard an Isthmian Lines Inc. vessel in the engine department. Brother Lane often upgraded at the Paul Hall Center. He most recently sailed on the *Sulphur Enterprise*. Brother Lane is a resident of Jacksonville.

RICHMOND MATTHEWS, 71, launched his seafaring career in 1979. He first sailed aboard the *Overseas Washington* as a member of the deck department. Brother Matthews upgraded frequently at the Piney Point school. His last ship was the *Motivator*. Brother Matthews resides in Brooklyn, N.Y.

MAURICE RICHARDSON, 65, joined the SIU in 1965. Brother Richardson first sailed aboard the *Alcoa Explorer*. The Louisiana-born mariner worked in the engine department. Brother Richardson's most recent voyage was on the *Boston*. He calls Mobile, Ala. home.



JOHN WOLFE, 55, embarked on his seafaring career in 1968 in the port of New York. Brother Wolfe's first voyage was aboard the *Steel Artisan*. The New Jersey native sailed as a member of the deck department. Before retiring, Brother Wolfe worked on the *Horizon Hawaii*. He makes his home in Middletown, N.J.

INLAND

THOMAS ELLIS, 62, joined the SIU in 1983. Boatman Ellis initially shipped aboard the *Seabulk Tanker*. The deck department member upgraded his skills in 1995 at the Paul Hall Center. Boatman Ellis last sailed aboard a Crowley Towing Co. vessel. He continues to reside in his native Texas.



JACK GONZALEZ, 62, was born in Puerto Rico. Boatman Gonzalez joined the SIU in 1986. He worked primarily aboard G&H Towing vessels. Boatman Gonzalez lives in Robstown, Texas.

JAKE McCAULEY, 65, became a Seafarer in 1979. Boatman McCauley sailed primarily on



vessels operated by NATCO, including the *Sugar Island* and the *Dodge Island*. He lives in Melbourne, Fla.



RUFUS PRITCHETT, 66, joined the SIU in 1996 in the port of Philadelphia. Boatman Pritchett worked primarily aboard Crowley vessels. Born in Pennsylvania, he calls Salem, N.J. home.

GREAT LAKES

MICHAEL BROWN, 62, began his SIU career in 1967 in the port of Algonac first working aboard Michigan Interstate Railway vessels. He most recently sailed aboard a Luedtke Engineering Co. vessel. Brother Brown was a member of the deck department. He makes his home in Brimley, Mich.

ALFRED SHANAHAN, 65, joined the SIU in 1969. Brother Shanahan first sailed in the deck

department aboard the *Reiss Brothers*. Brother Shanahan resides in Surprise, Ariz.

Editor's note: The following brothers, all former members of the National Maritime Union (NMU) and participants in the NMU Pension Trust, recently went on pension.

CHARLES ARCHIE, 55, became an NMU member in 1975. Brother Archie first sailed on the *William J. Fields*. He was a member of the steward department. Brother Archie, who was born in Galveston, Texas, most recently worked aboard the *Delaware Trader*.

THOMAS CORRALES, 69, started his seafaring career in the port of Houston in 1980. Brother Corrales' first voyage was on the *Meadow Brooke*. The Houston native last shipped aboard the *Navigator*.



ROY JOHNSON, 70, began sailing with the union in 1965. His first ship was the *Santa Isabel*. Brother Johnson worked in both the deck and steward departments. Born in Southampton, England, Brother Johnson's most recent voyage was on the *Maersk Nebraska*. He makes his home in Louisiana.

PRITCHETT LOFTIN, 65, joined the union in 1967 in the port of New Orleans. Brother Loftin, who was born in Mobile,

Ala., sailed in both the engine and steward departments.

DENNIS McDANIEL, 66, embarked on his NMU career in 1966 in the port of San Francisco. He first sailed on the *Leslie Lykes*, working as a member of the engine department. Prior to retiring, Brother McDaniel shipped aboard the *American Monarch*. He is a native of Jefferson City, Mo.

LONNY NETTER, 62, began his seafaring career in 1966 in the port of San Francisco. Brother Netter was born in New Orleans and sailed in the steward department. His first ship was the *Mormac Pride*; his last was the *Sealift Atlantic*.



ALEXANDER REMBERT JR., 62, joined the NMU in 1967 in the port of New Orleans. Brother Rembert sailed in the engine department. He first worked on the *Weslyn Victory*. His most recent voyage was aboard the *Lykes Motivator*. Brother Rembert is a native of Mobile, Ala.

JOSEPH SHEPARD, 57, was born in Louisiana and joined the NMU in 1973 in the port of New Orleans. He first sailed on the *James Lykes*. The steward department member most recently sailed aboard the *Cape Kennedy*.

THAMES SOLOMON, 65, joined the NMU in 1967 in the port of New Orleans. Brother Solomon's first ship was the *Stella Lykes*. Born in Louisiana. Brother Solomon's most recent voyage was aboard the *Prairieville*.

Reprinted from past issues of the Seafarers LOG.

\$3,728,745.85 in benefits for members and dependents.)

1946

The SIU pulled a complete work stoppage on all ships on June 6 to force the steamship companies to negotiate for new agreements. As a result of the stoppage, negotiations commenced with the operators on Tuesday, June 11. Among other things, the union was seeking establishment of a 40-hour work week.

1958

The annual report of the Seafarers Welfare Plan filed with the New York State Superintendent of Insurance shows that the Plan paid \$1,418,578.27 in benefits to Seafarers and their families during the year 1957. The payments last year bring the total of benefits since the Plan began in June 1950 to slightly less than \$9 million. The total of benefits paid out last year is almost \$117,000 more than the year 1956 and a whopping \$555,000 over 1955, reflecting the addition of new welfare benefits, year by year, and improvement of existing benefits. (Current-day editor's note: In the month of April 2007, the Seafarers Health and Benefits Plan paid out

1973

By proclamation, President Nixon has opened the way for the first time to increased use of American-flag ships in the carriage of some of

the nation's oil imports by providing financial incentives to importers. Under terms of the proclamation, importers who use American-flag tankers to bring in motor gasoline or finished products or unfinished oil manufactured

in the Virgin Islands, American Samoa or Guam get a special break on import fees.

