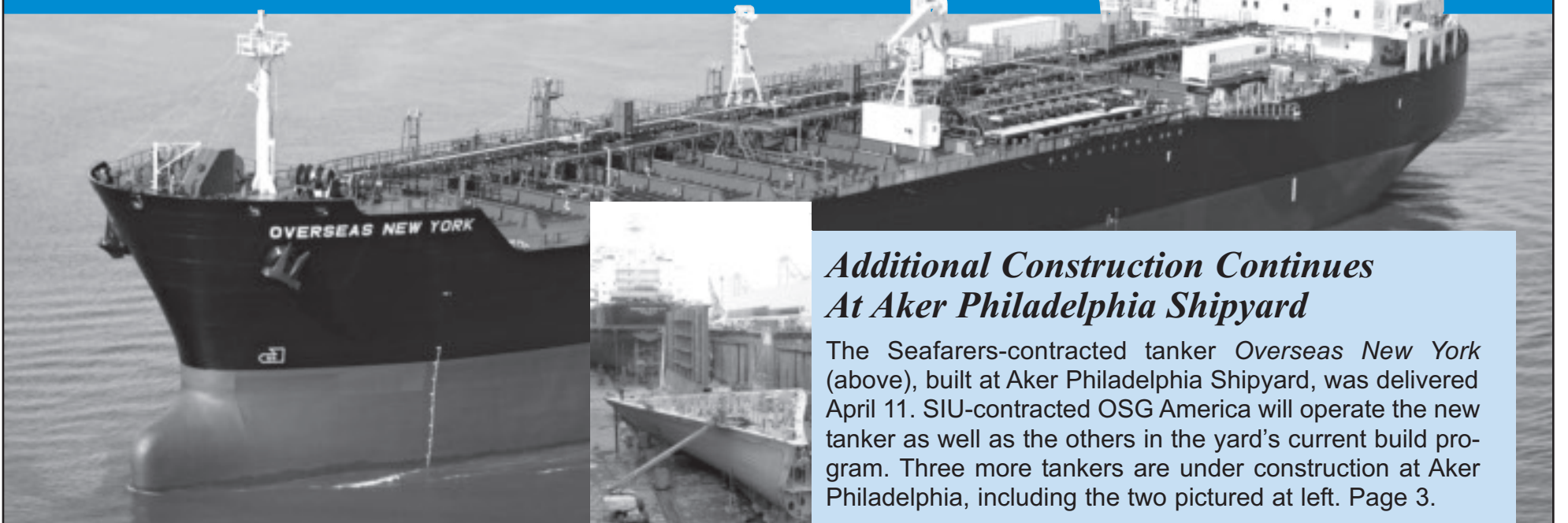


The

Seafarers Log

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

4th OSG Tanker Delivered



Additional Construction Continues At Aker Philadelphia Shipyard

The Seafarers-contracted tanker *Overseas New York* (above), built at Aker Philadelphia Shipyard, was delivered April 11. SIU-contracted OSG America will operate the new tanker as well as the others in the yard's current build program. Three more tankers are under construction at Aker Philadelphia, including the two pictured at left. Page 3.

Government Services Division Welcomes New T-AKE Ship

The dry cargo/ammunition ship *USNS Amelia Earhart* (left) is launched April 6 during a nighttime christening at the General Dynamics NASSCO shipyard in San Diego. The ship is the sixth vessel in the Navy's new T-AKE series. It will be crewed by members of the SIU Government Services Division and, like others in the program, will deliver vital cargo to Navy ships at sea, allowing them to remain under way, on station and combat-ready for extended periods. Page 4.



U.S. Navy Photo

Mariners Need TWIC by Sept. 25



The federally mandated deadline for U.S. mariners to obtain a Transportation Worker Identification Credential (TWIC) is Sept. 25, 2008. At left, Seafarer Marqualis Matthews enrolls for the credential at the designated office in La Plata, Md. For a list of enrollment centers and other information concerning the TWIC program, see pages 12-13.

Stewards Reflect on Union, School



The SIU's newest recertified stewards (left) graduated April 7 from their class in Piney Point, Md. During the monthly membership meeting, the Seafarers shared insightful views on the SIU and its affiliated Paul Hall Center for Maritime Training and Education. Pictured from left to right are Roderick Clay, Robert Easley, Grady Ingram, Charles Brooks, James Cameron, Josue Iglesia Jr. and Hazel Johnson Jr. Page 7.

Safety Milestone for ATC
Page 6

Another Honor for Horizon Falcon
Page 9

President's Report

Honoring U.S. Mariners

This month, our industry looks forward to National Maritime Day on May 22. It's a day of appropriate recognition for the U.S. Merchant Marine, first approved by Congress 75 years ago.



Michael Sacco

Some of the Maritime Day observances in Washington, D.C., and elsewhere at times have focused on the U.S. Merchant Marine's vital, heroic role in World War II. Those ceremonies are deeply appreciated and quite fitting.

But, National Maritime Day is about the whole history of the nation's mariners, right up to present day. After all, the original Congressional resolution establishing the day was enacted in 1933, some eight years before America entered WWII.

The overall sentiment of Maritime Day was captured quite well in the opening lines of the 2007 presidential proclamation: "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."

Today's Seafarers are proudly upholding the traditions of "promoting and protecting" the United States of America. For example, SIU members recently helped our armed forces achieve a milestone with deliveries of MRAPs, a relatively new military vehicle that is literally a lifesaver for our troops who are serving in harm's way. Seafarers have answered the call from the very first moments of Operations Iraqi Freedom and Enduring Freedom, just as we did in World War II, when more than 1,200 of our members made the ultimate sacrifice.

Away from the spotlight, SIU members steadily continue getting the job done in the commercial sector, sailing aboard tankers, containerships, tugboats and other vessels that contribute to the nation's economy and economic security.

This month also marks the annual convention of the American Merchant Marine Veterans, an organization mostly composed of mariners who sailed in World War II, but one that enthusiastically welcomes today's mariners, too. The SIU in recent years has supported the AMMV's push to enact legislation calling for compensation to World War II mariners or their surviving spouses. We will continue supporting the bill, titled The Belated Thank You to the Merchant Mariners of World War II Act.

To our brothers and sisters in the AMMV, many of whom sailed SIU, I say, "Don't give up the fight." As you know, it took more than 40 years to secure veterans' status for the WWII mariner. The numbers have thinned, but this is a group that's not easily deterred.

The bottom line is that recognizing the U.S. Merchant Marine of World War II at National Maritime Day ceremonies is heartwarming and proper. It certainly would be no less appropriate to show our country's gratitude by enacting the Belated Thank You bill.

From the Heart

On occasion, Seafarers may have heard me say that in many ways I view the SIU as a big family, rather than just a union. I don't care if it sounds corny because the sentiment comes straight from the heart.

That feeling was reinforced last month when I heard the graduation speeches of the seven SIU members who just completed recertification at the union-affiliated Paul Hall Center for Maritime Training and Education. They come from different backgrounds, and their individual stories have unique elements. But, the common thread is that they found a home in the SIU – and they have wisely taken advantage of the career opportunities here to make a good living and provide for their families.

In the long run, that's what the SIU is all about. We are proud to be part of America's fourth arm of defense. We are proud to represent the world's best-trained crews. We are proud of our contracts and our productive, respectful relationships with other unions and other entities from throughout the maritime industry, whether we're talking about labor, management, government or the military. We most definitely are proud of our affiliated school in Piney Point.

But first and foremost, we are about jobs and job security – and, by extension, helping SIU members and their families live the American dream.

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SIU Secretary-Treasurer David Heindel (right) presents Maritime Union of Australia General Secretary Paddy Crumlin (left) with an honorary SIU book as well as a ship's wheel commemorating the 10th anniversary of a key event in MUA history. SIU QMED Mike Fay (center), son of the late SIU Executive Vice President John Fay, a close ally of the MUA, takes part in the presentation

Secretary-Treasurer Carries Solidarity Message to MUA

SIU's Heindel also Emphasizes Grassroots Political Action

SIU Secretary-Treasurer David Heindel last month discussed the importance of solidarity and grassroots political action when he addressed the Maritime Union of Australia's national conference in Sydney.

Heindel, who addressed the approximately 450 delegates, guests and MUA officers attending the week-long event, also presented an honorary SIU book and ship's wheel to MUA National Secretary Paddy Crumlin, the union's top official.

Officers from several other international unions also spoke at the convention, including representatives from the International Longshoremen's Association; International Longshore and Warehouse Union; Britain-based National Union of Rail, Maritime and Transport Workers (RMT); South African Transport and Allied Workers Union; Australian Workers' Union; Maritime Union of New Zealand; All Japan Seamen's Union; and the Rail, Tram and Bus Union (based in Australia). Speakers from various labor federations including the International Transport Workers' Federation (ITF) – on which Heindel serves as first vice chair of the Seafarers' Section – also spoke at the conference, which took place April 7-11.

The convention occurred during the 10th anniversary of the Patrick dispute, a difficult but crucial and historic triumph for the MUA. That fight involved the attempted firings and forcible removal from the workplace of some 2,000 union dockworkers.

Much of the conference focused on organizing and political action, with emphasis on how unions and labor federations from around the world can best work together in order to promote and protect workers' rights.

During his address on April 8, Heindel commended Crumlin and the entire MUA for the union's overall practical approach, whatever the task. He noted that although the most effective methods for achieving gains on the waterfront or aboard ship have changed over many decades, unions must remain diligent at all times.

"In the maritime industry, whether seagoing or stevedoring, nothing can be taken for granted," Heindel said. "We have to fight on a daily basis to protect our memberships and their interests. Our unions have always had to fight – we took to the streets for higher wages, the eight-hour work day, health care, and the list goes on and on...."

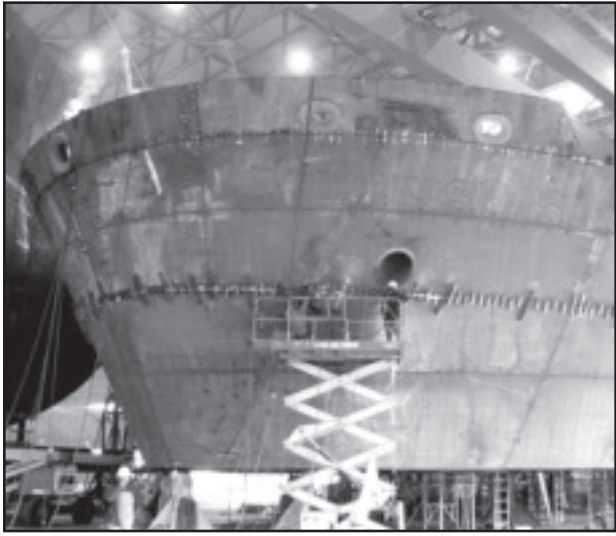
"The bottom line is that in much the same way that national government affects our members, international treaties, international laws and their application at the state level profoundly impacts not only the rank-and-file but the unions themselves. So do the policies and agreements we're able to forge through the ITF, ILO and the IMO, among others."

He discussed U.S. maritime laws and what it takes to maintain support for those initiatives, including the U.S. Maritime Security Program and Jones Act.

Heindel concluded, "Grassroots political action and solidarity are vital to both our organizations, not just locally or even nationally but internationally as well. I believe that our involvement in the ITF is nothing short of critical to our success and future, and just like the SIU needs to be in Washington with our eyes and ears open, our unions had better be in the international arena, too, representing the interests of our memberships. Being there might not assure victory, but being absent would ensure very undesirable results."



Delegates and guests show support for one of the speakers.



Construction continues on Hull 009, another component of the tanker program.



The *Overseas New York* is the fourth in a series of Seafarers-contracted double-hulled tankers delivered by Aker Philadelphia Shipyard.



Tanker Overseas New York Delivered

Keel Laying Takes Place for 10th Vessel Built at Aker Philadelphia Shipyard

The tanker program at Aker Philadelphia Shipyard is progressing in timely and efficient fashion, including the delivery last month of the *Overseas New York* – the fourth Seafarers-contracted ship in a series of 12 scheduled for completion by early 2011.

As previously reported, the program also features an “option agreement” for up to 13 additional double-hulled product tankers, meaning the total could reach 25 ships.

The 600-foot-long *Overseas New York* was christened April 7 and delivered four days later. According to the shipyard, the newest ship, like the others in the program, will be leased for charter in the Jones Act market to SIU-contracted OSG America.

“The *Overseas New York* and the other tankers that have already been delivered signify good news not just

for the SIU but for the American maritime industry as a whole,” said SIU President Michael Sacco. “When you see new, quality tonnage entering the domestic fleet, it represents shipboard and shore-side jobs and a boost to the economy.”

Aker Philadelphia Shipyard President Dave Meehan stated, “Completion of this vessel is very significant, and not just because it is delivered on the very day we promised our investors three years ago. We have made the task of successfully building ships here in Philadelphia routine and expected. Still, we can never lose sight of the hard work and challenges overcome by the men and women who built this vessel. The *Overseas New York* is going to be a valuable addition to Aker American Shipping’s modern fleet of tankers.”

A week before the christening, the shipyard conduct-

ed a keel-laying ceremony for the sixth Veteran Class MT46 tanker (a ship scheduled for completion next year). As part of the ceremony, coins were placed under the keel block, recreating a longstanding shipbuilding tradition whereby special coins are hidden in the keel section of a vessel as a permanent symbol of good fortune and safe travels.

That particular ship is the tenth constructed by the yard since 2000. Besides the other tankers already built (*Overseas Los Angeles*, *Overseas Houston* and *Overseas Long Beach*) or currently under construction, Aker Philadelphia also built four containerships for Seafarers-contracted Matson.

Each tanker weighs approximately 46,000 dead-weight tons and is capable of transporting the equivalent of 14 million gallons of liquid product.

NY Waterway Crews Approve 3-Year Pact

Seafarers employed by NY Waterway have approved a new three-year contract that boosts wages and includes other gains.

Members ratified the agreement while aboard the boat *Bravest*, with more than 75 percent of the votes in favor of the new contract. More than 100 Seafarers work at NY Waterway, a passenger ferry service that operates in New York and New Jersey.

The SIU’s negotiating team consisted of Atlantic Coast Vice President Joseph Soresi, Patrolman Joseph Baselice, Captain **George Sullivan** and Deckhand **George Schumpp**. Negotiations were reasonably smooth and took place over a six-month period.

“The process was a great experi-

ence,” stated Sullivan. “Members, the union and the company all worked well together in the process.”

“It’s clearly a good contract,” Soresi said. “We didn’t lose a single job, and there is no increase in members’ out-of-pocket expenses for health care premiums for all three years. In this day and age, we all know how significant health care costs can be.... This is a mutually beneficial contract for the members and the company.”

In addition to wage increases in each year of the agreement, the contract also returns members to the Seafarers Pension and Plan and allows, for the first time, participation in the separate Seafarers Money

Purchase Pension Plan. The union also secured an extra holiday (Presidents’ Day) for the crews.

Seafarers aboard NY Waterway vessels transport tens of thousands of passengers each day, most of them commuters. The crews perhaps are best known for their heroic roles in the immediate aftermath of the terrorist attacks of September 11, 2001, when they evacuated upwards of 160,000 people from Manhattan. A few of the NY Waterway boats operated into the pre-dawn hours of the next day, providing help for emergency crews. Several SIU members rescued people who had fallen from piers into the water, most likely because of terrible visibility.



U.S. Navy Photo

Seafarers have delivered many MRAPs to U.S. troops. In this mid-January photo, the vehicles are ready for offload from the SIU-crewed *USNS Pilliaau* in Kuwait.

SIU Crews Contribute To MRAP Milestone

The U.S. Transportation Command (TRANSCOM) last month announced a milestone in which SIU crews have played a key part. Namely, as of April 5, more than 5,000 mine-resistant, ambush-protected (MRAP) vehicles have been delivered to American troops in harm’s way.

Many of the MRAPs have been delivered by SIU-crewed ships.

“This is truly an achievement of all the military and commercial partners in this venture,” said Gen. Norton Schwartz, commander of TRANSCOM. “These lifesaving vehicles are proving their value every day in protecting our warfighters and keeping them safe.”

In announcing the milestone, TRANSCOM reported, “An earlier turning point occurred in late March. The number of vehicles delivered by sea exceeded the number airlifted to the area of operations. U.S. Transportation Command officials project that by the end of June, all MRAP vehicles will be shipped by sea.”

The agency further noted, “The Army’s Military Surface Deployment and Distribution Command scheduled ocean carrier deliveries by sea and handled port operations. The Navy’s Military Sealift Command delivered vehicles with its fast sealift ships and large, medium-speed, roll-on, roll off vessels as well as chartered commercial ships.”