1988

Frank Drozak, SIU president since 1980, died at his home June 11 following a long bout with cancer. He was 60 years old. Drozak's career with the SIU spanned more than 40 years. He first shipped out from Mobile, Ala. in 1945. The former bosun fought in organizing drives in the 1950s, including the Cities Service and Isthmian beefs. He worked as a port agent in New York and Philadelphia....

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

TAMOTSU AKIYAMA

Pensioner Tamotsu Akiyama, 85, passed away Oct. 24. Brother Akiyama joined the Marine Cooks and Stewards (MC&S) in 1954. He was born in Oregon and sailed as a member of the steward department. Brother Akiyama last worked aboard the *Chief Gadao*. He made his home in San Francisco and retired in 1979.

CHARLES BORTZ



Pensioner Charles Bortz, 81, died Oct. 14. Brother Bortz began his SIU career in 1952, first sailing aboard an Alcoa Steamship Co. vessel.

Brother Bortz, who was born in Allentown, Pa., worked in the deck department. He wrote a few articles for the *Seafarers LOG*, including one in July 1984 about a cat on board the *M/V Ranger*. Brother Bortz most recently sailed on the *Overseas Alice*. He was a resident of Hellertown, Pa. and went on pension in 1991.

WILLIAM CAMERON

Brother William Cameron, 63, passed away Sept. 25. He became an SIU member in 1991, first sailing aboard the *Ambassador*. The engine department member's last ship was the *USNS Wright*. Brother Cameron called Akron, Ohio home.

COSTAS DAYOS



Pensioner Costas Dayos, 80, died Oct. 19. Brother Dayos joined the SIU in 1961, first sailing aboard the *Steel Architect* in the engine

department. He was born in Greece and continued to reside there. Prior to retiring in 1991, Brother Dayos shipped on the *Ambassador*.

OXFORD GALE



Brother Oxford Gale, 66, passed away Oct. 22. He was born in Honduras and joined the union in 1960.

Brother Gale worked in the steward department. His last voyage was aboard the *Yosemite*. Brother Gale made his home in Miami, Fla.

CHRISTOPHER GOLDSBURY

Brother Christopher Goldsbury, 67, died Oct. 30. He embarked on his seafaring career in 1967. Brother Goldsbury first sailed on a Hudson Waterways vessel and was a member of the engine department. Brother Goldsbury's most recent voyage was aboard the *Horizon Crusader*. He lived in Miami, Fla.

WHITTEN HAMMOCK



Pensioner Whitten Hammock, 78, passed away Oct. 31. Brother Hammock starting sailing with the union in 1952. His first ship was the

James K. Walker. He shipped in the deck department. Brother Hammock

last sailed on a Michigan Tankers Inc. vessel. He settled in Brooklyn, N.Y. and started collecting his pension in 1977.

PETER MARTI

Pensioner Peter Marti, 82, died Sept. 13. Brother Marti joined the SIU in 1958 in the port of San Francisco. He first sailed aboard a Michigan Tankers Inc. vessel. Brother Marti, who was born in Switzerland, worked in the steward department. He last sailed aboard the *Santa Magdalena*. Brother Marti became a pensioner in 1988 and called Pleasant Hill, Calif. home.

PERSING ORDANSA

Pensioner Persing Ordansa, 84, passed away Sept. 26. Brother Ordansa joined the Seafarers in 1968 in the port of Baltimore. His first ship was operated by Pennsylvania Transport Co. Brother Ordansa was born in Hawaii. He most recently sailed in the engine department of the *Franklin J. Phillips* and retired in 1987.

ROGER PLAUD

Brother Roger Plaud, 59, died Oct. 20. He embarked on his seafaring career in 1989. Brother Plaud shipped in both the inland and deep sea divisions. He first worked with G&H Towing Co. in the deck department. Brother Plaud, who was born in Worcester, Mass., last sailed on board the *El Morro*. He was a resident of San Juan, P.R.

RICHARD SHIKASHO

Pensioner Richard Shikasho, 82, passed away Oct. 2. Brother Shikasho joined the union in 1961 in the port of San Francisco. The California native was a member of the steward department. Before retiring in 1980, Brother Shikasho shipped aboard a Michigan Tankers vessel. He lived in San Francisco.

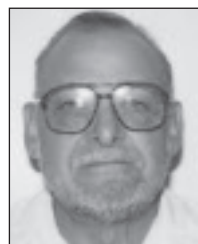
FRANCIS SPERRY



Pensioner Francis Sperry, 81, died Oct. 31. Brother Sperry, who was born in Louisiana, first sailed in 1943 from the port of New Orleans

aboard a Delta Steamship Lines vessel. He was a member of the deck department. Brother Sperry last shipped on the *Patriot*. He resided in Litcher, La. and started receiving his pension in 1987.

JULES STANN



Pensioner Jules Stann, 79, passed away Sept. 5. Brother Stann became an SIU member in 1969 in the port of New Orleans. He was a Louisiana

native and worked in the deck department. Brother Stann shipped in both the inland and deep sea divisions. He first worked aboard a Red Circle Transport vessel. Brother Stann's most recent trip to sea was aboard the *Green Island*. He began his retirement in 1995 and made his home in New Orleans.

LORENZO STIRPE

Pensioner Lorenzo Stirpe, 84, died Oct. 24. Brother Stirpe joined the SIU in 1952 in the port of Mobile, Ala. He first sailed on vessels operated by Overseas Carriers Inc. Brother Stirpe was born in New



York and worked in the engine department. His most recent voyage was aboard the *Walter Rice*. Brother Stirpe went on pension in 1981. He made his home in Theodore, Ala.

INLAND

JOHN HANKS



Pensioner John Hanks, 81, passed away Oct. 10. Boatman Hanks was a Texas native. He began shipping with the SIU in 1951 in the port

of Mobile, Ala. He first worked in the deep sea division on a Waterman Steamship Corp. vessel. Boatman Hanks' most recent voyage was with G&H Towing. He started collecting his retirement in 1982. Boatman Hanks was a resident of Austin, Texas.

JOSEPH ISTRE



Pensioner Joseph Istre, 81, died Oct. 29. Boatman Istre launched his seafaring career in 1964. He sailed primarily in the deck

department aboard Higman Barge Line vessels. Boatman Istre, who was born in Abbeville, La., called Kaplan, La. home. He became a pensioner in 1988.

PAUL STRASZYNSKI

Pensioner Paul Straszynski, 76, passed away Sept. 25. Boatman Straszynski joined the union in 1956 in the port of Baltimore. During his SIU career he sailed primarily aboard vessels operated by McAllister Towing of Baltimore. Boatman Straszynski was born in Maryland and worked in the deck department. He began his retirement in 1985 and made his home in Brooksville, Fla.

GREAT LAKES

STANLEY BLIX



Pensioner Stanley Blix, 80, died Oct. 27. Brother Blix joined the SIU in 1963. He first shipped aboard an American Steamship Co.

vessel. Brother Blix was born in Minnesota. His most recent voyage was on the *Kinsman Enterprise*. Brother Blix made his home in Wisconsin.

ROBERT MALASKI



Pensioner Robert Malaski, 86, passed away Oct. 23. Brother Malaski began his seafaring career in 1960 in the port of Fort Lauderdale. He sailed

primarily in the engine department of vessels operated by Inland Lakes Management. Brother Malaski lived in his native state of Michigan.

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

FRANK BURTON



Pensioner Frank Burton, 92, passed away July 22. Brother Burton joined the union in 1954 after serving in the U.S. Army. He initially sailed

from the port of New York. Brother Burton, who was born in Oklahoma, worked in the steward department. His last voyage was aboard the *American Legacy*. Brother Burton went on pension in 1980.

JESUS CAMACHO



Pensioner Jesus Camacho, 74, died July 29. Brother Camacho became an NMU member in 1951. His first ship was the *David T.*

Williams. Brother Camacho, who was born in Puerto Rico, last sailed aboard the *Santa Clara*. Brother Camacho began collecting his pension in 1974.

ISIDOR GRILES



Pensioner Isidor Griles, 91, passed away July 25. Brother Griles started his NMU career in 1944 in the port of New York. He first shipped aboard

the *Samuel Nelson*. Brother Griles was born in St. Croix. He last sailed on the *American Reliance*. Brother Griles retired in 1982.

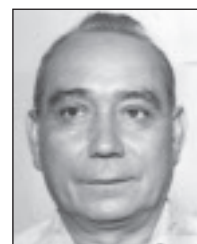
CECIL JAUNDOO



Pensioner Cecil Jaundoo, 81, died July 16. Brother Jaundoo, who was born in New York, donned the NMU colors in 1944 in that

city's port. He sailed as a member of the deck department. Prior to his retirement in 1967, Brother Jaundoo worked aboard the *Santa Paula*.

MARIO PAIVA



Pensioner Mario Paiva, 89, passed away July 31. Brother Paiva began his seafaring career in 1963 in the port of New York. He was a native of

Portugal and shipped in the engine department. Brother Paiva's first vessel was the *Atlantic*; his last was the *Argonaut*. He began receiving his retirement compensation in 1981.

WILLIAM PATIN



Pensioner William Patin, 78, died July 3. Brother Patin, who was born in Louisiana, first sailed on the *Andrew A. Humphreys* in 1947. He last

sailed aboard the *Ruth Lykes*. Brother Patin became a pensioner in 1967.

SATURNINO SALAVARIA



Pensioner Saturnino Salavaria, 81, passed away July 9. Brother Salavaria, who was born in New York, first sailed on the *Jonathan*

Elmer. He was a member of the steward department. Brother Salavaria most recently sailed aboard the *Biddeford Victory*. He started receiving his pension in 1970.

WALTER SAMUELS



Pensioner Walter Samuels, 89, died July 3. Brother Samuels joined the NMU ranks in 1943 in the port of Philadelphia. His earliest trip

to sea was on the *Paul Luckenbach*, where he worked in the steward department. Brother Samuels last sailed aboard the *Gulf King*. He began collecting his retirement stipends in 1967.

JAMES STOKES



Pensioner James Stokes, 82, passed away July 7. Brother Stokes launched his NMU career in 1946 in the port of San Francisco. The

steward department member first worked on the *Nancy Lykes*. Brother Stokes, who was born in North Carolina, last sailed aboard the *African Mercury*. He went on pension in 1971.

CARLOS TORRUELLAS



Pensioner Carlos Torruellas, 84, died July 28. Brother Torruellas embarked on his seafaring career in the port of New

York. He was born in Puerto Rico and shipped in the steward department. Brother Torruellas' most recent voyage was aboard the *Atlantic*. He retired in 1970.

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

NAME	AGE	DOD
Paul Banquis	78	July 22
Alvin Lewis	94	July 15
Victor Smith	82	July 30
James Sureatt	82	July 10



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.

AMERICAN TERN (Osprey Ship Management), March 4—Chairman **Juan L. Torres**, Secretary **Exxl C. Ronquillo**, Engine Delegate **Carlo M. Johnson**, Steward Delegate **David A. Brown III**. Chairman noted that steward department doing a superb job, with great meals every day. Secretary thanked all unlicensed crew members for their cooperation keeping ship clean. No beefs or disputed OT reported. President's report from most recent *Seafarers LOG* read and discussed. It was reported that new DVDs and TV for crew lounge had arrived.