Members of the SIU negotiating team included (from left) Deckhand Delegate George Schumpp, Captain Delegate George Sullivan and SIU Patrolman Joe Baselice. Also serving on the committee was SIU VP Atlantic Coast Joseph Soresi.

Membership Receives President's Pre-Balloting Report

SIU President Michael Sacco has issued the pre-balloting report to the membership announcing general elections for the union's officers will take place this year. The release of this report is called for in Article X, Section 1(e) of the SIU constitution.

The report lists the various offices that will appear on the ballot. Voting will begin Nov. 1 and continue through Dec. 31.

Those elected will serve a four-year term from 2009 through 2012. A total 25 positions from president to port agent will appear on the ballot.

In presenting the report, Sacco noted he has worked with the union's executive board and port officials to appraise the needs of the SIU for the next four years and beyond, while considering changes that have occurred in the industry.

Printed here is the full text of the 2008 pre-balloting report.

May 5, 2008

Pursuant to Article X, section 1(e) of our constitution, I am submitting at this regular May membership meeting of this election year, my pre-balloting report.

The balloting for our General Election of Officers for the term 2009-2012 will commence on November 1, 2008 and continue through December 31, 2008. The election will be conducted under the provisions of our constitution, as amended and effective December 15, 2006, and such other voting procedures as our secretary-treasurer may direct.

I have, in consultation with our executive board and port representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our constitution, that the following offices be placed on the ballot in the 2008 General Election of Officers for the term 2009-2012:

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement

1 Vice President in Charge of the Atlantic Coast

1 Vice President in Charge of the Gulf Coast

1 Vice President in Charge of the Southern Region, Great Lakes, and Inland Waters

1 Vice President in Charge of the West Coast

1 Vice President in Charge of Government Services and Fishing Industries

1 Assistant Vice President in Charge of Contracts and Contract Enforcement

1 Assistant Vice President in Charge of the Atlantic Coast

1 Assistant Vice President in Charge of the Gulf Coast

1 Assistant Vice President in Charge of the Southern Region, Great Lakes and Inland Waters

1 Assistant Vice President in Charge of the West Coast

1 Assistant Vice President in Charge of Government Services and Fishing Industries

10 Port Agents

There shall be one (1) port agent in each of the ten (10) constitutional ports; namely: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Algonac, Oakland, St. Louis and Piney Point.

In accordance with the above-mentioned Article X, Section 1(e) of our constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such a recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open July 15, 2008 and close August 15, 2008.

The foregoing constitutes your president's pre-balloting report and, subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Michael Sacco
President

SIU President Meets with West Coast Boatmen



SIU President Michael Sacco (right) last month had an informal meeting with Crowley boatmen from the West Coast who were upgrading at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. Topics covered during the wide-ranging discussion on April 17 included the importance of grassroots political action; the Jones Act's significance to the maritime industry; and training opportunities and credentialing requirements for mariners. Participants also discussed the U.S. Maritime Security Program and other key maritime initiatives. The Paul Hall Center offers dozens of U.S. Coast Guard-approved courses and has been in operation since 1967.

Majestic Cruise Boat Evacuated Because of Engine Room Fire

The Majestic America Line passenger vessel *Queen of the West* was towed ashore and evacuated April 8 in Maryhill, Wash., following an engine room fire, according to newspaper accounts and a U.S. Coast Guard press release.

The agency reported that the cause of the fire remains under investigation.

In its news release, the Coast Guard noted, "The *Queen of the West* was beached in a controlled manner in the vicinity of Maryhill State Park, where the passengers were offloaded safely over the vessel's bow ramp. The 124 passengers were transported by bus to Skamania Lodge, Ore. One crew member became wet while fighting the fire, and was taken to a local hospital after exhibiting signs of hypothermia. Three of the crew members were checked and released on scene for smoke inhalation."

Klickitat County (Wash.) emergency services personnel managed the disembarkation and processing of passengers. The Washington Department of Ecology organized precautionary shoreline protection operations along the river to address the risk of any oil pollution from the disabled vessel.

Built in 1995, the *Queen of the West* is 230 feet long and has a maximum capacity of 142 passengers.

The Associated Press described the fire as "the latest in a series of mishaps that have befallen cruise ships. A sister ship, *Empress of the North*, ran aground in March 2006 and was stuck for two days on a Columbia River sandbar near Washougal, Wash. A year later, the same ship ran aground in Alaska."

The *Empress of the North* also is operated by Majestic.

Sixth T-AKE Joins MSC Fleet, CIVMARS Net More Jobs

U.S. Navy's Military Sealift Command Christens USNS Amelia Earhart During Ceremony at NASSCO Shipyard

New tonnage and additional jobs for Seafarers took center stage April 4 in California when the U.S. Navy's Military Sealift Command (MSC) launched the *USNS Amelia Earhart*.

The newest ship in the Navy's Lewis and Clark class of dry cargo/ammunition ships (T-AKE), the 698-foot vessel was launched during a nighttime ceremony at the General Dynamics NASSCO shipyard in San Diego. According to MSC, the ship slid into the water for the first time with red, white and blue streamers flowing from its bow and fireworks lighting the sky. Owned and operated by MSC, the *USNS Earhart* now is part of the command's Naval Fleet Auxiliary Force and will be crewed by civil service mariners from the SIU's Government Services Division. In addition to Seafarers and licensed mariners, the vessel also will be manned by a military detachment of 11 U.S. Navy sailors to provide supply coordination.

Among the nearly 1,000 people present during the christening ceremony

were U.S. Rep. Susan Davis (D-Calif.), MSC Commander Rear Adm. Robert Reilly Jr., and Logistics Group Western Pacific Commander Rear Adm. Nora Tyson. Davis delivered the ceremony's principal address while Earhart's niece, Amy Kleppner, served as ship's sponsor. The launching ceremony included the time-honored Navy tradition of the sponsor breaking a bottle of champagne across the bow to formally christen the ship.

Designated T-AKE 6, *USNS Earhart* is the sixth ship in the Navy's new T-AKE class. These ships deliver ammunition, provisions, spare parts, potable water and petroleum products to the Navy's carrier strike groups at sea and other naval forces worldwide, allowing them to stay at sea, on station and combat ready for extended periods of time. The *Earhart's* primary mission will be to deliver food, ammunition, fuel and other provisions to combat ships. Like the other ships in the T-AKE class, the *Earhart* will have a sailing speed of 20 knots.

"Being able to refuel at sea is essen-

tial to our Navy's ability to be forward deployed and remain strong in our global endeavors," said Davis. "Today we bring this ship to life, and I look forward to the day we welcome her to the fleet."

The vessel is named in honor of aviation pioneer Amelia Earhart, who was the first woman to be awarded the Distinguished Flying Cross. She received the award after completing a solo flight across the Atlantic Ocean. Earhart disappeared in 1937 over the central Pacific Ocean during an attempt to circumnavigate the globe.

Since May 2005, six vessels—the *USNS Lewis and Clark* (T-AKE 1), *USNS Sacagawea* (T-AKE 2), *USNS Alan Shepard* (T-AKE 3), *USNS Richard E. Byrd* (T-AKE 4), *USNS Robert E. Peary* (T-AKE 5) and now the *USNS Amelia Earhart* (T-AKE 6)—have been delivered to MSC and crewed up by CIVMARS. The seventh ship of the class, the *USNS Carl Brashear* (T-AKE 7), currently is under

construction at the San Diego shipyard.

Keel laying for *USNS Wally Schirra*, the eighth dry cargo-ammunition ship in the T-AKE program, took place in San Diego on April 14. Secretary of the Navy Donald C. Winter recently named the ship in honor of the late Navy captain and original NASA pioneer. The *Schirra* is scheduled to be delivered to the Navy in the third quarter of 2009.

NASSCO on April 21 began construction of the ninth ship of the Lewis and Clark class. The ship will be named later and is scheduled to be delivered to the Navy in the first quarter of 2010.

The T-AKE ship incorporates international marine technologies and commercial ship-design features, including an integrated electric-drive propulsion system to minimize operating costs over its projected 40-year service life. NASSCO has contracts to build 11 T-AKE ships. The Navy has options to build three additional ships for a total class of 14 vessels.



Detained in port for being unseaworthy, the *Lady Belinda* (above and lower right) also had low stores and a crew which hadn't been paid for four months.



Crew members are happy to receive their back pay, thanks to efforts by the ITF and the Singapore Maritime Officers' Union. SMOU President Robin Foo (toward the left, wearing a light, collared shirt and looking directly at the camera) is pictured with the mariners, standing behind the two who are kneeling.

ITF, Singapore Union Assist Stranded Crew

Federation Helps Secure \$102,000 in Back Pay

The International Transport Workers' Federation (ITF) and its affiliated Singapore Maritime Officers' Union (SMOU) recently secured back wages and assisted with repatriation for mariners who had been stranded aboard a runaway-flag ship since early January.

According to the federation, a crew of 22 mariners from the Greek-owned, North Korean-flagged *MV Lady Belinda* received \$102,000 in back pay on April 5 in Singapore. Most of the seamen, all Indian nationals, had submitted requests to leave the vessel upon receiving their salaries, citing the ship's unseaworthy condition.

The stricken bulk carrier, fully laden with iron ore, became immobilized on Jan. 5 in the northern stretch of the Malacca Straits and had arrived under tow in Singapore on Jan. 14. The vessel had since been detained by the authorities for not being seaworthy.

The crew had sought the help of the SMOU to recover up to four months of wages.

SMOU President Capt. Robin Foo said that he was appalled at the condition of the vessel, which had a visible hole at its stern just above the water line, and at the food and water provisions for the crew, which

were running low.

"It is really distressing to see that seafarers are still being unscrupulously exploited, and the unsafe working conditions on board the unseaworthy vessel is a cause for concern for the industry," he said.

He added, "We are thankful for the assistance by the various seafaring welfare organizations, especially the International Transport Workers' Federation and the Maritime Port Authority of Singapore (MPA), who have helped with the humanitarian welfare of the seafarers and have assisted us with the wage recovery for the crew."

The vessel's chief officer, G. Ramanamurthy, expressed his relief and thanked the ITF and SMOU. "When food provisions were critical, especially during the Easter weekend, SMOU came on board with food," he said. "When we needed to contact our families, calling cards were provided and most importantly they helped us get our hard-earned wages. I will now go back to my family and will look out for a better vessel to work on board for my next voyage."

Junior Engineer Sheikh Yakub Umar added, "We never believed we could get our money back, but the ITF and SMOU

have made it possible. I'm glad that the ordeal has almost come to an end."

Capt. Foo noted, "We're very happy for the seafarers and it is very heartwarming as a unionist to see the joy on the faces of the seafarers who have finally received wages that they have been owed for many months and that they have worked very hard for."

He pointed out that there was still some unfinished business. "As the vessel is still unsafe and unseaworthy, we are now working to ensure that the vessel owner and the employers pay for the full repatriation of the seafarers on board and that they will continue to pay all additional wages incurred until the crew sign off the vessel and are repatriated."

The ITF is a global federation of 681 transport trade unions (including the SIU) which collectively represent 4.5 million workers in 148 countries. SIU Secretary-Treasurer David Heindel is first vice chair of the ITF Seafarers' Section.

A runaway-flag or so-called flag-of-convenience (FOC) ship is one that flies the flag of a country other than the country of ownership. According to the ITF, "FOCs provide a means of avoiding labor regulation in the country of ownership, and become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions. Since FOC

ships have no real nationality, they are beyond the reach of any single national seafarers' trade union.

"The ITF has therefore been obliged to take on internationally the role traditionally exercised by national trade unions – to organize and negotiate on behalf of FOC crews. For 50 years the ITF, through its affiliated seafarers' and dockers' unions, has been waging a vigorous campaign against shipowners who abandon the flag of their own country in search of the cheapest possible crews and the lowest possible training and safety standards for their ships."



Steelmaker Calls for More Lakes Dredging So Nation Can Reinvest in American Jobs

America's largest integrated steelmaker has urged lawmakers to increase dredging on the Great Lakes as a way to reinvest in and retain quality jobs in America.

Daniel J. Cornillie, an official at ArcelorMittal USA, Indiana Harbor, noted that because of the dredging crisis, it now takes a vessel that supplies iron ore to Indiana Harbor six trips to deliver what it did in five 20 years ago. "This math is being repeated across the U.S.-flag Lakes fleet that delivered over 100 million tons last year. The constraint is the draft available, and the culprit is deferred dredging in the context of low Lake levels. With the current Great Lakes fleet at full utilization, this is forcing cargo to other modes of transportation at a multiple of fuel consumption."

Cornillie, speaking before the 13th annual informational briefing for the Great Lakes delegation in Washington hosted by the Great Lakes Maritime Task Force, stressed that Great Lakes shipping "links the iron ore and stone from the north with the coal to the south. These are steelmaking's primary inputs. It requires approximately 26 million tons per year of Lake-delivered raw materials to sustain ArcelorMittal's production and jobs at its U.S. Lakes mills. That is approximately 3,000 tons of material per hour, 24/7. Without Great Lakes shipping to deliver these materials, these mills would not be here."

Decades of inadequate funding for dredging have produced a backlog of 18 million cubic yards of sediment that must be removed system-wide, accord-

ing to the task force. The U.S. Army Corps of Engineers estimates it will cost more than \$230 million to restore the Great Lakes navigation system to project dimensions.

Cornillie, manager of marine and raw materials logistics for ArcelorMittal, noted that the Harbor Maintenance Trust Fund, which pays for dredging using taxes collected on waterborne commerce, has a surplus of more than \$4 billion, and the cost of allowing vessels to again carry full loads "would be less than that recently spent on reconfiguring one freeway intersection south of Chicago."

He also focused on the environmental benefits of Great Lakes shipping. "In the current and future environment of energy conservation and reducing greenhouse gas emissions, the marine mode stands apart.

Lakes ships use only one-third to one-fifth of a horsepower per ton. If this ratio held true on the highway, you could move a semi with a lawnmower engine."

Cornillie further highlighted the employment potential that will result from increased dredging. "After years of industry rationalization, the average age of employees in these mills is in the 50s. Over the next 10 years this workforce will retire, opening jobs for today's youth. This turnover has already started to a significant degree, and will accelerate – if we reinvest in the Lakes transportation system that enabled this job creation in the first place."

At the briefing, the Great Lakes Maritime Task Force (to which the SIU is affiliated) also presented its Great Lakes Legislator of the Year Award to Congresswoman Stephanie Tubbs Jones (D-Ohio). Rep. Tubbs Jones represents the east

side of Cleveland, Ohio. The city is home to an ArcelorMittal mill that is also suffering from the dredging crisis.

The Great Lakes Maritime Task Force was founded in Toledo, Ohio, in 1992 to promote domestic and international Great Lakes shipping. It is the largest coalition to ever speak for the Great Lakes shipping community and draws its membership from both labor and management representing U.S.-flag vessel operators, shipboard and longshore unions, port authorities, terminal operators, cargo shippers, shipyards and other Great Lakes interests. In addition to restoring adequate funding for dredging of Great Lakes ports and waterways, its goals include construction of a second Poe-sized lock at Sault Ste. Marie, Michigan; preserving the domestic steelmaking infrastructure; and protecting the nation's cabotage laws.

Marine Highway Initiative Shows Waterways' Importance

The Energy Independence and Security Act of 2007, which contains provisions establishing a formal marine highway program within the federal government, was signed into law in December 2007. Under the law, marine highway or "short sea" trans-

portation refers to the carriage by vessel of cargo in containers, loaded on the vessel by cranes or by means of wheeled technology.

Specifically, the law requires the establishment of a program and the designation of transportation projects to miti-

gate landside congestion. The program will encourage the development and expansion of vessels, shippers, port and landside infrastructure, and marine transportation strategies by state and local governments. Water transportation routes will be designated as extensions of the surface transportation system to focus public and private efforts to use the waterways to relieve landside congestion along coastal corridors. A project may be so designated if it offers a waterborne alternative to available landside transportation services using vessels and provides transportation services for passengers, freight or both.

A federal board has been established to identify and seek solutions to impediments hindering effective use of short sea transportation and to promote the marine highway initiative. Members of the board include representatives from the U.S. Department of Transportation, U.S. Environmental Protection Agency and other federal, state, and local governmental entities as well as private sector entities. The board has one year to provide a report on the initiative.

As research continues the U.S. Maritime Administration has released some important statistics about waterways use that highlight the need for support of this vital mode of transportation. They include the following:

Waterways Offer Value

■ The inland waterways system includes 12,000 miles of commercially navigable channels and 240 lock sites,

moving commerce in 38 states from Canada to the Gulf of Mexico, to east and west coasts.

■ About 624 million tons of cargo transits the inland waterways a year. That's a volume equal to 14 percent of all intercity freight at a value of \$70 billion annually.

■ These waterways transport more than 60 percent of the nation's grain exports, 22 percent of domestic petroleum and petroleum products and 20 percent of the coal used in electrical generation.