CAPE KENNEDY (Keystone Shipping), March 9—Chairman **Donald Byrd**, Secretary **Eddie W. Taylor**, Educational Director **Tran P. Luu**, Deck Delegate **John A. Coleman Jr.**, Engine Delegate **Joseph T. Previto**, Steward Delegate **Kelvin R. Burrell**. Chairman talked about new physical guidelines soon to take effect and reminded everyone to take care of their bodies. Secretary urged everyone to work safely and make sure doors are closed, to prevent hand injuries. Educational director encouraged members to attend Paul Hall Center for Maritime Training and Education in Piney Point, Md. to upgrade their seafaring skills. Anyone needing applications should see the electrician. No beefs or disputed OT reported. Request made for new antennae system (for international and world news) for lounges, an extra computer for e-mail and the slop chest to sell satellite phones cards. Recommendation made to increase level of pension benefits. All departments were thanked for jobs well done. Next ports: Jacksonville, Fla.; New Orleans.

HORIZON CONSUMER (Horizon Lines), March 25—Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Charles L. Wharton**, Deck Delegate **Sangie Mohamed**, Steward Delegate **Enrique A. Garrido**. Chairman announced March 27 payoff before arrival in Oakland, Calif. He stated

that vessel is due to lay up in May. He also reported that two new ships had joined the Horizon fleet, the *Horizon Hawk* and *Hunter*. Secretary reminded crew to have books ready for boarding patrolman upon arrival in Oakland. He also suggested they read *Seafarers LOG* to stay informed about the happenings in the union and in the maritime industry. Educational director advised mariners to upgrade skills at Piney Point school and keep documents current. No beefs or disputed OT reported. Crew given thanks for smooth, safe trip. Next ports: Oakland and Los Angeles, Calif; Honolulu.

HORIZON PACIFIC (Horizon Lines), March 25—Chairman **Salvador N. Villareal**, Secretary **Jose M. Bayani**, Educational Director **Irwin J. Rousseau**, Deck Delegate **Julius C. Udan**, Steward Delegate **Efren G. Ancheta**. Bosun reported smooth sailing and no injuries. He announced March 30 payoff in Tacoma, Wash. and that next voyage would be 14 days on the Triangle Run (Tacoma, Honolulu, Oakland). Secretary expressed gratitude to all members for helping keep ship clean and safe. Educational director urged crew to watch expiration dates on needed shipping documents and renew early. Treasurer stated \$351 in ship's fund. No beefs or disputed OT reported. Bosun informed mariners of 150-day extension on changes to medical benefits, which will take effect January 2008. He also discussed new contract. Crew thanked steward department for job well done.

HORIZON SPIRIT (Horizon Lines), March 25—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Allen D. Parker**. Chairman stated that vessel is going into shipyard April 17. He thanked crew members for following safety procedures and asked them to use tunnel during port operations. Secretary reported two more reliefs due aboard ship (8-12 watchstander and SA). Educational director recommended Seafarers check out courses available at

union-affiliated school in Piney Point. No beefs or disputed OT reported. Thanks given to steward department for good food and plenty of cookies. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

INTREPID (Maersk Line Limited), March 23—Chairman **Samuel H. Lampshire**, Secretary **James E. Harper**, Engine Delegate **Andrew J. Linares**. Chairman urged crew members to take advantage of educational opportunities available at Paul Hall Center. Secretary advised everyone to pay close attention to documents: fully read and understand everything before you sign it. Educational director suggested members check expiration dates of MMDs. No beefs or disputed OT reported. Recommendations made regarding improvements to pension, medical and dental benefits. Next port: Long Beach, Calif.

LIBERTY SUN (Liberty Maritime), March 11—Chairman **David N. Martz**, Secretary

Anthony Maben, Secretary **Judi L. Chester**, Educational Director **Oswald N. Bermeo**, Steward Delegate **Marjorie Mack**. Bosun discussed transportation problems at some terminals and stressed that something needs to be done about it. He also talked about new TWIC cards. Beef reported in deck department; no disputed OT in all departments. Seafarers requested clarification on disability benefits. Next ports: Charleston, S.C.; Houston; Norfolk, Va.

OVERSEAS NEW ORLEANS (OSG Ship Management), March 23—Chairman **Samuel Duah**, Secretary **Louins C. Johnson**, Educational Director **William P. Stone**, Deck Delegate **Michael Edwards**, Engine Delegate **Craig Croft**, Steward Delegate **Marlon E. Brown**. Chairman advised members to have documents and dues ready for boarding patrolman. He spoke about new contract and suggested all members read and understand their rights. Secretary urged everyone to clean rooms and leave fresh linen for next mariner.

Chairman **Carlos Loureiro**, Secretary **Gregory S. Lynch**, Educational Director **Odilio G. Evora**, Deck Delegate **Ramon Guimba**, Engine Delegate **Marion E. Collins Jr.**, Steward Delegate **Justo D. Reyes**. Chairman reported ship would be out of service temporarily at the end of discharge for repairs to bow (caused by damage from the anchors) and again in late summer for maintenance to houses and decks. Secretary reminded all members about some of the rights of union members in good standing, including rights related to various shipboard communications and meetings. He encouraged them to remain aware of those rights along with the fact that they do have representation both aboard the vessel and ashore. Educational director advised members to check course offerings at Piney Point school. He also stressed importance of reading the *Seafarers LOG* to stay abreast of new rules and regulations. Treasurer noted that any purchases for vessel should have captain's

Aboard the MV Phillips



Steward Tony Spain sent this photo of the galley gang aboard the *MV Phillips* to the *Seafarers LOG*. From the left are SA Norma Y. West, Spain, Chief Cook Marlon Battad, Assistant Cook Syed A. Murtaza and SA Michael D. Mayhew.

Adrian L. Davis. Chairman advised crew to stay current on union issues by reading *Seafarers LOG* and knowing the contractual working rules and shipping rules. Secretary asked mariners to leave rooms clean for next person and turn in keys before departing. No beefs or disputed OT reported. Members requested second washing machine for crew laundry. Clarification requested concerning contractual allotments and how SIU/NMU merger would affect pension benefits. Vote of thanks given to the steward department. Next port: Houston.

MOTIVATOR (Maersk Line Limited), March 29—Chairman

He also talked about the importance of contributing to SPAD and its benefits to the membership. Educational director reminded crew to check expiration dates on z-cards and STCW documents. He suggested that everyone renew early to avoid last minute problems when shipping out. No beefs or disputed OT reported. Bosun read and discussed president's report in March *Seafarers LOG* as well as communications received from headquarters. Suggestion made pertaining to improving medical coverage. Request made for satellite TV and refrigerators in all cabins. Crew also would like new sofa and chairs in crew lounge along with new VCR-DVD combo. Seafarers expressed gratitude to Recertified Steward Johnson, Chief Cook Brown and SA **Wilson Penison** for preparing great menus and meals during voyage. Next port: Lake Charles, La.

WASHINGTON EXPRESS (Crowley Liner Services), March 27—Chairman **Randall E. Evans Jr.**, Secretary **Alvin E. Major**, Steward Delegate **Marie Mitchell**. Chairman reminded those crew members getting off to make sure rooms are clean and have fresh linen for reliefs. Educational director advised Seafarers to check *Seafarers LOG* for Paul Hall Center 2007 course guide. Members would like refrigerators and fans in all rooms. No beefs or disputed OT reported. Communications were read and posted on bulletin board regarding TWIC program and NMU annuity plan. Next port: Houston.

ALASKAN FRONTIER (Alaska Tanker Company), April 5—

approval. No beefs or disputed OT reported. Ship plans to switch satellite service—from "Dish" to "Direct" in order to maintain reception throughout voyage. During out-of-service period this summer, company plans to have training in their Portland warehouse—most likely pertaining to safety. Mariners were asked to make sure washer/dryer areas are closed after each use and use properly designated machines (for clean clothes or dirty clothes). Vote of thanks given to steward department for good meals, and thanks to all for helping keep house clean.

COMMITMENT (Maersk Line Limited), April 26—Chairman **Edward J. O'Conner**, Secretary **Edgardo M. Vazquez**, Educational Director **Brian J. Sengelaub**, Deck Delegate **Edwin Ortega**, Engine Delegate **Jim Sieger**, Steward Delegate **Robert Arana**. Chairman announced sanitary inspection in Newark, N.J. before payoff and thanked crew members for good trip. He stressed importance of staying abreast of TWIC updates and keeping dues current. Secretary reminded crew it is everyone's job to separate plastics, paper and food. Educational director talked about upcoming benefits changes and encouraged mariners to take advantage of the upgrading courses available at the Paul Hall Center. No beefs or disputed OT reported. Lengthy discussion was held concerning medical, dental and pension benefits. Vote of thanks given to steward department, and wishes for safe voyage to all Seafarers. Next ports: Newark; Charleston, S.C.; Houston.

Aboard the 1st Lt. Alex Bonnyman



Setting up for helo operations are (from left) AB **Rafael Gonzales**, 3rd Mate **Mathew Patriquin**, Bosun **Carnell Middleton**, AB **Frederick Grosbeier**, Guam Port Agent **Jeff Turkus**, AB **Tyrone Leonard** and AB **Wayne Green**.

Below: ABs aboard the *Bonnyman* complete helo operations. These photos were taken May 10 when Guam Port Agent Jeff Turkus conducted a shipboard union meeting.



Letters to the Editor

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

Thanks and Best Wishes

I have been employed for 30 years on an inland tug on the Mississippi River. It has been quite a joy and very rewarding.

I wish to thank Crescent Towing and the personnel at SIU

for all the benefits I've been assisted with. Good luck to all my fellow seamen.

Al Schmitt
New Orleans

Seeking and Encouraging Support

Surviving mariners who sailed in World War II are making efforts to receive compensation for our wartime service. We are doing so through a bill called the Belated Thank You to the Merchant Mariners of World War II Act. I encourage members and retirees alike to contact their elected officials and ask them to

support this bill.

No matter what happens with the legislation, I would urge today's mariners to understand the importance of a strong union. The support and participation of each member makes a difference. Think 10 or 20 or 30 years down the road and you'll understand what I mean. For our group, who were brought up in the earliest days of maritime unions, the only thing that saved our butt was that the blue collar workers had a defined benefit pension plan.

Keep an eye toward the future and support your union.

Albert Stimac
Seattle

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the Plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund. The value of Plan assets, after subtracting liabilities of the Plan, was \$(291,971) as of June 30, 2006, compared to \$(216,505) as of July 1, 2005. During the Plan year, the Plan experienced a decrease in its net assets of \$75,466. During the Plan year, the plan had a total income of \$533,248 including employer contributions of \$507,132, earnings from investments of \$266 and other income of \$25,850.