■ One 15-barge tow of dry cargo can carry as much as two unit trains and as much as 1,050 tractor trailer trucks.

■ One barge has the liquid cargo capacity of 46 railcars and 144 tractor trailers.

■ Barges can move one ton of cargo 576 miles for the same amount of fuel it takes a rail car to carry the same amount of cargo 413 miles and a truck to haul it 155 miles.

Congestion Alleviated

The annual traffic on America's inland waterways carries the equivalent of 58 million truck trips each year. If current waterways traffic was diverted to the roads, heavy truck traffic would nearly double and create severe traffic jams, especially in inner cities.

If the current waterways freight was diverted to rail, the tonnage carried by the rail system would increase nearly 25 percent and would heavily burden Eastern U.S. railroads that are already operating to capacity.

Good Investment

The study shows it would be

cheaper and more efficient to invest in the marine cargo transportation system than highways and railroads. Diversion of waterways freight to highways would require the addition of two inches of asphalt to the thickness of the pavement of 126,000 lane-miles of intercity interstates.

An example of increased rail infrastructure costs comes from railroad operator CSX. If coal shipments were diverted from the Ohio River onto rail, CSX calculates it would need 156 new locomotives and 5,616 new coal cars at an estimated cost of \$581 million. This doesn't include the cost of other additional equipment and increased rail congestion.

Dual Benefits

The Environmental Protection Agency estimates that inland towing generates much less airborne emissions than railroads and diesel trucks.

Also, safety-related statistics for all modes of freight transportation show, on a rate-per-ton-mile basis, that there is one fatality in the inland marine sector for every 22.7 fatalities in the rail sector and 155 fatalities in the rail sector. There is one injury in the inland marine sector for every 125.2 in the rail and 2,171.5 in the highway sector.

Moreover, overall spill rates in all sectors are considered low with the inland marine sector the lowest. Spill rates for barges are 3.6 gallons per million ton-miles. Railcars came in with 3.86 gallons per ton-miles and trucks were at 6.06 gallons spilled per ton-mile.



The Seafarers-crewed ATC fleet includes the *Alaskan Explorer*, pictured in Los Angeles.

Alaska Tanker Company Safely Reaches Milestone

How's this for a winning streak? SIU-contracted Alaska Tanker Company (ATC) recently reached what's believed to be an unsurpassed safety milestone: more than six calendar years and 12 million man hours without a lost-time injury.

In a communication dated March 30, ATC President and CEO Anil Mathur noted that the company also has not had "a single drop of crude oil spilled to sea in over five years. Since our inception in 1999, we have transported well over a billion barrels of crude oil out of Valdez, Alaska."

Others have noticed ATC's outstanding safety record as the years pass. The Alaska State Legislature honored the company in 2006. Two years earlier, the U.S. Coast Guard did the same.

ATC's fleet includes four Seafarers-crewed vessels: the

Alaska Class tankers *Alaskan Legend*, *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*. Those ships transport Alaskan North Slope crude oil from Valdez, Alaska, to refineries in Washington State, California and Hawaii.

Many of the company's mariners have undergone safety training at the SIU-affiliated Paul Hall Center, located in Piney Point, Md.

Mathur, in his recent message, was characteristically quick in sharing credit for ATC's latest achievements.

"This remarkable performance by the ATC employees, ship and shore, has been enabled by our union leadership (SIU and MEBA), our contractors, our client BP Alaska, our owners, our external stakeholders and our regulators," he said. "Meaningful and lasting results at this level require a supportive environment. I am very grateful to each of these entities."

He also conveyed a pragmatic view of what lies ahead, even while expressing profound appreciation for the "quality and thought that ATC employees put into their work that produces these extraordinary results." Recognizing that safe operations are an unending goal, he added, "Each task we perform in ATC presents hazards that must be overcome anew in order to do the job safely, regardless of how many times we've completed that same job safely in the past. Overcoming the next challenge does not create a panacea where no other challenges can exist. As we continue to improve our operations and our performance, it is clear to me that our journey towards flawless operations has essentially no finish line."



ATC President and CEO Anil Mathur, pictured in 2007 at the Maritime Trades Department executive board meeting, recently credited the SIU for significant contributions to the company's outstanding safety record.

Union Joins in Honoring Bob Magee



SIU officials were on hand April 12 at the Broward County (Fla.) Convention Center to join in honoring Robert P. "Bob" Magee Jr., a highly respected philanthropist who is chairman, president and CEO of American Shipping Group. The event was the annual International Golden Compass Award dinner, benefiting Seafarers' House at Port Everglades. Pictured from left to right are SIU President Michael Sacco, Magee and SIU Executive VP Augie Tellez. A former mariner, the honoree has dedicated his entire career to the American maritime industry. Seafarers' House at Port Everglades is a multi-faith endeavor among religious, labor, business and civic leaders with a mission "to improve the lives of seafarers and their families through multi-faith service."

Stewards Appreciate Big Picture and Fine Details

Seven Seafarers Successfully Complete Recertification in Piney Point

Sharing heartwarming stories and practical advice, seven SIU members last month addressed fellow Seafarers, unlicensed apprentices and union officials as they graduated from the steward recertification class at the Paul Hall Center for Maritime Training and Education.

The graduates received certificates and gave brief remarks April 7 at the membership meeting which took place at the union-affiliated school in Piney Point, Md. Completing the three-week course were (in the order in which they spoke at the meeting) **Josue Luis Iglesia Jr., Bob Easley, James Cameron, Roderick Clay, Grady Ingram, Charles Brooks** and **Hazel Johnson Jr.**

Recertification is the top curriculum available to steward-department mariners at the Paul Hall Center. The course, like most others there, features both practical training and classroom instruction. Topics include detailed refreshers in safety (including fire fighting, first aid and CPR) along with sanitary conditions and computer training. Class members also study communication and nutrition.

Also, the training includes meetings with representatives from different departments within the union and the Seafarers Plans as well as a trip to AFL-CIO headquarters (including the offices of the Maritime Trades Department). Without exception, each component is designed to help stewards do the best jobs possible as they sign on aboard their next vessels.

In keeping with graduation-day tradition, the stewards touched on different aspects of their experiences in the union and at the school. They also encouraged the trainees to make the most of their maritime career opportunities.

The following comments combine parts of the graduation speeches with information specifically provided to the *Seafarers LOG* by the stewards.

Iglesia graduated from the trainee program in 1992 and now sails from Jacksonville, Fla. He credited the SIU with timely and important help not only from a career standpoint but with life in general.

"The union and the training school saved my life," Iglesia noted. "When I was 18 years old I was headed down the wrong path. The SIU saved me from the streets and showed me I could make something of myself and provide a good life for my family."

A frequent upgrader, he added that he always learns new things at the Paul Hall Center, and his most recent course proved no exception. "It's a great experience every time I come to the school," Iglesia stated. "This class will help not only me but my staff in the galley when it comes to safety and sanitation."



Graduates from the steward recertification course are pictured along with family members and SIU and school officials after the April membership meeting in Piney Point, Md.

Addressing the apprentices, he concluded, "Listen and learn to work together. At sea, work hard and never be afraid to ask questions. You can have a great career."

Easley, who sails from Tacoma, Wash., said the Paul Hall Center instructors are second-to-none and described the class as "packed with lots of good information. This is the finest maritime academy in the United States."

He thanked SIU President Michael Sacco "and others who have sacrificed so much for the betterment of the SIU."

Speaking to the trainees, he said, "Don't take your opportunities for granted. It's up to you to use these tools for success."

Cameron has been with the union since joining in 1990 in Norfolk, Va.

"I thank God for blessing me with this opportunity to be the best chief steward I can be, and to be an asset rather than a liability to this union," he declared. "I know this course will help me do a better job aboard the ship. It was very interesting and a good learning experience."

He advised the apprentices to "study hard and learn to work together. At sea, listen and do the right thing."

Clay, who sails from both Wilmington, Calif., and Honolulu, commended the school staff and instructors. He said the campus "looks great and makes for a good study environment."

Since joining the SIU 10 years ago, "I've been many places and it has been great," he said. "This union improved my life - enabled me to take care of my family, be a homeowner and put my kids in

good schools.

"I've worked in other jobs, but this organization has really come through," he added. "This is a place with integrity and people who care. You don't see a lot of that elsewhere in the world."

A football fan, Ingram (whose home port is Jacksonville) said that for him, completing recertification felt like the equivalent of "being the number one draft pick in the NFL. This is a lifetime dream."

He said a couple of subjects proved particularly interesting during the course: ServSafe, which focuses on different aspects of safety in the galley, and leadership skills. "ServSafe taught here at the center is very educational, informative and on the cutting edge. The leadership class gives me different insights into where I need to focus in order to be a more complete and effective leader," he said.

Sharing how the SIU helped him achieve success, he noted, "I would like to thank the SIU for giving me an opportunity when no one else would. My career as a seaman has been fruitful. The training center is a beautiful place to achieve goals - it is our thing, our home away from home."

"To the trainees, don't let anyone deter you."

Brooks, who sails from Norfolk, said that in addition to learning more about his profession, "I now have a better understanding of the inner workings of the union and the hard work that goes into keeping union members working. I have a lot of respect for the people

working hard for the members and I thank our union leaders, starting with Mike Sacco, the SIU's heart and soul. Because of the union I am able to work and support my family and have a good life."

He said the apprentices are facing "a beautiful opportunity. If you put your mind to it, you can accomplish anything."

A 30-year Seafarer who sails from Philadelphia and New York, Johnson wrapped up the presentations with a mix of humor and seriousness. After claiming to have sailed on Noah's Ark, he thanked a number of officials who recommended him for the class or otherwise have helped him along the way, including Vice President Government Services Kermet Mangram, Assistant Vice President Contracts Archie Ware, Philadelphia Port Agent Joe Mieluchowski, New York Safety Director Jack Sheehan and Philadelphia Patrolman Robert Wisler.

Johnson also noted with pride that he comes from a family of Seafarers - his father, uncle, brother, sister, nephew, niece and two cousins all either sailed SIU or still are members of the union.

"I've been around the world several times," he stated. "This union helps me provide for my family. There are a lot of people in other industries who are out of work these days. We're not."

He told the apprentices, "When you go out there on a ship, you're 'market ready.' Ask questions and don't come aboard thinking you already know everything."



Refreshers in safety training, including fire fighting, are part of the recertification course.



Class members brush up on their computer skills.

Seafarer's Dedication to Safety Leaves Lasting Legacy

The U.S. Coast Guard dubbed him a hero for being a man of honor, respect and devotion to duty. His brother said, "Every day, he fought for the guys in the merchant marine, probably because he came up through the hawsepipe like so many mariners. He left us all a legacy that made our lives better."

Domenic Calicchio, once an SIU member, is today considered posthumously one of the Coast Guard's unsung heroes. That's because he stuck to the principles he formed during a career that started as an ordinary seaman during World War II when he was 16 years old. Later, Calicchio rose to the rank of captain in the Coast Guard Reserve while also sailing as a ship's master, including voyages with United States Lines.

Recently, the U.S. Coast Guard's Marine Inspection and Investigation office named one of its top excellence awards after him.

"Dom saw me and our brother Michael come up through the hawsepipe," said Alfred Calicchio, "and he wanted to do the same thing and help our nation in World War II." Brother Alfred explained that all three brothers eventually rose to ship's master during their careers.

Domenic Calicchio sailed as a

merchant mariner for 23 years, some of them with the SIU. He is believed to have been the first merchant mariner to be commissioned as a lieutenant into the Coast Guard through the Public Law 219 officer procurement program. In 1968 he accepted a commission as an active duty lieutenant commander because he believed he could use his seafaring experience in the marine safety field by championing the safety of crews and passengers.

Calicchio's adherence to strict safety requirements brought much-needed attention to lifeboat capacities and the failure of some cruise ships at the time to have enough lifeboats for all passengers.

Championing safety for crews aboard deep sea vessels, Calicchio served on a review board that investigated and led to the indictment of the owner of the *M/V Marine Electric*, which sank in 1983. The *Marine Electric* was an NMU-crewed T-2 bulk cargo carrier built for World War II. The T-2s were notorious for splitting hulls due to metal fatigue, especially as the ships got older and began to rust.

The *Marine Electric* saga proved tragic to say the least. On Feb. 12, 1983, 31 crew members aboard the vessel—21 of whom were members of the NMU—paid

the ultimate sacrifice when their vessel capsized and sank in frigid waters off the Virginia coast. Only three of the vessel's 34 crew members escaped with their lives. Drowning resulting from hypothermia was determined to be the cause of death for all who perished.

Then a 39-year-old vessel, the *Marine Electric* was loaded with 27,000 tons of coal. Departing from Norfolk, Va., the ship was en route to the New England Power Plant at Brayton Point, Mass., when it encountered heavy seas, rolled over and was swallowed up by the Atlantic Ocean about 30 miles east of Chincoteague, Va.

The case was a landmark event in U. S. marine safety because it led to safety standards for older vessels, such as the T-2s, and led indirectly to the scrapping of about 70 vessels unable to meet those standards. It also spurred regulations requiring the adoption of survival suits on board vessels navigating in cold water climates. Lastly, the tremendous loss of life in the *Marine Electric* disaster focused attention on Coast Guard rescue swimmers and boosted support for that fledgling program.

"Dom helped found the Coast Guard's swimmer's program, like what you see in the Kevin Costner



Seafarer Domenic Calicchio is sworn into the Coast Guard as a lieutenant in the late 1960s.

movie 'The Guardian,' said Alfred. "The modern-day program has saved thousands of lives and that's what Dom was passionate about — the safety of his fellow seafarers."

Calicchio is also credited for spearheading special training programs for Coast Guard inspectors.

"It was Dom rising through the hawsepipe that taught him respect for his fellow seafarers," concluded Alfred. "He was one of them. He knew what their daily lives were like and he knew about their challenges. He knew safety and conditions had to improve and he did something about it."

Seafarers & International House Salutes AMO President



American Maritime Officers President Tom Bethel (center) was honored April 10 in New York by the Seafarers & International House, a faith-based mission for mariners. SIU President Michael Sacco (left) and SIU Executive VP Augie Tellez (right) joined in congratulating Bethel as well as fellow honoree Peter Schaerf, who serves as chairman of the trade association New York Maritime, Inc. The event was the eighth annual "Setting the Course" awards banquet.

Notice: SCAM ALERT

Beware of Phony 'Sweepstake'

April 9, 2008

The purpose of this notice from the Seafarers International Union is to caution and help protect individuals from being victimized by recent scams designed to steal money. The union's legal department is working with the FBI and with Canadian authorities to put a stop to these attempted rip-offs, and is very encouraged by the rapid progress to date.

SIU members and their families should be assured that the assets of the Seafarers Plans are fully protected — the bank is wise to the scams, as are Plans officials and the union's legal department. However, that does not help the innocent victims who have fallen for this deception.

One of the scams involves someone using altered, bogus checks that supposedly are from the Seafarers Health and Benefits Plan. A letter accompanying the check — purported to come from a Canadian-based company called ORIENT Financial Inc. — tells the recipient that he or she has won a "sweepstake sponsored by a group of multi-national companies in North America." Individuals are instructed to call a certain telephone number, deposit the check and wire funds to cover taxes. The thievery itself involves the wired funds — no money is taken from the real Seafarers Health and Benefits Plan, but individuals who fall for the scam lose their own money.

The other scam is an attempt to steal money directly from the Seafarers Pension Plan. In this case, orders for wire transfers are sent to the bank — complete with multiple forged signatures. Again, both the Plan and the bank caught on immediately.

This notice was sent to the union halls and posted on the SIU web site in order to help alert both the membership and the general public. The union will continue working with the FBI and Canadian authorities to catch the thieves. Meanwhile, if anyone asks you about a sweepstakes being run by an organization sounding like the Seafarers Health and Benefits Plan, please ask them contact the SIU legal department at headquarters immediately. Similarly, if you receive a letter like the one described above, please contact the SIU legal department. The headquarters phone number is (301) 899-0675.

Advancing Your Career Via the Paul Hall Center

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

Safety Course Spotlight

STCW Basic Safety Training — Applicants completing the school's 40-hour Basic Safety Training course and presenting the corresponding Paul Hall Center Certificate of Training at a Regional Exam Center satisfy: (1) the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(1)(1);—AND— (2) the Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(1)(2);—AND—(3) the Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the STCW Code and 46 CFR 10.205(1)(3);—AND—(4) the Personal Safety & Social Responsibilities training requirements of Section A-VI/1 and Table A-VI/1-4 of the STCW Code and 46 CFR 10.205(1)(4).

Prerequisites: No additional prerequisites





SIU Asst. VP Chester Wheeler (center, in sunglasses) chats with students before one of the shipboard tours.