Plan expenses were \$608,714. These expenses included \$500,262 in administrative expenses and \$108,352 in benefits paid to or for participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the SIU Pacific District Seafarers Medical Center Fund, 730 Harrison Street, Suite 400, San Francisco, CA 94107; telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan administrator, on request and at no charge, a statement of the assets and liabilities of the Plan and the accompanying notes, or a statement of income and expenses of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM

6/07

(Please Print)

Name: _____

Phone No.: _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner Other _____

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

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for most of 2007. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 9	August 3
	August 20	September 14
	October 1	October 26
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	June 18	June 22
	October 22	October 26
Celestial Navigation	July 9	August 3
GMDSS	August 13	August 24
Lifeboatman/Water Survival	June 25	July 6
	August 6	August 17
	September 17	September 28
	October 29	November 9
Radar	June 4	June 15
	October 8	October 19
Radar Renewal (one day)	June 25	
	October 29	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning June 11, 2007.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	July 16	August 10
	September 10	October 5



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

FOWT	June 18 August 13 October 8	July 13 September 7 November 2
Junior Engineer	July 16	September 7
Machinist	June 18	July 6
	July 9	July 27
Marine Electrician	September 24	November 16
Pumpman* <small>(*must have tankerman familiarization/ assistant cargo (DL) AND machinist)</small>	July 9	July 20
	July 30	August 10
Welding	June 11	June 29
	August 6	August 24
	October 1	October 19
	October 29	November 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	July 9	July 20
Fast Rescue Boat	June 25	June 29
	July 23	July 27
	August 27	August 31
Basic Safety Training	Classes are conducted weekly	
Government Vessels	June 25	June 29
	July 16	July 20
	August 6	August 10
	September 17	September 21
November 5	November 9	November 9
	November 9	November 9
Medical Care Provider	July 23	July 27
Tankerman Familiarization/ Assistant Cargo (DL)* <small>(*must have basic fire fighting)</small>	June 4	June 15
	September 24	October 5
	November 26	December 7
Tankerman (PIC) Barge* <small>(*must have basic fire fighting)</small>	June 4	June 8
	August 13	August 17

Recertification

Bosun	October 8	November 5
Steward	July 9	August 6

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.

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 _____

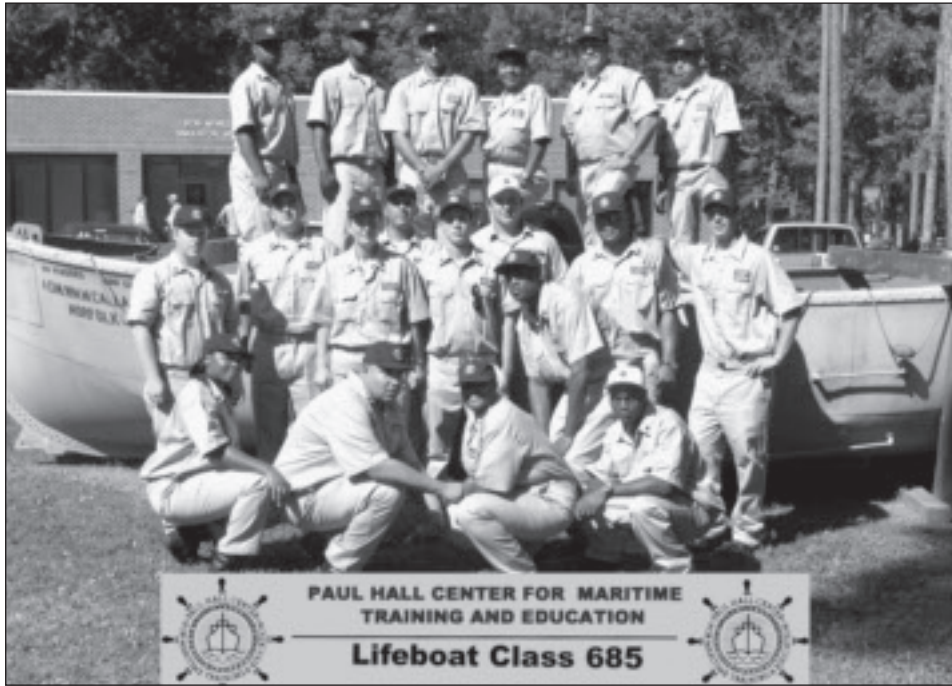
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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.

6/07

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 685 — Graduating from the water survival course are unlicensed apprentices from class 685. They include (in alphabetical order) Christopher Caporale, Chase Chandler, Michael Chapman, Rovena Cornelius, Arthur Doherty, Tito DeAndrade, Max Garrett, Demetrius Green, Alvin Hansley, Samuel Harris Jr., Dwight Hunt Jr., Keith Ingram, Catherine Jones, Chantel Jones, Darein Matthews, Ravon Moore, Rhett Morgan, William Russell Jr., David Shrawder, Cornelius Smith, Danielle Smith, Zohar Soto-Hernandez, Awal Syiafullah, Caroline Thomas, Tabethia Twine, Iker Urruchi and Enrique Velez. (Note: not all graduates are pictured.)



Tankerman (PIC) Barge — With instructor Herb Walling (far left) are April 20 graduates of the tankerman (PIC) barge course. Included are (in no specific order) Scott Melton, Elliott Talbot, Jeff Brown, Robert Bronzan, Stephen McGavock, Aron Morgan, Michael Santini, Gabor Gardonyi, Bill Marti, Kerry Noble, Chris Maibaum, Glenn Lane, Mike Meriwether, Darrell Corgatelli and Mitchel Gordon.



Tanker Familiarization/Assistant Cargo (DL) — Completing this course April 13 are (in no specific order) Larry Martin, George Buisson, David Harvey II, Paul Amato, Khaled AlSayed, David Hudgins, Ernest Bohannon, Jeremy Williams, Lawrence Guerrero, Paul Pitcher, Larry Castaneda, Timothy Fogg, Maurice Baptiste, Getolio Medallo, Jorge Reyes, Jeffrey Pearce, Scott Salo, Kipling Wise II, Stephen Riccobene, David Brewster, Fausto Aranda and Corsino DaCruz. Their instructor, Herb Walling, is at far left.



Advanced Fire Fighting — Graduating from this course March 30 under the instruction of Tom Cessna (second from left) are G&H Towing Co. boatmen (in no specific order) Matt Hargrove IV, Sean LaFrage, Jonathan Batten, Lionel Hall and William Riggs.