OMU Adam Hansen makes a point as STOS Ryanne Wheeler (left) and a student observe.

Seafarers, Officers, Officials Promote Maritime in Calif.



Seafarers, officers, officials and students move through a wheelhouse.

Students at two California high schools last month went beyond their normal curriculums and learned first-hand about the U.S. Merchant Marine, thanks to the joint efforts of the SIU, the American Maritime Officers (AMO), school administrators and teachers, and two SIU-contracted companies.

With indispensable participation from rank-and-file Seafarers and AMO members, 18 students toured the SIU hall in Oakland, Calif., and then visited three nearby vessels: the *Grand Canyon State*, *Gem State* (both operated by Pacific Gulf Marine) and *Cape Mohican* (Ocean Ships, Inc.).

The students and teachers are from Loconoma Valley High School of Middletown, Calif., and Lower Lake High School of Lower Lake, Calif.

Aboard the ships on April 10, mariners conducted department-specific tours and answered plenty of questions from the enthusiastic students. Among those leading tours and supplying information were Chief Steward **Sam Harris**, STOS **Ryanne Wheeler**, OMU **Adam Hansen**, SIU Assistant Vice President Government Services **Chester Wheeler**, SIU Representative **Kathy Chester**, AMO National Executive Board member **Capt. Dan Shea**, Chief Mate **Chris Sharik**, 1st Assistant Engineer (and SIU hawsepiper) **Fred Reyes** and Port Engineer **Dave Coleman**. Also contributing to the day's success were SIU Secretary-Treasurer **David Heindel**, SIU Vice President West Coast **Nick Marrone** and **Katherine Glenn**, secretary at the Oakland hall.

SIU of Canada Reports Major Organizing Victory at McKeil

The SIU of Canada recently reported that the Canadian Industrial Relations Board has granted union certification to employees on the McKeil vessel *Kathryn Spirit*.

In the March edition of its newspaper, *The Canadian Sailor*, the SIU of Canada noted, "After a successful organizing drive, which saw the majority of employees sign SIU pledge cards, negotiations for a first collective agreement are set to begin. With word of the unionization of the McKeil vessel *Kathryn Spirit* spreading among employees, the SIU has received numerous calls from McKeil crews employed on tugs and barges.

"These employees are very interested in hearing how joining the SIU can benefit them as seafarers. It seems the ice has been broken with the *Kathryn Spirit* and McKeil employees are now prepared to join the SIU and be represented by Canada's largest and strongest maritime union.

"SIU organizers will be contacting all employees working for McKeil over the next month and we urge you to follow suit with your fellow seafarers on the *Kathryn Spirit* and join the ranks of the Seafarers International Union of Canada. Together we are stronger."

In that same issue, SIU of Canada President **Roman Gralewicz** reported that

another company, Great Lakes Feeder Lines, is now under contract with the union. The company "operates modern multi-purpose vessels crewed by the SIU under the Canadian flag."



SIU of Canada President Roman Gralewicz

Horizon Falcon Receives Additional Recognition

The *Horizon Falcon* and Horizon Lines last month were honored for a rescue involving the SIU-crewed ship that took place last summer.

The company, ship and crew on April 2 received the AMVER-Assisted Rescue at Sea Award "for the extraordinary courage and seamanship of the *Horizon Falcon* crew," according to Horizon Lines. AMVER Program Director **Captain Christopher Hall** presented the award to *Horizon Falcon* Captain **Tom McDorr** at the 2008 Lloyd's List London Awards.

McDorr and the crew of the *Horizon Falcon*, one of the vessels in the Horizon Lines fleet, courageously assisted in the rescue of Chinese crew members of the Panamanian-flagged ship *Hai Tong No. 7* after it sank in typhoon-heavy seas 300 nautical miles northwest of Guam last July.

More than 450 guests from the international maritime community attended the London dinner.

Kyle Hurst, Market Manager of Inmarsat, a leading provider of global mobile satellite communications, sponsored the AMVER award. The keynote speaker was former UK Shipping Minister **Stephen Ladyman**, who stressed the importance of public awareness of the maritime industry.

"We are honored by this prestigious award and grateful to

Captain McDorr and the crew of the *Horizon Falcon* for their efforts. They responded immediately to U.S. Coast Guard's distress call and displayed incredible bravery during the rescue," said **Don Watters**, Horizon Lines senior superintendent OTS – fleet operations.

The Automated Mutual Assistance Vessel Rescue System (AMVER), sponsored by the U.S. Coast Guard, is a unique, computer-based voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. Horizon Lines has participated in AMVER since the rescue system's establishment in 1958, and all 21 of the company's vessels are enrolled.

Earlier this year, crew members and officers from the *Horizon Falcon* received the American Merchant Marine Seamanship trophy, sponsored by the U.S. Merchant Marine Academy.

SIU members sailing aboard the *Horizon Falcon* during the rescue included Recertified Bosun **Steven Bush**, ABs **Ahmed Almuflhi**, **John Dacuag**, **Jennifer Souci**, **Stanley Parker**, **Jack Kem**, **Earl Sparkes** and **Jerry Gonzaga**, Electrician **Ursel Barber**, QMEDs **Husain Ali** and **Gustavo Osorio**, Recertified Steward **Philip Lau** and SA **Milagros Clark**.



Share your ideas for news and feature items for publication in the Seafarers LOG by calling (301) 899-0675.

Simply ask the operator for the Communications Department. E-mailed items may be sent to webmaster@seafarers.org

In And Around The Port of Fort Lauderdale

As is the case with all SIU ports, a flurry of activity involving rank-and-file members and union-crewed vessels takes place on a daily basis in the Port of Fort Lauderdale.

The photos on this page captured some of those occurrences. They were taken and submitted for publication the the *LOG* by Ft. Lauderdale Safety Director Kevin Marchand.



A number of SIU members and guests recently visited the Ft. Lauderdale union hall for various job-related matters. Included were (clockwise from left) Bosun Moise Ramos, SA Fernando Domenicale and others; the Beckford Brothers (Sammy is above center and Alecy is at right). The third brother at left is not yet an SIU member); AB Edward Sosa and friends surf the web while GUDE Jhon Moreno, former SIU official Jack John and Steward Matry Buck meet for a chat. The Penn tug *Tersea* is tied up in Port Everglades, Fla.



between jobs. Taking advantage of the downtime to pose for a photo are crew members AB Paul Starvish, AB Frank Mahr and Mate Edward Whitfield (right).



Port Agent Kenny Moore (left in photo at left), USS Transport Asst. Personnel Manager Lynette Pagean, USST Personnel Manager Jack Kraft and Safety Director Kevin Marchand join for a photo following a recent business meeting while AB Dionsino Batiz takes his oath (photo at right) after receiving his A Book from Port Agent Moore. In photos below and left, union members await their respective opportunities to sign in at a monthly union meeting. Port Agent Moore (seated in photo below, right) completes some paperwork while members sign in.



AB Charles Bigham (inset in photo at left) makes repairs and adjustments on equipment aboard the OSG tug *Navigator* while the vessel is conducting off-loading operations in Port Everglades. In photo at right, crew members from the *Seabulk Trader* take a pause from their duties to pose for this photo. Pictured are AB Melvin Smalls, QE Eron Hall, Recertified Bosun Bob Coleman, Chief Cook David Coggio and Pumpman Donald McBride.



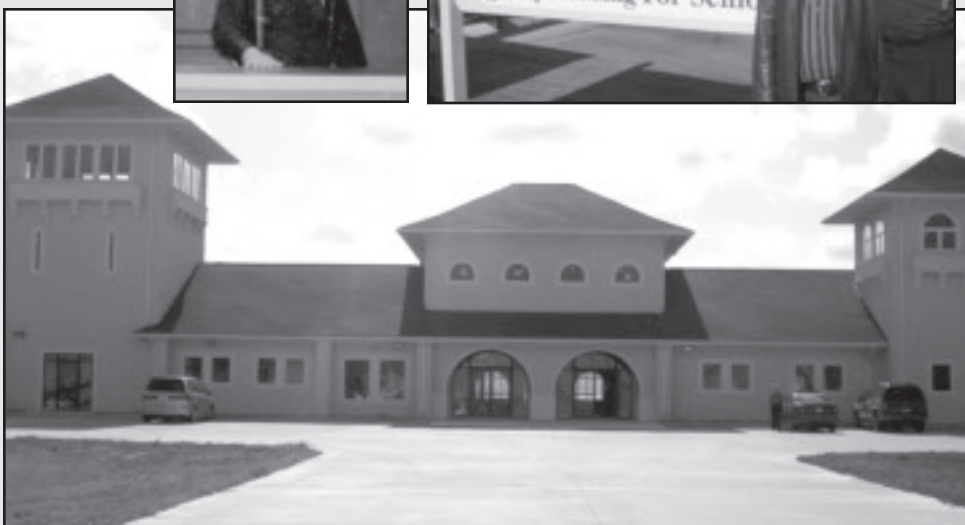
At Sea And Ashore With the SIU



OPERATION DEEP FREEZE – The April LOG featured detailed coverage of Operation Deep Freeze, the annual resupply mission to Antarctica. Here are two more photos from the *USNS Lawrence Gianella*, one of two SIU-crewed ships involved in the mission. Above (from left), AB James Hall, Third Mate Tim Beaugard and QMED Jimmy Summers all are graduates of the Paul Hall Center's unlicensed apprentice program (classes 611, 614 and 616, respectively). Below, AB Stag Rye presents the ship's mascot with his book. No word on whether the bird is current on its dues.



NEWS FROM THE USNS ALGOL – Following a recent mission in support of Operation Iraqi Freedom, Captain Mike Ryan (above, left) presents QMED Jerome Culbreth with a Maersk Line, Limited safety award for his efforts in extinguishing a feed pump fire. Culbreth, FOWT Junius Williams and 2AE Steve Converse together put out the fire "expeditiously," the captain noted. The latter two mariners also received safety awards but weren't present for the photo opportunity.



HELPING OTHERS IN PORT ARTHUR – These photos show the new seamen's center in Port Arthur, Texas (photo directly above), and the Savannah House (inset above, right), a home for seniors, also in Port Arthur. The seamen's center, with key support from the International Transport Workers' Federation (ITF), is scheduled to open this spring. It is on the same site and is a replica of the railway station that once occupied the space. The Savannah House has 20 apartments, 10 of which are designated for retired mariners. Father Sinclair Oubre (left inset above and right in inset above, with ITF Inspector Shwe Aung) is a vital supporter of both facilities. In addition to sailing with the SIU, Fr. Oubre is president of the Apostleship of the Sea of the United States.



KUDOS ABOARD USNS ALGOL – Captain Mike Ryan (sixth from left, partially crouching) called the mariners aboard the *USNS Algol* "the best SIU crew that I have ever sailed with." Those Seafarers recently received the U.S. Merchant Marine Expeditionary Medal from the Maritime Administration for their work in Operation Iraqi Freedom. Ryan, a former Seafarer and graduate of the Paul Hall Center trainee program, noted, "It was a difficult, high-paced trip with no port time. Everyone acted very professionally. It did not take long for all to join the safety culture that Maersk (the vessel operator) nurtures on board its vessels." Pictured from left to right aboard the *Algol* are Badilini Abdallah, Daryl Thomas, Jerome Culbreth, Charles Frisella, Ricardo Alonso, Ryan, Mariano Martinez, Luis Nunez, Bryan Fletcher, Paul Riley, Manny Limon, Charles Palmer, Kenny Banks, Earl Kendrick, Chris Paul, Roberto Avila, Sabrina Long, Victor Martinez, Rene Turcios and Terrence Ford.



SOLIDARITY IN HONOLULU – SIU members join the Hawaii Ports Maritime Council's demonstration in support of workers at the Pacific Beach Hotel on April 3 in Honolulu. The workers had voted to join ILWU Local 142, but the employer has fought their free choice by firing rank-and-file union leadership and refusing to bargain with the union, among other ploys. As a result, the AFL-CIO endorsed a boycott of the hotel's owner, HTH Corporation. The boycott is also being honored by the Japanese labor federation RENGO. Pictured from the left are SIU Honolulu Port Agent Neil Dietz, QMED Dan Fowers, GUDE Anthony Kpodovia and GUDE Noel Wong.



WELL-EARNED RECOGNITION FOR USNS LARAMIE, YUKON, GRASP – Members of the SIU Government Services Division earlier this year won the U.S. Military Sealift Command's Food Service Excellence Award for exceptional efforts in food preparation. The annual award went to the fleet replenishment oilers *USNS Laramie* and *USNS Yukon* and the rescue and salvage ship *USNS Grasp*. Some of the recipients are pictured above. An awards presentation was scheduled to take place last month in Denver. In announcing the award, MSC noted, "The exceptional efforts of MSC's food service personnel are essential in keeping morale, health, and quality of life at peak levels for the more than 5,000 civil service mariners working around the world to ensure MSC's mission success."

TWIC Enrollment Centers

This is a list of addresses for Transportation Worker Identification Credential (TWIC) enrollment centers as of mid-April, as published by the Transportation Security Administration at the following web address:

<http://www.tsa.gov/twic>

When visiting that site, there are different ways to access the most recently updated list of enrollment centers. There is a link near the top of the home page; there's also one within the TWIC "FAQ."

As they become available, additional addresses will be published in the *LOG* and faxed to the union halls. The TSA is expected to announce the locations of more enrollment centers in the weeks and months ahead.

Seafarers should note that while the *LOG* is publishing an updated list of enrollment centers each month, there are differences from issue to issue besides simply adding new addresses. A number of previously published addresses have been modified or replaced by the TSA, for example (everything from a different suite number in the same building to an outright new facility replacing a previously announced one).

Alabama

250 North Water Street
Mobile, AL 36602-4000

Alaska

Suite 102
3200 Hospital Drive
Juneau, AK 99801

619 E Ship Creek Ave.
Anchorage, AK 99501

California

Oakland Maritime Support Services (OMSS)
11 Burma Road
Oakland, CA 94607-1010

1830 Embarcadero Avenue
Suite 104
Oakland, CA 94606-5230

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

1931 N. Gaffey Street
Suite B
San Pedro, CA 90731-1265

Suite 300
13201 San Pablo Ave.
Richmond, CA 94806

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

2000 Marina Vista Dr.
Martinez, CA 94553

Residence Inn - River Ridge
2101 W. Vineyard Ave.
Oxnard, CA 93036

Connecticut

75 Crystal Ave.
New London, CT 06320

Delaware

1 Hausel Road
Wilmington, DE 19801-5852

Florida

955 Tallyrand Avenue
Jacksonville, FL 32206-6049

707 Mullet Road
Suites 117/118
Port Canaveral, FL 32920-4519

975 North America Way
Miami, FL 33132-2004

2604 E. 7th Ave.
Tampa, FL 33605

Port Everglades Badging Office
1030 Taylor Road
Dania Beach, FL 33004-2810

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

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

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

2604 E. 7th Ave.
Tampa, FL 33605

Georgia

5214 Augusta Rd
Garden City, GA 31408-1606

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

Hawaii

1347 Kapiolani Blvd.
Suite 204
Honolulu, HI 96814-4512

Hilo Hawaiian Hotel
71 Banyan Drive
Hilo, Hawaii 96720-4601

Kahului Shopping Center
65 West Kaahumanu Avenue
Unit 14
Kahului, HI 96732

2970 Kele Street
Suite 102
Lihue, HI 96766

Illinois

Dixon Building
Suite 206
8741 South Greenwood
Chicago, IL 60619

Three Rivers Safety Council
1615 W. Jefferson Street
Suite TWIC
Joliet, IL 60435-6724

Hampton Inn
11 Winners Way
East Peoria, IL 61611

Suite 153
1635 W. First Street
Granite City, IL 62040

Indiana

200 Russell Street
Suite 110
Hammond, IN 46320-1825
3602 Northgate Court
Suite 37C
New Albany, IN 47150-6417

Louisiana

Safety Council for Louisiana
Capital Area
8180 Siegen Lane
Baton Rouge, LA 70810-1914

700 W. McNeese Street
Lake Charles, LA 70605-5532

Port Fourchon Harbor Police
108 A.O. Rappelet Road
Port Fourchon, LA 70357-0000

170 East James Drive
Suite 104
St. Rose, LA 70087-4005

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

Maine

236 Oxford Street, Suite 12
Portland, ME 04101-3070

163 Hildreth Street North
Bangor, ME 04401

Maryland

2200 Broening Hwy, Suite 220
Baltimore, MD 21224-6623

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

Suite 2106
3225 Old Washington Rd.
Waldorf, MD 20602

Massachusetts

28 Damrell St., Suite 104
Boston, MA 02127-2775

300 Tremont Street
Unit #5
Carver, MA 02330-1758

Michigan

Delray Mechanical
667 S. Post Street
Detroit, MI 48209-3053

800 East Ellis Road
Suite 122
Norton Shores, MI 49441-5622

511 Ashmun Street
Sault Ste. Marie, MI 49783-1960

863 North Pine Road
Essexville, MI 48732

430 S. Water Street
Marine City, MI 48039

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

396 N. State Street
St. Ignace, MI 49781

Suite 105
1020 Hastings Street
Traverse City, MI 49686

Minnesota

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

1310 Port Terminal Road
Duluth, MN 55802

Holiday Inn
1500 Hwy 71
International Falls, MN 56649

(Continued on next page)



Mariners Need TWIC

The following information, available on the U.S. Transportation Security Administration's (TSA) web site, covers the steps necessary to acquire a Transportation Worker Identification Credential (TWIC). This information has been sent to all SIU halls and has been published in the last few editions of the *Seafarers LOG*.