Welding — Under the instruction of Buzzy Andrews (second from right) are students who completed the welding course April 27. They are (in no specific order) David Grasso, Ricardas Juska, Reginald Miller, Steven Blair and Lisa Harewood-Ramsey.



Chief Cook — Students who completed the course for chief cooks in June are (in no specific order) Instructor/Chef John Dobson (left), Kurtis Witcher, Rafael Chow, Rudy Oliva, James Watkins and Suree Farrell.

Computer Lab Classes

With instructor Rick Prucha (left) is Paul Pitcher, who recently completed a computer class at the Paul Hall Center.



Lifeboatman/Water Survival — Under the instruction of Bernabe Pelingon (far left) are April 13 graduates of the lifeboatman/water survival course. They are (in no specific order) Michael Warner, Kwame Owusu, David Stavron, Daniel Stavron, Parris Mancuso, Perry Asuncion, Artur Symonowicz, Samuel Eshun, Wilfredo Guerrero and Roberto Nuñez.

Paul Hall Center Classes



Advanced Fire Fighting — Completing the advanced fire fighting course April 27 under the instruction of Mark Cates are (in no specific order) Timothy Fogg, Samuel Levecque, Kipling Wise II, Samuel Thatcher, Khaled Al Sayed, Joshua Weir, Hugh McDowell, Michael Morita, Seller Brooks, Sean Grace, Eduardo Osorio, John Collins, Jeffrey Pearce and Sergio Ayala Diaz.



Basic Auxiliary Plant Operations — Upgrading Seafarers and those in the veterans program who completed this course April 20 are (in no specific order) Winter Meachan, Cortez Capers, Peter Rubio, Rick Jones, Pedro O'Campo, Ameen Fuller, Jessie Parente, Juan Norales, Billy Duenas, DeAnthony Owens, Mark Sawyer, Kareim Wright and Travis Green.



Specially Trained OS — Phase III unlicensed apprentices who graduated April 20 from the STOS class are (in no specific order) Barry Burns, Patrick Brill, Gillis Angeron III, Quintonio Walden, Gil Quinones, Walter Nodora, Bradley Wade, Jason Devine, Nicholas Johnson, Edward Kelly, Samie Beckford, Michael Julien, Hussein Mohsen, Peter Dudoit III, Quince Harrington, Awal Syiafullah, Clarence Lee Jr., Arthur Doherty, James Knute, David Weeks and Joel Marcano. Their instructor, Stacey Harris, is standing at far right in the second row.

Basic Auxiliary Plant Operations — Phase III students who completed this course April 20 are (in no specific order) Fred Green, Christopher McAfee, Catherine Jones, Charles Naze, Jesse Lewis, Travis Moody, Ronaldo Quinones, Dante DeMcCutac, William Cotea, Kendra Gardner, Joseph Jacobs and David McRoy Jr.



STCW — Seafarers completing the STCW course March 20 are (in no specific order) Khaled AlSayed, George Buisson, Ron Dean, Andre Graham, David Harvey, Larry Martin, Milton Sivells, Victor Stewart and Kipling Wise.



STCW — NCL, March 20: Brooke Ackerman, Michael Akers, Amanda Akins, Adam Allen, Anthony Ambrose, Malina Arevalo-Cruz, Ryan Bahler, Roderick Barron, Rachael Baysden, Trenell Bazile, Jason Beseda, Michael Brazzle, Annette Caine, Kathleen Capstick, Amber Carter, Paul Caviston, Carol Chase, Aaron Coteff, Patrick Curley and Kristen D'Angelo.



STCW — NCL, March 29: William Cruz, Shirley Elaine, Steven Alqueza, Kefira Fields, Jessica Cottrell, Eric Clark, Ruth Grayson, Jennifer Bejar, Jame Aragon, Eugene Brooks IV, Anthony Gregory Jr., Lauren Colón, José Aguilar, Karla Byrum, Brooke Backus, Andrew Horn, Thomas Bonner, Damien Fraisse, Geoffrey Halstead.



STCW — NCL, March 29: Lonnie Jones Jr., Sean Zahm, Elizabeth Barnes, Amanda Howell, Andrae Roberts-Dukes, Jonathan Philpott, Lisa Wirsing and Jesse McKenzie. Their instructor, Mike Daras, is at far left.



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MEDICAL CENTER FUND**
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Mariners Honored in D.C. Ceremonies

The U.S. Merchant Marine's proud and important history was cited throughout this year's National Maritime Day ceremonies in Washington, D.C. on May 22—but the featured speakers also emphasized the continuing need to maintain a strong American-flag fleet.

The SIU participated in all three D.C.-area National Maritime Day events. The union delegation included SIU President Michael Sacco, Executive Vice President Augie Tellez, Vice President Contracts

George Tricker and Assistant Vice President Ambrose Cucinotta. Students from the SIU-affiliated Paul Hall Center for Maritime Training and Education attended two of the ceremonies and were enthusiastically recognized by Rear Adm. Robert Reilly, commander, U.S. Military Sealift Command; and by U.S. Maritime Administrator Sean Connaughton.

The day's events included a National Maritime Day observance hosted by the Maritime Administration at the Franklin Delano Roose-

velt Memorial, and a memorial service and wreath-laying ceremony hosted by MSC at the Washington Navy Yard. In between, Lt. Gen. Kenneth Wykle, USA (Ret.) addressed a large gathering at a luncheon jointly sponsored by local chapters of the Propeller Club and the Kings Point Club.

The featured speakers at MarAd's ceremony were U.S. Rep. Gene Taylor (D-Miss.), a longtime backer of the U.S. Merchant Marine; Rabbi Joshua Boettiger, great grandson of Franklin Roosevelt; and Administrator Connaughton.

Addressing the crowd at MSC were Rear Admiral Reilly and Administrator Connaughton.

FDR's Legacy

Boettiger noted that the MarAd ceremony marked the first time he had visited the FDR Memorial.