The deadline for U.S. mariners to obtain a TWIC is Sept. 25, 2008. Therefore, the union urges Seafarers to apply for the new card, which eventually will be required of all U.S. mariners who need unescorted access to secure areas of U.S. ports and vessels.

The requirement comes from a federal law called the Maritime Transportation Security Act of 2002.

Seafarers should check with their port agents and/or utilize the TSA contact information that follows for the latest information on the TWIC program, including the "TWIC Quarterly Deployment Plan," which is a list of cities where TWIC enrollment centers are or will be located. Updates also periodically appear on the SIU web site (www.seafarers.org, normally in the "Heard at Headquarters" section).

Seafarers are advised that although pre-enrollment for the TWIC is optional, both the agency and the first individual SIU members who have applied for the card strongly recommend it.

According to a recent report from the Department of Homeland Security, as of April 17:

- 93 TWIC enrollment centers were operational
- More than 64,000 TWIC cards had been activated
- More than 230,000 individuals had enrolled for a TWIC

The TSA TWIC web site now includes a link where individuals may check the status of their card and/or schedule a time to pick it up.

FOR MORE INFORMATION

On the web: www.tsa.gov/twic

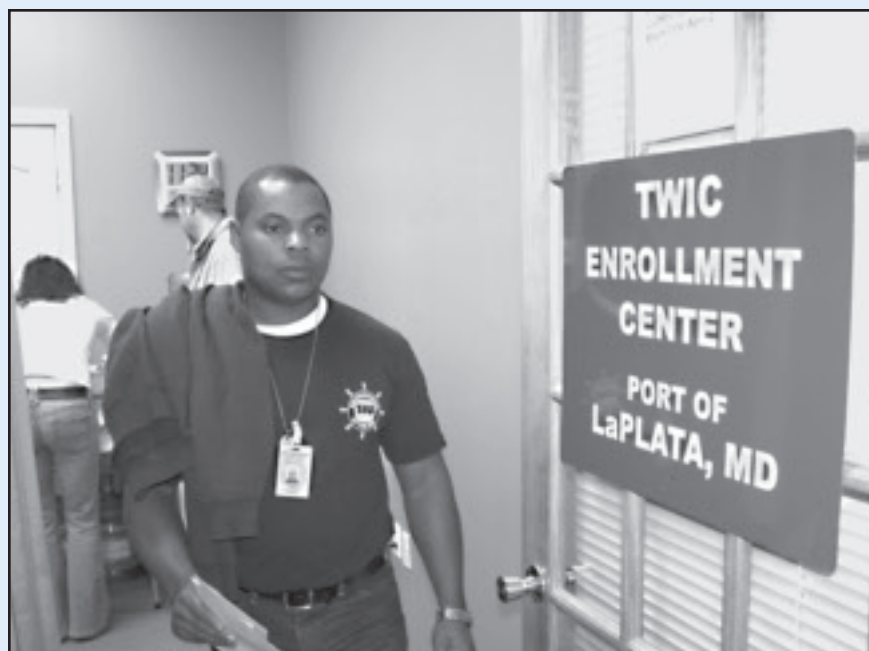
By phone: TWIC Program Help Desk, 1-866-DHS-TWIC (1-866-347-8942)

By email: credentialing@dhs.gov

STEP-BY-STEP INSTRUCTIONS

■ Pre-Enroll

This can save time at the enrollment center itself. To pre-enroll, individuals must first register for an ID starting at <https://twicprogram.tsa.dhs.gov/TWICWebApp/>





TC by Sept. 25, 2008



Applicants will need to supply basic information including their name, date of birth and country of birth.

■ Gather Documentation

As part of the TWIC application process, individual applicants must supply documentation verifying their identity. A list of acceptable documents was printed on page 4 of the January edition of the *Seafarers LOG* and is available on the TSA's TWIC web site. A valid merchant mariner document/z-card is acceptable, as is an unexpired passport.

■ Enroll

Applicants may enroll at any of the agency's enrollment centers, at which time they must pay the TWIC fee of \$132.50 (or the reduced fee of \$105.25, if applying for a TWIC that expires in conjunction with a merchant mariner document). Applicants will provide fingerprints and be photographed as well as provide personal information.

■ Pick up TWIC

Applicants must return to the same enrollment center to pick up their credential. They will be notified by email or phone (as specified during enrollment) when the card is ready. The individual TWIC will be activated, and the cardholder will select a corresponding PIN number.

Note: Seafarers are urged to check the expiration date on their individual TWIC before leaving the enrollment center. The union has been notified of occasional mistakes concerning the expiration dates. For instance, at least one TWIC was issued with a misprint indicating the card already had expired.



The five photos in this spread show Seafarers and unlicensed apprentices enrolling for the TWIC last month in La Plata, Md.

TWIC Enrollment Centers

(Continued from Page 12)

Minnesota

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

Mississippi

Ergon Refining
227 Industrial Drive
Vicksburg, MS 39183-0000

Suite D
1223 30th Ave.
Gulfport, MS 39501

New Hampshire

30 Mirona Road
Portsmouth, NH 03801

New Jersey

Northern New Jersey
89 Leuning Street, Suite G
South Hackensack, NJ 07606-1345

New York

102 Smith Boulevard
Albany, NY 12202-1067

Howland Hook Marine Terminal
241 Western Avenue
Staten Island, NY 10303-1103

Whitehall Ferry Terminal
4 South Street
Room 210
New York, NY 10004-1940

Suite 9
2680 Grand Island Blvd.
Grand Island, NY 14072

One East 2nd Street
Oswego, NY 13126-1177

North Carolina

Suite 107
5704 Oleander Drive
Wilmington, NC 28403

311 Atlantic Beach Causeway
Atlantic Beach, NC 28512-7359

Ohio

3100 E45th Street
Suite 226
Cleveland, OH 44127-1091

Star Center
One Maritime Plaza
720 Water Street
Toledo, OH 43604-1883

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

401 Broadway Avenue
Suite D, Office B
Lorain, OH 44052-0000

4830 State Road
Ashtabula, OH 44004-6214

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

Oklahoma

5350 Cimarron Road
Catoosa, OK 74015-3027

Oregon

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

Pennsylvania

Philadelphia Regional Port
3460 North Delaware Ave.
Philadelphia, PA 19134-6311

701 North Point Drive
Suite 104
Pittsburgh, PA 15233-2133

Puerto Rico

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

Navy Frontier Base, Suite 1
408 Avenue Fernandez Juncos
San Juan, PR 00908

Rhode Island

17 Virginia Ave
Suite 105
Providence, RI 02905-5443

South Carolina

4600 Goer Drive, Ste 112
North Charleston, SC 29406-6500

Tennessee

3865 Viscount Avenue
Suite 2
Memphis, TN 38118-6000

3200 West End Avenue
Suite 510
Nashville, TN 37203-1330

Suite 427
5959 Shallowford Road
Chattanooga, TN 37421

Texas

7433 Leopard Street
Corpus Christi, TX 78409

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

West Gulf Maritime Association
1717 Turning Basin, Suite 100
Houston, TX 77029-3003

3800 Highway 365
Suite 123
Port Arthur, TX 77642-7566

1000 Foust Road
Brownsville, TX 78521

1750 FM 1432
Victoria, TX 77905-0000

301 Highway 146 N.
Texas City, TX 77590-6630

411 West Main Street
Port LaVaca, TX 77979

Brazos Mall
100 Hwy 332 West
Lake Jackson, TX 77566

Suite 103
6000 Broadway
Galveston, TX 77551

621 W Main Street
LaPorte, TX 77571

Virginia

Suite F
814 Greenbrier Circle
Chesapeake, VA 23320

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

Washington

5009 Pac Hwy E
Suite 17
Fife Business Park
Tacoma, WA 98424-3432

Fraternal Order of Eagles (FOE)
AERIE # 1
6205 Corson Avenue South
Seattle, WA 98108

8327 Summit Park Rd
Ste. D
Anacortes, WA 98221

Port of Everett Marina
Marina Conference Center
404 14th Street
Everett, WA 98201-1674

West Virginia

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

Wisconsin

Chase Commerce Center
3073 South Chase Avenue
Suite 620 Building 28 Floor 1
Milwaukee, WI 53207-2668

Hotel Green Bay
780 Armed Forces Drive
Green Bay, WI 54304

TWIC Briefing in J'Ville



During the April membership meeting in Jacksonville, Fla., Don Mooers of the U.S. Coast Guard (standing in photo at left) discussed various credentialing requirements including the TWIC process. More than 100 Seafarers attended the meeting – some are pictured above.

Shipboard Memories from WWII Mariner Legere

Like most young men during World War II, SIU member Joseph Legere wanted to serve his country. And, like many at his time, he chose to go to sea.

The Second World War and the sea beckoned Legere at age 16 when he began his maritime training in St. Petersburg, Fla. Armed with his credentials as an oiler, Legere began his war service on the Liberty ship *S.S. Carleton Ellis* in January 1945, just months before the ending days of the last great Atlantic convoy push to help end Germany's hold on Europe.

On his first voyage Legere quickly learned to improvise, adapt and overcome. "The *Ellis* made a coastwise run to Corpus Christi, Texas, loaded with Navy special bunker C," explained Legere about the fuel oil used at the time. "We would travel unescorted to New York and then connected with a

convoy headed to the Mediterranean. Our job was to refuel Navy escort ships underway at sea.

"We weren't equipped to do that," exclaimed Legere. "Liberty ships were designed to carry cargo, not fuel. The *Ellis* was fitted with tanks in its cargo holds with small hatches that protruded up deckside. The Navy put gun crews on board and supplied us with many lengths of quick-connect hoses. The bosun had to use deckhands to operate cargo winches to hoist hoses up and cargo booms to hoist the hoses over the side, keeping them out of the water. We had to improvise, but made it work.

"The biggest problem," said Legere, "was the faster Navy escorts had to slow down to our convoy speed and come alongside very close because our booms didn't extend very far out. But, our guys did a good job and no escort ran out of

fuel, nor did any of them come in contact with us.

"We came close once, however. We usually refueled in the mornings when the seas were calmer. But, one afternoon, a destroyer came alongside. While our two ships were synchronizing speed, we'd send over a shot line and then they'd pull over a hawser and then lengths of hose were connected for the ship-to-ship transfer. Everything was going well and we were steadily pumping. Then I noticed the destroyer was falling behind and its stern was moving very close to our stern. All of a sudden I saw light gray smoke pouring out of the destroyer's two stacks and its bow surged up just like I'd seen on speed boats on lakes at home. It then hauled out of there, taking hoses and leaving our booms swinging and dancing a jig all over the place with hoses trailing in the sea gushing Bunker C.

"Our bosun was shaking his fist at the destroyer and yelling 'blessings' aplenty, but could you really blame that Navy captain? The destroyer's stern was loaded with depth charges and moving in close to our 18-foot-diameter screw."

Legere explained that the *Ellis* continued most of its voyages unescorted, but the crew remained dedicated to duty despite the dangers. "We were running with a full load unescorted to Liverpool, England, where we found out the last American cargo ship was sunk by a German submarine off the coast of Rhode Island before the war ended," he remembered. "The *S.S. Black Point* was running unescorted and lost 11 seafarers in the attack. The Navy later found the sub and sank it."



An early passport photo of Joseph Legere



Joseph Legere says he still misses going to sea.



Legere learned many lessons aboard the *African Planet*.

Former SIU Member's Film Takes Look At Modern Day Piracy in Malacca Straits

Former SIU member Michael Rawlins has produced a documentary about modern-day piracy titled "Porampo: Pirates of the Malacca Straits" that is available on DVD via the web site www.porampo.com.

In the production, Rawlins travels throughout Malaysia, Singapore and Indonesia seeking to contact sources that will lead him to a gang of porampo, the Indonesian word for

pirate. Along the way he interviews police, fishing villagers and ship's crews, all leading to an actual pirate raid attempt at night filmed in infrared light.

Rawlins, who currently sails with the American Maritime Officers, describes the film as his personal calling. "At sea we would get these pyreps - piracy reports," said Rawlins. "They were full of stories

about crew members who were robbed, beaten and killed in areas we went to. And, they're expected to defend themselves with what, a charged fire hose versus an AK-47? So, I said, 'Someone needs to look into this and it might as well be me.'"

Rawlins sailed with the SIU from 1991-2000 and is a graduate of Paul Hall Center trainee class 465.

Are You Receiving All Your Important Mail?

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

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

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

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other _____

*This will be my permanent address for all official union mailings.
 This address should remain in the union file unless otherwise changed by me personally.* 5/08

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

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

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

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

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

NOTICE

PBGC Verifies Compliance In NMU Pension Plan Merger

As required by law, the Seafarers Pension Plan submitted mandatory documentation to the Pension Benefit Guaranty Corporation (PBGC) concerning the merger of the National Maritime Union Pension Plan into the Seafarers Pension Plan.

In correspondence dated April 9, 2008, the PBGC approved the documentation and verified that the merger complies with the appropriate federal requirements. Specifically, the merger complies with section 4231(b) of the Employee Retirement Income Security Act (ERISA), as amended, and with 29 Code of Federal Regulations (CFR) Part 4231 (the PBGC's regulation on mergers and transfers involving multi-employer plans).

The PBGC's chief insurance program officer noted, "On the basis of the material submitted, the PBGC has determined that the merger complies with the requirements of section 4231 of ERISA and 29 CFR 4231. Therefore, under section 4231(c) of ERISA, the merger is deemed not to constitute a violation of section 406(a) and (b)(2) of ERISA. Furthermore, in accordance with section 4231.8(f) of 29 CFR Part 4231, the PBGC waives the 120-day notice requirement as of the date of this letter."

A notice concerning the merger was mailed to NMU Pension Plan participants in December 2007 and also was published in the January 2008 issue of the *Seafarers LOG*.

Personals

John Carr is attempting to locate Tom Taylor who once shipped out of San Francisco. Taylor, as well as any other Seafarer who sailed with Carr, is asked to contact him at (410) 775-0580.

Dorothy Byers is the widow of former Seafarer James "Jim" Byers. She would like for anyone who sailed with her husband from 1952-1976 to contact her at (425) 530-5944.