The agency chose that site for the occasion because of the 32nd president's work on behalf of the United States Merchant Marine Act of 1936 "and to honor his vision for the U.S. Merchant Marine and America's maritime industry."

Boettiger told the audience, "Franklin Delano Roosevelt took great pride in the merchant marine of World War II. No doubt, he would be pleased at the recognition the merchant marine finally has gotten in the past 20 years" (a reference to awarding veterans' status to mariners who sailed in the war).

Taylor, always a no-nonsense speaker, said it's time for America to prove that it truly values the maritime industry by supporting it.

"If we're really serious about homeland security, we must control our waterways, we must control the Jones Act," Taylor stated. He added that the nation should invest in its shipyards and pointed out the historically proven dangers of exclusively relying on other nations to build and transport material.

He said that in order to honor the mariners of World War II, America must commit to the industry's future. "We have to recognize that 95 percent of everything going to the Middle East (for Operation Iraqi Freedom) goes by sea. In the future it'll be the same way."

Connaughton, himself a former mariner, reminded those in attendance that Roosevelt "understood that mariners are vital to projecting America's power.... Our challenge today is to find a vision for our industry as effectively as FDR did."

He described today's U.S. seamen as "the best manpower in the world" and declared that the industry as a whole must "have the courage and vision to take advantage of opportunities" for growth.

"The maritime industry has been at the forefront of America's military campaigns from the Revolution to Iraq," he added. "We must never forget that legacy."

Manpower is Key

Wykle, president of the National Defense Transportation Association, explained in detail his vision for how America can improve and expand on its maritime infrastructure.

But, he also pointed out, "Maritime assets are meaningless



After the ceremony at MSC, some of the dignitaries and other attendees gathered for this photo. Pictured in the front row (from left) are SIU VP George Tricker, Maritime Administrator Sean Connaughton, SIU President Michael Sacco, Rear Adm. Robert Reilly, AMO President Tom Bethel and SIU Executive VP Augie Tellez. They are joined by students from the SIU-affiliated Paul Hall Center for Maritime Training and Education.



Rabbi Joshua Boettiger



Maritime Administrator Sean Connaughton



U.S. Rep. Gene Taylor



Lt. Gen. Kenneth Wykle

National Maritime Day, 2007

A Proclamation by the President of the United States of America

America has a proud maritime history, and the United States Merchant Marine has played a vital role in helping meet our country's economic and national security needs. On National Maritime Day, we honor merchant mariners for their dedication to promoting commerce and protecting our freedom.

During times of peace, the U.S. Merchant Marine helps ensure our economic security by keeping the oceans open to trade. Ships operated by merchant mariners transport goods across our Nation's waterways and on the high seas around the world to connect American businesses and consumers with valuable foreign markets and commodities. The skill and expertise of merchant mariners facilitates trade and helps to strengthen our economy.

In times of war, the Merchant Marine is the lifeline of our troops overseas. By carrying critical supplies, equipment, and personnel, merchant mariners provide essential support to our Armed Forces and help advance the cause of freedom. Today, merchant mariners are supporting operations in Afghanistan and Iraq, and their devotion to duty is a tribute to the generations of men and women who have served our Nation with courage and determination in every conflict in America's history. On this day, and throughout the year, America is grateful for their service.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day," and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2007, as National Maritime Day. I call upon the people of the United States to mark this observance by honoring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of May, in the year of our Lord two thousand seven, and of the Independence of the United States of America the two hundred and thirty-first.

GEORGE W. BUSH

without the men and women who serve in the U.S. Merchant Marine. Maritime training and education are important to the longevity of the U.S. maritime industry.... The seafaring unions also play an integral part in training, recruiting and maintaining a viable U.S. maritime labor force."

He voiced support for the U.S. Maritime Security Program, which is crucial to keeping the American flag on deep sea commercial ships.

"The expansion of the MSP demonstrates the continued recognition of the vital role the U.S. maritime industry assumes in our nation's defense infrastructure," Wykle said. "The MSP program is the most cost effective way for the Department of Defense to meet its military sealift needs. If DOD had to acquire or maintain those assets organically, it would cost billions of scarce defense dollars."

Bright Future

During his welcoming remarks, Rear Admiral Reilly recognized the Paul Hall Center students and told the crowd, "By looking at them, it's obvious our future is bright.... The merchant marine has been a crucial part of our security and prosperity from the beginning. It's a great debt

of gratitude we owe them."

Connaughton stated, "Probably the most important thing I have to say today is to veterans of the merchant marine, veterans of all the sea services and those on active duty: Thank you for your service. This industry has made great sacrifices, both in body and spirit, for this country."

At the heart of the ceremony was the presentation of three wreaths to commemorate mariners lost at sea—one of which was carried by **Veronica Hernandez**, a member of Class 694 at the Paul Hall Center. The wreaths were placed in front of the U.S. Merchant Marine bronze relief sculpture on the East Wall of the Navy Memorial following the ceremony.

Retired NMU member **Carlos Ralon**, who sailed in the engine department during World War II, attended the MSC event.

"You come with a smile on your face and leave with a tear in your eye—that's the way I feel about this ceremony," he said. "I feel very honored to be here to see a bunch of us civilians remembered for something we did so long ago."

Congress established National Maritime Day in 1933.

SIU VP Tellez Addresses Industry Forum



SIU Executive VP Augie Tellez (at podium) was a featured speaker May 21 at the North American Maritime Ministry Association's National Maritime Day forum titled "Securing Seafarer Welfare: The Ship and Her People—Crewing in the 21st Century." The forum presented speakers representing various segments of the maritime industry including labor, management, government, vocational training facilities, and ministerial groups. Tellez's remarks included a candid look at the myriad training and credentialing requirements facing today's mariners. Also pictured is Dr. Clay Maitland, seminar moderator.