June & July 2008 Membership Meetings

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

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

Dispatchers' Report for Deep Sea

March 15, 2008 — April 15, 2008

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	3	5	1	0	3	1	0	5	4	5
Anchorage	0	4	1	0	4	0	0	2	10	2
Baltimore	6	5	0	3	1	0	3	6	10	2
Fort Lauderdale	18	12	2	8	4	0	3	29	33	7
Guam	3	2	4	2	5	1	0	3	6	4
Honolulu	8	7	2	7	3	1	1	15	17	4
Houston	39	42	4	40	34	3	26	68	58	7
Jacksonville	34	26	3	21	14	1	13	57	49	9
Joliet	2	3	2	1	0	0	0	1	5	3
Mobile	8	8	0	9	9	0	5	20	11	3
New Orleans	15	9	1	12	6	1	7	28	15	2
New York	48	33	6	38	19	2	10	67	56	10
Norfolk	14	22	5	14	10	3	6	22	32	9
Oakland	23	13	1	23	10	1	6	35	17	4
Philadelphia	4	7	1	6	5	0	3	3	5	4
Piney Point	2	21	0	2	17	0	0	0	11	0
Puerto Rico	7	13	2	2	3	0	0	15	18	2
St. Louis	1	3	1	0	3	0	2	4	10	2
Tacoma	37	33	2	33	19	1	20	61	49	9
Wilmington	31	19	4	25	20	0	15	52	35	10
Totals	303	287	42	247	189	15	120	494	451	98
ENGINE DEPARTMENT										
Algonac	1	2	1	0	0	0	0	1	2	1
Anchorage	0	2	0	0	2	0	0	0	2	0
Baltimore	2	5	0	4	0	0	0	0	7	0
Fort Lauderdale	12	7	2	5	4	1	3	18	13	3
Guam	1	6	1	2	3	1	0	0	5	1
Honolulu	2	3	1	4	3	1	2	12	4	1
Houston	19	7	0	13	4	0	7	24	24	2
Jacksonville	15	19	1	13	9	1	10	22	34	3
Joliet	1	1	0	1	1	1	1	0	2	0
Mobile	6	6	0	6	5	0	1	9	8	0
New Orleans	7	4	0	3	2	0	2	12	6	0
New York	11	12	3	13	5	0	1	26	21	8
Norfolk	8	10	2	9	10	1	4	10	15	5
Oakland	6	11	1	7	3	0	0	12	16	3
Philadelphia	2	2	0	1	1	0	0	3	6	1
Piney Point	2	2	0	1	1	0	0	2	2	0
Puerto Rico	4	4	0	2	1	0	3	6	9	0
St. Louis	1	1	1	0	3	0	0	1	3	2
Tacoma	14	13	3	10	11	2	8	29	23	4
Wilmington	12	7	5	9	4	2	3	23	12	8
Totals	127	123	21	103	72	10	45	210	214	42
STEWARD DEPARTMENT										
Algonac	1	2	0	0	2	0	0	2	1	1
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	1	1	0	0	0	0	0	1	1	0
Fort Lauderdale	4	3	0	5	4	1	3	11	9	2
Guam	4	1	0	3	2	0	0	6	4	0
Honolulu	10	0	0	7	4	0	2	22	6	0
Houston	22	7	1	27	2	1	13	33	16	2
Jacksonville	24	8	1	16	4	3	6	33	15	1
Joliet	1	1	0	2	0	0	0	0	1	1
Mobile	2	3	0	5	1	1	0	5	8	0
New Orleans	5	2	1	3	0	0	1	5	4	2
New York	28	5	0	21	5	0	8	40	14	1
Norfolk	4	9	1	2	5	2	2	12	16	2
Oakland	20	3	0	20	1	0	6	31	6	0
Philadelphia	1	3	1	1	1	0	0	2	3	1
Piney Point	1	1	1	1	1	1	0	4	1	0
Puerto Rico	2	2	0	2	1	0	1	4	3	0
St. Louis	4	0	0	1	1	0	0	3	2	2
Tacoma	15	7	0	15	6	1	8	26	10	0
Wilmington	21	3	0	15	7	1	4	38	8	2
Totals	170	63	6	146	47	11	54	278	130	17
ENTRY DEPARTMENT										
Algonac	0	3	1	0	2	0	0	1	5	9
Anchorage	0	2	0	0	1	0	0	0	6	0
Baltimore	0	4	1	0	0	0	0	0	4	1
Fort Lauderdale	0	4	5	0	3	5	0	0	10	15
Guam	0	1	0	0	2	1	0	0	4	2
Honolulu	2	3	13	1	3	1	0	5	11	25
Houston	8	20	8	2	11	4	0	10	37	12
Jacksonville	3	21	17	2	10	4	0	9	34	26
Joliet	0	0	0	0	0	0	0	0	1	2
Mobile	0	6	2	0	5	0	0	0	8	3
New Orleans	3	9	2	1	2	3	0	3	12	3
New York	12	28	11	7	17	1	0	13	61	22
Norfolk	0	17	10	0	7	2	0	0	26	32
Oakland	5	15	12	5	8	5	0	7	27	20
Philadelphia	0	2	0	0	1	1	0	0	3	1
Piney Point	1	8	18	0	4	32	0	1	8	4
Puerto Rico	0	1	1	1	0	0	0	0	4	3
St. Louis	0	0	0	0	0	0	0	0	0	2
Tacoma	4	18	4	4	8	0	0	6	32	17
Wilmington	1	18	12	3	4	2	0	3	30	21
Totals	39	180	117	26	88	61	0	58	323	220
Totals All Departments	639	653	186	522	396	97	229	1040	1118	377

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

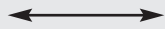
Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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(301) 899-0675

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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(713) 659-5152

JACKSONVILLE

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

JOLIET

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

MOBILE

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(251) 478-0916

NEW ORLEANS

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(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

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1057 Fernandez Juncos Ave., Stop 16
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(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

Seafarers on MSC Missions Save Lives

USNS Seay, USNS Sacagawea Perform Rescues at Sea

Seafarers on two U.S. Military Sealift Command (MSC) ships recently helped save a total of 14 lives during separate rescues. One rescue involved the *USNS Seay*, while the other included the *USNS Sacagawea*, crewed by members of the SIU Government Services Division.

On Feb. 9, the *Seay* (a large, medium-speed, roll-on/roll off ship, abbreviated as LMSR) was notified by the Tarifa (Spain) Rescue Coordination Center that a small craft in their vicinity had issued a distress signal and needed assistance.

With 12-foot seas and winds blowing up to 30 knots, the ship's crew and officers began the search. Twelve minutes later, they spotted the 25-foot wooden fishing vessel and its four passengers – three adults and one child.

For the next hour, the *Seay* maneuvered to shield the vessel from high winds until a rescue craft from the Tarifa Rescue Coordination Center arrived to pick up the fishing vessel's passengers.

"The crew performed flawlessly," said Capt. Tom Madden, the ship's master. "*Seay* succeeded in the tradition of the sea, aiding fellow seamen in distress."

The following day, the *Seay* arrived in port in Rota, Spain, to load helicopters and equipment used by the U.S. Army's 82nd Combat Aviation Brigade in Afghanistan. The equipment is being redeployed to the United States.

More recently, Seafarers aboard the dry cargo/ammunition ship *USNS Sacagawea* rescued 10 Iraqi citizens from a sinking 250-foot coastal tanker in the Central Arabian on Feb. 22.

The Navy's Bahrain-based maritime liaison office issued an alert that the North Korean-flagged vessel *MV Nadi* was sinking and that her crew needed assistance. The *Nadi*, which was actively flooding, had been operating without power for a week and its crew members were suffering from dehydration and exhaustion.

The *Sacagawea*, which was conducting logistics operations in the area,

arrived to help shortly after the distress call was issued. Aircraft from the *USS Truman's* Helicopter Anti-Submarine Squadron 7 picked up the seamen and delivered them to the *Sacagawea*, where they were examined by medical officers.

"*Sacagawea's* crew provided shower facilities, laundered the rescued crew's clothing and provided meals," said *Sacagawea* master Capt. George

McCarthy. "Many crew members also generously donated clothing, outerwear and shoes. *MV Nadi's* captain thanked the *Sacagawea's* crew for 'giving us back our lives.'"

The Iraqi mariners were transferred to the UK's Royal Fleet Auxiliary landing dock ship *Cardigan Bay* and then transferred to the Iraqi Navy for further transport to their country of origin.



The Seafarers-crewed *USNS Sacagawea* (above) and *USNS Seay* (below) recently upheld the finest traditions of the "Brotherhood of the Sea," mobilizing for separate rescue operations.



PIC-FROM-THE PAST



The photo above, taken in 1956 and sent to the LOG by Brien McMahon of Memphis, Tenn., shows a portion of the U.S. Reserve Fleet tied up in the Hudson River at Stony Point which is located in Tompkins Cove, N.Y. Although no Seafarers are shown, the photo does capture more than a few Liberty Ships. Many Seafarers served on these types of vessels while delivering the goods overseas to troops during World War II. McMahon hopes that the photo brings back some memories to any former Seafarers out there that sailed on this class of vessel. Anyone wanting to share their memories may e-mail him at bmon108@aol.com.

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



Welcome Ashore

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

DEEP SEA

JOHN ALBERTI

Brother John Alberti, 67, was born in New Jersey. He joined the union in 1961 while in the port of New York. Brother Alberti first shipped aboard the *COE Victory*. The engine department member enhanced his seafaring abilities often at the Piney Point school. Brother Alberti's last vessel was the *Elizabeth*. He continues to live in New Jersey.

DAVID CARPENTER



Brother David Carpenter, 65, became an SIU member in 1987. He initially sailed on the *USNS Chauvenet*. Brother Carpenter was born in

California and worked in the deck department. He upgraded his skills on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Carpenter's most recent voyage was aboard the *Rhode Island*. He makes his home in Mariposa, Calif.

LARRY CROES

Brother Larry Croes, 59, signed on with the union in 1967. His earliest trip to sea was on the *Overseas Progress*,



where he shipped as a member of the engine department. Brother Croes is a native of Long Branch, N.J. His final voyage was aboard the *1st Lt. Baldomero Lopez*. Brother Croes frequently took advantage of educational opportunities offered at the Seafarers-affiliated school. He is a resident of Mineral, Va.

ERNEST GIBSON



Brother Ernest Gibson, 66, donned the SIU colors in 1964 in the port of Houston. He originally shipped on a Hudson

Waterways Corporation vessel. Brother Gibson was born in Livingston, Texas, and worked in the engine department. In 1997 and 2000, Brother Gibson attended classes at the maritime training center in Piney Point, Md. He last sailed aboard the *Pride*. Brother Gibson resides in Moscow, Texas.

JAMES LEWIS

Brother James Lewis, 62, first went to sea in 1966 on the *Sea Georgia*. He was born in



Bluefield, W. Va., and shipped in the deck department. Brother Lewis most recently sailed aboard the *Cape Island*. He enhanced

his seafaring abilities on three occasions at the SIU-affiliated school. Brother Lewis calls Belfair, Wash., home.

CLAUDE LEYCOCK

Brother Claude Leycock, 69, was born in the Virgin Islands. He began his seafaring career in 1976 in the port of New York. Brother Leycock's first trip was on the *Overseas Joyce*. He worked in the deck department. Brother Leycock was last employed aboard the *Indian Ocean*. He settled in Arverne, N.Y.



JOSEPH MELE



Brother Joseph Mele, 56, joined the union in 1969 in the port of Jacksonville, Fla. He initially shipped on the *Longview Victory*.

Brother Mele was a member of the deck department. He was born in New Jersey. Brother Mele upgraded often at the Piney Point school. His final trip to sea was aboard the *Horizon Hawaii*. Brother Mele lives in Santurce, P.R.

FRANCISCO MONSIBAIS JR

Brother Francisco Monsibais Jr., 72, signed on with the SIU in 1962. He originally sailed with Consolidated



Mariners Inc. as a member of the steward department. Brother Monsibais was a frequent upgrader at the maritime training center in Piney Point, Md. He continues to reside in his native state of Texas.

JAMES ROBERTS



Brother James Roberts, 67, joined the SIU in 1959 in the port of Jacksonville, Fla. The Florida native worked in

the engine department. Brother Roberts' first ship was the *Monarch of the Sea*; his last was the *El Yunque*. In 2001 and 2004, he took classes at the Paul Hall Center. Brother Roberts makes his home in Jacksonville.

GREAT LAKES

JOHN CHURCH

Brother John Church, 65, began sailing with the SIU in 1969. He was originally employed with Bob-Lo Island. Brother Church was born in North Carolina and shipped in the deck department. His most recent trip to sea was on the *St. Clair*. Brother Church visited the Piney Point school in 2002 to upgrade his skills. He is a resident of Lenoir, N.C.

JOHN CLARK JR.

Brother John Clark Jr., 58, joined the union in 1971. His earliest trip to sea was aboard a Great Lakes Associates



vessel. Brother Clark was born in Minnesota. He last worked in the deck department of the *Walter J. McCarthy*. Brother Clark calls Duluth, Minn., home.

ANTHONY KOWALSKI

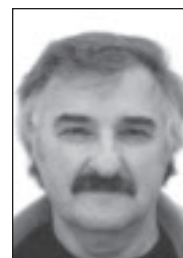


Brother Anthony Kowalski, 62, joined the union in 1970 in Detroit. He mainly shipped on vessels operated by American

Steamship Company such as the *Ben Calvin* and the *Sam Laud*. Brother Kowalski was a member of the deck department. He enhanced his seafaring abilities in 2002 at the SIU-affiliated school. Brother Kowalski continues to live in his native state of Michigan.

JERRY NOWAK

Brother Jerry Nowak, 60, was born in Neillsville, Wis. He became an SIU member in 1967.



Brother Nowak first sailed on the *American Sea Ocean*. In 2003, he attended classes at the Seafarers-affiliated school in Piney Point, Md. Before his retirement, Brother Nowak last shipped aboard the *John Boland*. He resides in Lafollette, Tenn.

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.

JUAN MAMARIL



Brother Juan Mamaril, 65, joined the NMU in 1991. His first voyage was on the *Green Wave*. Brother Mamaril was

born in the Philippines and worked as a member of the steward department. He most recently sailed aboard the *Cape Edmont*.

EDWARD PERRY

Brother Edward Perry, 66, became an NMU member in 1980 initially shipping from the port of Philadelphia.



The steward department member's first ship was the *Texaco New York*; his last was the *Sea Isle City*. Brother Perry was born in Trinidad, W.I.

Reprinted from past issues of the Seafarers Log.

1946

At the instigation of the SIU, representatives of all AFL maritime unions on the Atlantic and Gulf coasts met in New York on May 20. A resolution was adopted calling on the AFL Executive Council to establish a Maritime Trades Department within the American Federation of Labor. The purpose of this move was to ensure that unions allied in the marine industry would have the same kind of representation within the AFL as do the Building Trades Department and the Metal Trades Department.

1950

The resourcefulness of SIU crew members aboard the *SS Puerto Rico* helped save the life of a passenger stricken at sea with acute appendicitis. Four hundred miles into a voyage from New York to San Juan, it was deemed a passenger needed emergency surgery, but the *SS Puerto Rico's* medical department did not have the surgical instruments or operating facilities to conduct the procedure. That's when the crew swung into action, fashioning an operating room on board and contacting the Coast Guard which in turn air-dropped the necessary equipment. The ship's surgeon conducted the operation and the passenger lived to tell a lifelong tale that was no sea story.

1951

Another precedent was established in maritime when the SIU's Atlantic and Gulf District won from a majority of its contracted operators an agreement to a revolutionary,

industry-wide plan that guarantees all Seafarers two weeks of paid leave for each 12 months of service. The agreement will assure Seafarers the opportunity to collect their vacations on the basis of the time worked regardless of how many companies they are employed by throughout the year.

1963

The SIU-manned *New Yorker* was on a regular run to San Juan when it came across a floundering sailboat piled with 24 men, women and children, all refugees from Cuba.

Crew members quickly went aft and got a line to the small boat to pull it amidships. A pilot ladder and safety line were then dropped to the refugees. All passengers were safely brought on board; were treated for minor injuries; and were fed, clothed and escorted to San Juan where they were turned over to a Cuban refugee relief organization.

1982

The SIU-contracted Crescent Towing and Salvage Co. of New Orleans recently christened a completely rebuilt and refurbished 4,000 hp tugboat, the *John G. Amato*. The 112-foot by 26.5-foot wide repowered tug brings the Crescent Towing fleet up to 24 boats.

The *John G. Amato* is capable of moving large ocean-going vessels when the Mississippi River at the port is dredged to a 55-foot depth. She was originally built for the U.S. Coast Guard and named the *Ojibway*, and was decommissioned in October 1981.

This Month In SIU History

Final Departures

DEEP SEA

HOWARD ALBERSON

Pensioner Howard Alberson, 65, passed away Dec. 23. Brother Alberson joined the union in 1961. He originally worked with CSX Lines aboard the *Fairland*. Brother Alberson was born in New York and shipped in the deck department. His final voyage was on the *Long Lines*. In 1997, Brother Alberson started collecting his retirement compensation. He resided in Sahuarita, Ariz.

ROBERT ALEXANDER



Brother Robert Alexander, 71, died Aug. 2. He began sailing with the Seafarers in 1990 from the port of New York. Brother Alexander initially shipped aboard the *USNS Bold*. He was born in Bronx, N.Y., and worked in the deck department. Brother Alexander's last trip to sea was on the *Equality State*. He was a resident of Nyack, N.Y.

LAURO CLARK

Brother Lauro Clark, 61, passed away Oct. 25. He donned the SIU colors in 1988. Brother Clark first sailed on the *USNS Harkness*; his last vessel was the *USNS Chesapeake*. He was born in Alabama and worked in the deck department. Brother Clark lived in Berkeley, Calif.

CLARENCE DAWSON

Pensioner Clarence Dawson, 86, died Dec. 4. Brother Dawson was born in Chicago. He launched his career with the MC&S (Marine Cooks & Stewards) in 1961 while in the port of San Francisco. Brother Dawson became a pensioner in 1979 and made his home in Queens Village, N.Y.



MICHAEL DELANY



Pensioner Michael Delany, 68, passed away Dec. 31. Brother Delany joined the SIU in 1962. He originally shipped aboard the *Antinous* as

a member of the deck department. Brother Delany was born in New York but called Tampa, Fla., home. Before retiring in 1998, he sailed on the *Performance*.

CHARLES GOOCH

Pensioner Charles Gooch, 72, died Nov. 29. Brother Gooch became an SIU member in 1978. His first voyage was aboard the *Delta Peru*. Brother Gooch was born in the Philippines. The steward department member most recently worked on the *Horizon Tacoma*. Brother Gooch went on



pension in 2004 and resided in Seattle.

WILLIAM GUERNSEY



Pensioner William Guernsey, 81, passed away Nov. 4. Brother Guernsey joined the union in 1948 in New York.

He initially shipped aboard the *Yorkmar* as a member of the deck department. Brother Guernsey was born in Michigan. His final trip to sea was on the *Edward A. Carter Jr.* Brother Guernsey settled in Canada and began receiving his retirement compensation in 1991.

IVAN INGRAM

Brother Ivan Ingram, 53, died Oct. 13. He joined the Seafarers in 1991 in the port of San Francisco. Brother Ingram's first voyage was aboard the *USNS Worthy*. He was born in Memphis, Tenn., and sailed in the deck department. Brother Ingram was last employed on the *Constellation*. He made his home in Mentone, Calif.

DEMTRIOS KYRIAKOS

Pensioner Demtrios Kyriakos, 77, died Dec. 8. Brother Kyriakos donned the SIU colors in 1951 while in the port of New York. He originally shipped aboard a Mayflower Steamship Corporation vessel. Brother Kyriakos was born in Greece. The deck department member most recently sailed on the *Nuevo San Juan*. Brother Kyriakos retired in 1991 and lived in New Orleans.



TIMOTHY LOGAN

Brother Timothy Logan, 51, passed away Dec. 13. He became a Seafarer in 1998 while in the port of Baltimore. Brother Logan was born in Darby, Pa., and worked in the engine department. He initially shipped aboard a Crowley Liner Services vessel. Brother Logan last sailed on the *USNS Altair*. He was a resident of Atlantic City, N.J.

LLOYD MARSH

Brother Lloyd Marsh, 64, died Nov. 19. He was born in Puerto Rico. Brother Marsh launched his SIU career in 1971 in the port of Detroit. He first sailed in the engine department of an American Steamship Company vessel. Brother Marsh most recently worked aboard the *USNS Watkins*. He resided in Onaway, Mich.

ROBERT O'ROURKE

Pensioner Robert O'Rourke, 78, passed away Nov. 21. Brother O'Rourke began shipping with the Seafarers in 1951 in the port of New York. The deck department member was born in California. Brother O'Rourke originally sailed on a Waterman Steamship vessel. His



final trip to sea was aboard the *Overseas Valdez*. Brother O'Rourke became a pensioner in 1996 and settled in Salem, Ore.

WILLIAM ROCHE

Pensioner William Roche, 84, died Oct. 10. Brother Roche joined the union in 1949 while in the port of New York. His first voyage was on the *Cape Saunders*. Brother Roche was born in Newfoundland, Canada. He last worked aboard the *Horizon Mayaguez*. He sailed in the deck department. Brother Roche retired in 1983. He called Mobile, Ala., home.

LUIS SANTIAGO



Pensioner Luis Santiago, 70, passed away Nov. 25. Brother Santiago became an SIU member in 1956, initially sailing on the *Del Sud*. The Puerto Rican-born mariner shipped in the engine department. Brother Santiago most recently worked aboard the *Horizon Producer*. He went on pension in 2005 and continued to live in Puerto Rico.

KWAN SIU

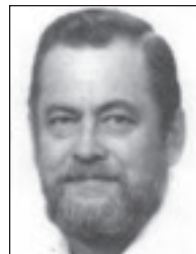
Pensioner Kwan Siu, 70, died Dec. 29. Brother Siu was born in China. He started his seafaring profession in 1974 in the port of San Francisco. Brother Siu's earliest trip to sea was on the *Santa Mercedes*. He worked in the steward department. Brother Siu's final journey was aboard the *Oakland*. He went on pension in 2000 and made his home in San Francisco.



WILLIE SMITH

Pensioner Willie Smith, 82, passed away Dec. 13. Brother Smith began sailing with the Seafarers in 1966. His original voyage was on the *Vantage Progress*. Brother Smith shipped as a member of the steward department. His last ship was the *Stuyvesant*. Brother Smith was born in Alabama but called Los Angeles home. He started collecting his pension in 1990.

JAMES TUTWILER



Pensioner James Tutwiler, 79, died Dec. 10. Brother Tutwiler joined the union in 1944. Among others, he sailed on vessels operated by Waterman, Alcoa, Calmar Steamship, and A.H. Bull Line. He was born in Asheville, N.C., and shipped in the deck department. Brother Tutwiler most recently worked on the *Liberty Sun*. He became a pensioner in 1988. Brother Tutwiler was a resident of Shrewsbury, Pa.

GEORGE WILLIAMS

Pensioner George Williams, 70, passed away Oct. 5. Brother

Williams donned the SIU colors in 1968. His first ship was the *Steel Navigator*; his last the *Overseas Alice*. Brother Williams was born in Virginia and sailed in the engine department. He retired in 2002. Brother Williams called Brooklyn, N.Y., home.

THEODORE WILLIAMS



Pensioner Theodore Williams, 77, died Dec. 6. Brother Williams became a Seafarer in 1959. He was originally

employed aboard the *Seagarden*. Brother Williams sailed in the deck department. His final trip to sea was on the *Patriot*. Brother Williams went on pension in 1992 and lived in Silver Springs, Nev.

SHINICHI YOICHI

Pensioner Shinichi Yoichi, 74, passed away Nov. 18. Brother Yoichi joined the union in 1971. He first sailed aboard the *Overseas Ulla*. He was born in the Philippines and worked as a member of the deck department. Before his retirement in 2005, Brother Yoichi shipped on the *Falcon Lady*. He resided in Portland, Ore.

INLAND

JERRY BOYCE

Pensioner Jerry Boyce, 71, died Nov. 19. Boatman Boyce initially sailed with the SIU in 1953 in the deep sea division. His first trip to sea was aboard the *Southern States*. Boatman Boyce was born in Virginia and worked in the engine department. He most recently shipped with Crowley Towing & Transportation of Wilmington. Boatman Boyce retired in 1998 and made his home in Wilmington, Calif.



EMERITO RIVERA

Pensioner Emerito Rivera, 71, passed away Oct. 5. Boatman Rivera donned the SIU colors in 1976. The Puerto Rico native primarily shipped on vessels operated by Crowley Towing & Transportation of San Juan. Boatman Rivera started collecting compensation for his retirement in 1998. He continued to live in Puerto Rico.

WILLIAM STEVENS

Pensioner William Stevens, 72, died Nov. 3. Boatman Stevens joined the Seafarers in 1962 while in Mobile, Ala. He originally worked with Dravo Basic Materials Company. Boatman Stevens was born in Mississippi. His final journey was aboard the *Martin Marietta*. Boatman Stevens was a resident of Franklin, La. He went on pension in 1997.

GREAT LAKES

ANTHONY ERICKSON



Pensioner Anthony Erickson, 73, passed away Dec. 28. Brother Erickson was born in Alpena, Mich. He

became an SIU member in 1966 while in Detroit. Brother Erickson's earliest trip to sea was on the Reiss Brothers. The deck department member last worked aboard an Inland Lakes Management vessel. Brother Erickson began receiving his pension in 1996. He continued to call Michigan home.

TERRY LAPCZYNSKI

Brother Terry Lapczynski, 49, died Oct. 8. He joined the union in 1977 while in the port of Fort Lauderdale, Fla. Brother Lapczynski's first ship was the *Steel T. Crapo*; his last the *Paul H. Townsend*. He was born in Michigan and sailed in both the deck and engine departments. Brother Lapczynski resided in Alpena, Mich.

JAMES MCHARG



Pensioner James McHarg, 84, passed away Dec. 16. Brother McHarg started his seafaring career in 1957 in the port of

Fort Lauderdale, Fla. He mainly shipped with Inland Lakes Management Inc. His most recent trip took place on the *Steel Crapo*. Brother McHarg worked in the engine department. He retired in 1986 and lived in his native state of Michigan.

DAVID SAXON

Brother David Saxon, 64, died Oct. 14. He began sailing with the SIU in 1990 while in the port of Mobile, Ala. Brother Saxon originally shipped in the deep sea division aboard the *USNS Kane*. He was born in Michigan and worked as a member of the deck department. Brother Saxon's final voyage was on the *American Mariner*.

ALVIN WOBSEY

Pensioner Alvin Wobser, 94, passed away Oct. 30. Brother Wobser was born in Venice, Ohio. He joined the SIU in 1960. Brother Wobser primarily sailed aboard vessels operated by American Steamship Company. He sailed in the engine department. Brother Wobser went on pension in 1978 and called Castalia, Ohio, home.



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

Name	Age	DOD
Bozek, Edward	80	Nov. 6
Castro, John	88	Nov. 10
Ciula, Kenneth	60	Nov. 7
Dorcich, John	84	Nov. 13
Finn, Hilka	86	Nov. 11
Henry, George	80	Nov. 19
Jackson, Edgar	88	Nov. 4
Legore, Franklin	74	Nov. 7
Leonard, Robert	81	Nov. 30
Love, William	84	Nov. 5
Lovelle, Arthur	86	Nov. 24
Marshall, Byron	89	Nov. 13
Mathews, Joseph	96	Nov. 8
Mixon, Millard	83	Nov. 1
Nicholson, Lloyd	86	Nov. 30
Odegard, Richard	69	Nov. 14
Pechuekonis, Frank	80	Nov. 24
Ritchey, Donald	80	Nov. 18
Simpson, Claibon	76	Nov. 2
Templeton, James	82	Nov. 24

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.

CHEMICAL TRADER (Intrepid Personnel & Provision), Feb. 28 – Chairman **Raymond A. Tate**, Secretary **Josue L. Iglesia**, Educational Director **Troy D. Banks**, Deck Delegate **Francis C. Johnson**, Engine Delegate **Wilbert J. Miles**, Steward Delegate **Jimmy Cordova**. Chairman announced payoff March 1 in Lake Charles, La. He explained that without the TWIC card you will not be able to sail after Sept. 25. It was suggested that members go online to pre-enroll. Secretary thanked all aboard vessel for their help straightening up before meals. Educational director advised crewmembers to take advantage of educational opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer reported \$900 in the ship's fund. No beefs or disputed OT reported. Crew thanked the steward department for always preparing good food and keeping messhall clean. Next ports: Lake Charles, La., and Tampa, Fla.

FREEPORT (USS Transport), Feb. 16 – Chairman **Timothy D. Koebel**, Secretary **Bruce D. Mesger**, Educational Director **Gerry Davis**, Deck Delegate **Ed Guerrero**. Bosun led a discussion on the 401(k) plan and procedures for obtaining a TWIC card. Patrolman is expected to come aboard in Philadelphia. No beefs or disputed OT reported. Recommendation was made to increase health benefits. Next ports: Philadelphia, Pa., Groton, Conn., Providence, R.I.

HARRIETTE (Sealift Inc.), Feb. 24 – Chairman **Sean M. Ryan**, Secretary **George Quinn**, Deck Delegate **Melecio A. Sison**, Engine Delegate **Spencer L. Reed**, Steward Delegate **Jabr A. Matari**. Chairman reported that the vessel would be going to Tampa, Fla., shipyard for repair work and that payoff would take place on March 5. Secretary encouraged mariners to read the January *Seafarers LOG* to get information on TWIC. No beefs or disputed OT reported. New 401(k) plan was discussed. Crew asked for company to install juice machines in both messhalls. Vote of thanks to the galley gang. Next port: Houston.

HORIZON EAGLE (Horizon Lines), April 9 – Chairman **Daniel W. Seagle**, Secretary **Rang V. Nguyen**, Educational Director **John Conn**, Deck Delegate **Matthew J. Jenness**, Engine Delegate **Gebar Ogbé**, Steward Delegate **Mercurian Abuan**. Chairman reported smooth voyage and said payoff is scheduled for April 10. He reminded crew to separate plastics and also asked them not to delete someone else's files from the computer. Secretary thanked crew for cooperative efforts in keeping ship clean. Educational director urged members to upgrade at Piney Point. He

reminded everyone that mariner deadline for TWIC is Sept. 25. He noted the Seafarers 401(k) Plan is now available. No beefs or disputed OT reported. Crew reported need for heaters. Next port: Oakland, Calif.

HORIZON PRODUCER (Horizon Lines), March 23 – Chairman **James K. Walker**, Secretary **Exxl C. Ronquillo**, Educational Director **Angel S. Hernandez**, Deck Delegate **Luis Roebuck**, Engine Delegate **Cleofe B. Castro**. Bosun announced payoff March 23 and reminded crew to clean rooms before departing vessel. Secretary urged all members to contribute to SPAD (Seafarers Political Activity Donation) and upgrade whenever possible at the SIU-affiliated school in Piney Point, Md. Educational director encouraged mariners to keep up-to-date on the latest TWIC information and get their cards ASAP. Treasurer reported \$3,100 in ship's fund. No beefs or disputed OT reported. Request was made for a new printer in crew lounge. Steward department was thanked for excellent meals.

HORIZON TIGER (Horizon Lines), Feb. 24 – Chairman **Mark S. Lance**, Secretary **Terry L. Allen**, Educational Director **Michael W. Peck**, Deck Delegate **James E. Murphy**. Chairman thanked members for a safe trip and informed them payoff would take place in Tacoma, Wash., on Feb. 29. He said results from the water testing had come back and the water was fine. Secretary reported they would no longer be ordering bottled water, however it will be available from the slop chest. Gym equipment to arrive in Oakland, Calif. Educational director advised Seafarers to apply for TWIC cards soon and informed them there is an office close to the Oakland terminal. Treasurer noted \$500 in ship's fund. No beefs or disputed OT reported. Crew was asked to separate trash before taking it to the garbage room. Thanks given to steward department for their hard work during voyage. Next ports: Tacoma, Wash., and Oakland, Calif.

HORIZON TRADER (Horizon Lines), March 26 – Chairman **Amante Gumiran**, Secretary **K. Dougherty**, Educational Director **R. Frett**, Deck Delegate **L. Alvarez**, Engine Delegate **V. Sapp**, Steward Delegate **L. Griffin**. It was reported that problem with room keys has been resolved. Also, satellite will be installed. Chairman said ship is due to arrive in Jacksonville, Fla., on March 28 and that payoff will take place at sea prior to arrival. He stated one crew member had a concern about noise but it will be addressed by port agent or patrolman. Educational director recommended upgrading at Paul Hall Center. He advised members to allow plenty of time for document renewal and noted predictions that

Aboard the ITB New York



The SIU-crewed ITB New York (above) performs a docking maneuver in Port Everglades, Fla. Crew members (top inset, from left to right) Recertified Steward Milton Younnett, Recertified Bosun Calvin Miles, AB Victor Cooper and AB Jose Castillio pause from their duties for a group photo in the vessel galley while Pumpman Ronald Day (second inset) does the same on the vessel's deck. ACU Alfrancis Bauzon (photo at left) checks to make sure that a deep fryer in the galley is in proper working order.

the wait time for TWIC issuance will only become longer as the deadline approaches. Vessel has \$985 in crew fund and \$1,000 in satellite TV fund. No disputed OT reported. Crew discussed issues with long-term parking in Jacksonville and related transportation concerns. They requested water fountains/dispensers for the main deck and engine room. New dryer is on order. Crew requested new computer so they can check email. Crew thanked Unlicensed Apprentices McNeil and Boyd for job well done. Next ports: Jacksonville; San Juan, P.R.; Elizabeth, N.J.

HOUSTON (USCS Transport), March 5 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox**, Educational Director **Ronald Gordon**, Engine Delegate **Thaddeus L. Kilgore**, Steward Delegate **Marco Gueara**. Chairman asked crew members to be conscience of their work and take care of ship's equipment and tools. He reminded deck gang to be aware of line tension in port. Secretary expressed gratitude to fellow shipmates for helping keep pantry and messhall clean. He asked crew to clean lint filters on the dryer to prevent fires and so the dryer will work more efficiently. Steward expressed concern about food budget and noted costs are up, including higher delivery fees. Educational director urged members to keep all necessary seafaring documents current. He recommended pre-enrolling for TWIC card to save time and urged crew to check out upgrading opportunities at the maritime training center in Piney Point, Md. No beefs or disputed OT reported. Mariners would like to look into getting a computer with e-mail access in the crew lounge. It was

also reported that TV in crew lounge needed to be replaced. Thanks to steward department for a job well done. Next port: St. Charles, La.

MAERSK GEORGIA (Maersk Line Limited), March 9 – Chairman **James L. Joyce**, Secretary **Kristin L. Kruse**. Chairman stressed the importance of applying for TWIC cards early and reminded crew that the dead line is September 25. He also encouraged everyone to donate to SPAD, which in turn helps defend Seafarers' jobs. Secretary asked mariners to separate trash. Educational director urged crew to vote in the presidential election in November; ask for an absentee ballot if at sea. No beefs or disputed OT reported. Recommendation was made to lower out-of-pocket expenses for medical benefits. Clarification was requested on payment of transportation costs while going to and from doctors and/or dentists in the U.S. Seafarers would like new washers and dryers. Next port: New York.

MAERSK NEVADA (Maersk Line Limited), March 2 – Chairman **Scott E. Snodgrass**, Secretary **Franco A. Pizzuto**, Educational Director **Glenn A. Snow**, Deck Delegate **Mark Butler**, Engine Delegate **Edwin Feliciano**, Steward Delegate **Pedro R. Castillo**. Chairman reported room inspections will take place on March 3. Reliefs will be given a ship tour March 8. Secretary thanked everybody for their cooperation during trip. Educational director stated bosun will post memo explaining how to apply for TWIC document. Beef reported in deck department; it will be discussed with patrolman

in Houston. No disputed OT. Members were reminded that new contract went into effect January 26. They were also advised to check pay stubs before signing off.

MAERSK RHODE ISLAND (Maersk Line Limited), March 7 – Chairman **Daniel Laitinen Jr.**, Secretary **Army J. Leake**, Educational Director **Christopher J. Kirchhofer**, Deck Delegate **Morgan E. Piper**, Engine Delegate **Matthew D. Wright**, Steward Delegate **Bienvenido C. Badillo**. Chairman reported a smooth safe voyage and thanked all aboard vessel for their help making it that way. Educational director encouraged mariners to enhance their seafaring abilities at the Paul Hall Center. No beefs or disputed OT reported. Next port: Osan, Korea.

SEABULK ARCTIC (Seabulk), March 28 – Chairman **Juan Tizon Jr.**, Secretary **Alan W. Bartley**, Educational Director **Jonathan E. Driggers**, Deck Delegate **Cristopher Sanchez**, Engine Delegate **Majed O. Alsharif**, Steward Delegate **Manuel Daguio**. Chairman noted vessel will discharge cargo in Port Angeles, Wash., and then proceed to Point Wells. He gave vote of thanks to steward department for job well done. Secretary thanked crew for helping keep mess hall clean. Educational director reminded everyone to check expiration dates on documents, renew early, and apply for TWIC. He encouraged upgrading at Paul Hall Center. Deck and steward delegates reported disputed OT. Crew reported new washer/dryer combo is needed. Next port: Anacortes, Wash.

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.

Remembering Man's Best Friend

"Shadow" (pictured below), friend and companion for many years to the mariners at the Seafarers Addictions Rehabilitation Center, passed away March 4, 2008, after a brief illness. She'll be remembered for the love and happiness she brought to everyone.

SARC Staff
Valley Lee, Maryland



Sharing Poems from the Past

I recently came across a number of my old poems that were published years ago

in the *NMU Pilot* and wanted to share them with the membership and my fellow retirees. Here is one from 1986:

The Bosun

He threw the line
Then snapped it tight
And a bowline knot appeared
His eyes shot sparks that didn't burn
And his smile looked like a sneer

With a leap he landed far away
(It was then I rubbed my eyes)
And what I thought was just a man
Had grown beyond that size

I looked again, and he was gone
To heights I dare not say
For if I did who would believe me
So let us leave it lay

He painted the mast
All by himself
Before I could blink twice
Then lowered his tools
And followed them down
And still his clothes looked nice

He gathered us all
Who'd seen him work
And said while looking stern
"If you should want this bosun's job,
Step up and take your turn."

Retired AB Harold Brown
Orlando, Florida

'World's Best-Kept Secret'

The U.S. Merchant Marine of World War II was the world's best-kept secret. What most people didn't know was that not one person was drafted into the ser-

vice of the U.S. Merchant Marine. There were many who could not meet the physical requirements to enter the armed forces. There were many who were too young or too old for the military. Any of those mariners could have left the sea at any time to return home to the safe and good life instead of choosing to sail in the war zones for their country.

Many people also don't know that the U.S. Merchant Marine in World War II lost more men, percentage-wise, as a result of enemy attacks than any of the armed services with the exception of the U.S. Marine Corps. The War Shipping Administration records substantiate 731 American merchant ships were sunk; more than 6,700 mariners died or went missing in action; and untold thousands were wounded or permanently crippled. More than 6,000 U.S. mariners were taken prisoner by the enemy.

People also may not realize that the supposedly high pay merchant seamen received was prorated according to the type of cargo being carried and the degree of danger of the war zone they sailed in. Their pay stopped if their ship was sunk and didn't resume until they signed aboard another vessel. Seamen also had to purchase their own clothing and supplies.

When the war was over, mariners returned home without any of the benefits enjoyed by their counterparts from the armed services. It wasn't until 1988 that the merchant marine became eligible for a limited amount of veterans' benefits. But by that time, the average age of mariners who'd sailed during the war was such that the only viable benefit was the grave marker.

A grief-stricken mother or wife who

is heartbroken weeps just as hard over the death of their merchant marine son or husband as if he had been killed serving his country in one of the armed forces.

Author Felix Riesenbergs in his book "Sea War" writes, "Into the seaports came exhausted unnerved men, oil-smeared and half-naked. Many wore dirty bandages over horrible burns. All showed the strain of a wretched experience. But old men with a lifetime of sea service, together with teenage boys on their first trips, showed a common defiance.... Their answer to the stock reporter's question was, 'Hell yes, I'm shipping out again!'"

Another writer described the merchant marine as the silent service during WWII, with no banner headlines of glorious victories, and no combat awards to speak of. But the lives of the GIs in the foxhole and the pilots in the cockpit depended on the food, equipment and munitions and gasoline the merchant marine carried through the submarine- and raider-infested waters, he noted. U.S. Merchant Seamen were marked men in thankless jobs. But their heroic service contributed significantly to America's victory at sea.

General Douglas MacArthur said, "I hold no branch in higher esteem than the merchant marine services."

I spent three years in the merchant marine. I made 10 trips overseas. Three of the trips were on the tanker *Lake Erie*. We carried 130 octane gasoline to England. Do you know what it is to be hit by a torpedo? All hell breaks loose.

Milam Herchek, age 83
Yoakum, Texas

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2008. All programs are geared to improving the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	May 26	June 20
Automatic Radar Plotting Aids (ARPA) (must have radar unlimited)	June 16	June 20
21-Hour Bridge Resource Management (1,600 tons or less) (includes First Aid/CPR) (must have valid radar unlimited certificate)	May 12	May 16
Celestial Navigation	June 2	June 27
Lifeboatman/Water Survival	May 12 June 23	May 23 July 4
Radar	June 2	June 13
Radar Renewal (one day)	June 23	June 23
Bosun Recertification Course	May 12 October 14	June 2 November 3

Engine Upgrading Courses

Advanced Container Maintenance (Refer)	June 2	June 27
Basic Auxiliary Plant Ops	May 19	June 13
FOWT	June 16	July 11
Junior Engineer	July 7	August 29
Welding	May 5 June 2	May 23 June 20

Safety Specialty Courses

Advanced Fire Fighting (must have basic fire fighting)	May 5 June 30	May 16 July 11
Basic Fire Fighting/STCW	May 12 May 26 June 16	May 16 May 30 June 20

Course	Start Date	Date of Completion
Basic Fire Fighting/STCW	June 23	June 27
Fast Rescue Boat	May 12 June 16	May 16 June 20
Government Vessels (Week 1)	May 19 June 23	May 23 June 27
Medical Care Provider	May 19	May 23
Tankerman Familiarization/Assistant Cargo (DL) (must have basic fire fighting)	June 2	June 13

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations These modules start every Monday.		
Certified Chief Cook/Chief Steward These classes start every other Monday. The most recent class began April 28.		
Steward Recertification Course	July 14 Aug. 18	August 4 Sept. 8

Academic Department Courses

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

Online "Distance Learning" Courses

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

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

Important Notice To Students

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



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____ E-mail _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and fifty (150) 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. 5/08

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 700 – Unlicensed apprentices from Class 700 recently graduated from the water survival course. Those graduating from the course (above in alphabetical order) were Stephen Amthauer, Dwayne Ahkvaluk, Joseph Bankhead, Virgil Beasley, Keithan Bland, Tyesha Boyd, Adam Brubeck-Galloway, Ashley Carmichael, Vanessa Catron, William Hood, Kenneth LeDeoux, Larry Locke Jr., Jasper McNeil, Mark Merenda, John Monaco, Jimmie Moore Jr., James Norman, Robert Orloff III, Thomas Quinlan Jr., Rondell Richardson, Enrique Rodriguez, Walker Rose, John Saling, and William Wickerd. (Note: Not all are pictured)



Government Vessels – The above Phase III unlicensed apprentices on March 17 graduated from this course. Completing their respective requirements (in alphabetical order) were Robert Brackbill, Chad Bruch, Satchel Caffy, Jacqueline Calhoun, Kevin Copeland, Robert Day, Brooke English, Sean Fitzgerald, Jason Fountaine, Nicholas Gustafson, Ryan Kinser, Jose Layz, Demetrius Madison, Jonathan McNeil, Steven Pyle, Scott Rosseel, Patrick Shaw, Anthony Snoeyebos, Caleb Swanson and Jacob Zitnick. Stan Beck, their instructor, is not pictured.



Radar Observer - The following individuals (above in alphabetical order) recently completed this five-day course: John Frey, Mark Kane, Keveon Kidd, Tyson Little, William Ray, Chris Vincenzo and Regina Ewing. Their instructor, Stacey Harris, is at far left. (Note: Not all are pictured.)



Welding – The following individuals (in alphabetical order) graduated from this course March 21: Lawrence Cormier, Daniel Gaffney, Ted Gonzales, Nat Lamb and Dennis Rivard. Their instructor, Buzzy Andrews, is at far left.

Computer Classes



Six students recently completed a series of computer training classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. After receiving their certificates for completion of their respective classes—which among others included Excel 2002 and Windows XP Operating System—they posed with their instructor Rick Prucha for these photos. Students completing the various courses were (photo above, from left) Christian Cordova, Doug Lowry, Travis Moody and Rodney Martin-Payne. Other graduates included Roger Dillinger Jr. (photo at left) and Paa Kwakye, who is pictured at right in the photograph below.



Prucha is third from left in the photo above, right in the photo at left and left in the photo below. In addition to conducting classes in computer training, Prucha also teaches academic courses.



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

Paul Hall Center Classes



FOWT — The following upgraders (above, in alphabetical order) on March 21 completed this course: Heaven Bautista, Christopher Caporale, Christian Cordova, William Cotea, Dante DeMcCutac, Tyrone Ellis, Vincent Figuenick, Timothy Foster, Fred Green, Dwight Hunt, Tom Loughead, Billie Marshall, Wilbert Martinez, Travis Moody, Montree Nakwicht, Cameron Newberry Jeffrey Nicholson, Rodney Payne, Ronaldo Quinones, Enrique Velez, Martin Watson and Robbie Wills. Their instructor, Tim Achorn, is standing far left in the second row.



Advanced Container Maintenance — The above upgraders on March 28 completed requirements for graduation from this course. Completing the course (in alphabetical order) were Wendell Brown, James Meyers, Sammy Montana, John Osburn and Franic Quebedeaux. Their instructor, Calvin Beale, is third from left.



Medical Care Provider — Ten individuals on March 28 completed this course. They were (above in alphabetical order) Jeffrey Fields, John Frey, Kevin Gailing, Adam Hansen, Kevin Johnson, Keyon Kidd, Joseph Krajnik, W. Tyson Little, Spencer Reed and Jome Zerna. Class instructor Mark Cates is standing at far left.



Basic Firefighting — The above upgraders on March 21 completed this course. Those graduating (in alphabetical order) were William Coronacion, Cirico Geonanga Jr., Emilio Gonzales, Russell Hayden, Matthew Hogan, Arnedo Paredes, Michael Proveaux, Roberto Silva, Neil Sullivan, Wilson Trayvilla and Tecumseh Williams. The class instructor, Mark Cates, is at far right.



Machinist — Two individuals on April 4 completed this course. They are (above in alphabetical order) Michael Brown and Alfonzo Davis. Steve Harver, their instructor, is pictured at far left.

Holiday Observance

Everyone should be advised that SIU Headquarters in Camp Springs, Md., and all union hiring halls will be closed Monday, May 26 for the observance of Memorial Day. Unless an emergency arises, normal business hours will resume Tuesday, May 27.



Able Seaman — The upgraders in the photo above (in alphabetical order) on March 28 completed this course: Ali Ahmed, Adienar Alfaro, Paul Amato, Larry Bradley, Pedro DeJesus, Quince Harrington, Daniel Irizarry, Nick Johnston, Randolph Knipfer, James Knute, David McRoy Jr., Gil Quinones, Howard Randle, Pedro Rivers-Riestra, Iker Urruchi, Ryanne Wheeler and Benjamin Wright. Their instructor, Bernabe Pelington, is second from left.



The

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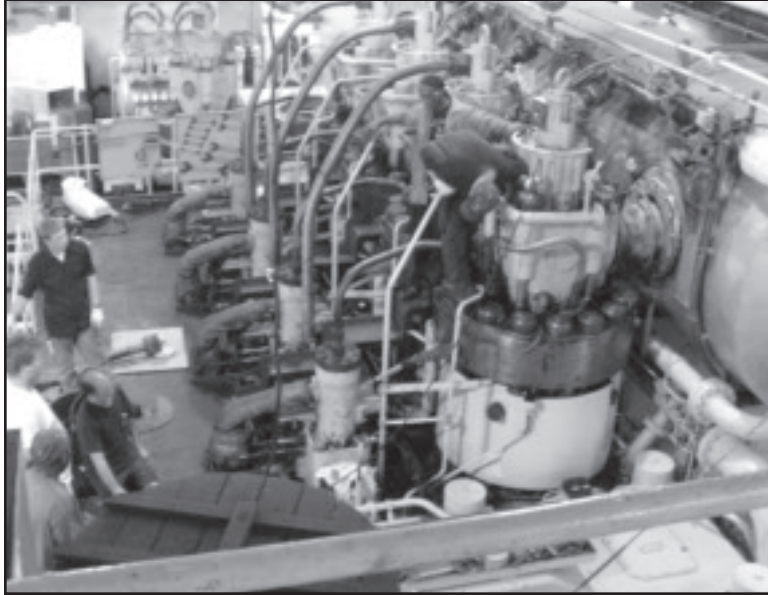
**TWIC Updates,
Enrollment Centers
& Much More
- Pages 12-13**



SA Sisto Arturo Deanda



UA Chad Bruch grinds a pad-eye for welding.



Working in the engine room



QMED AI Hickman



Recertified Steward
Joe Birke

Phase II Aboard the Liberty Sun

Segment of Apprentice Program May be Ultimate Hands-On Training

Editor's note: Thanks to Unlicensed Apprentice Chad Bruch for supplying the photos accompanying this story. The photos were taken last fall and winter aboard the Liberty Sun during a voyage overseas.

One of the most favorably reviewed components of the unlicensed apprentice program at the SIU-affiliated Paul Hall Center for Maritime Training and Education is "Phase II," a 90-day shipboard stint in which each trainee rotates through the three shipboard departments aboard a U.S.-flag vessel.

Phase II provides both a true test and true taste of shipboard life. Graduates and Paul Hall Center instructors have pointed to Phase II as a big factor in boosting retention rates among unlicensed mariners. According to the latest statistics compiled by the school, more than 75 percent of students who graduate from the program still are sailing four years later – a significant improvement compared to the years before 1997, when the trainee program was restructured.

A number of SIU-contracted companies participate in Phase II of the unlicensed apprentice program. They include: Sealift, Inc., 3PSC, Alaska Tanker Company, Allied Towing, AMSEA, American Steamship, Crowley, E-Ships, Hannah Marine, Horizon Lines, InterOcean American Shipping, Keystone, Liberty Maritime, Maersk, NCL America, Ocean Ships, Overseas Shipholding Group and Pacific Gulf Marine.

The overall program entirely consists of U.S. Coast Guard-approved courses, many of them blending classroom instruction with practical training. The first and third phases take place at the Paul Hall Center campus in Piney Point, Md.

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



Sign near grain elevator at Gate 5

survival; vessel operations; and social responsibilities.

During Phase III, students begin to specialize their training. Deck personnel head to courses titled (respectively) specially trained ordinary seaman and tankship familiarization/dangerous liquids, while engine department mariners enroll in the basic auxiliary plant operations class. Those who choose the steward department take four weeks of upgrader-level galley operations.

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

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



AB E. Castro, UA Marcos Ramos (above) work on the deck of the Liberty Sun while at sea. The photo below was taken from aboard the vessel while she was docked in Haifa, Israel.



AB Cliff Favorite (front) and GUDE Modesto Ordonez prepare to open hatches.