



# The Seafarers Log

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

## Sealift, Inc. Awarded Contract for Charter of Prepositioning Vessel



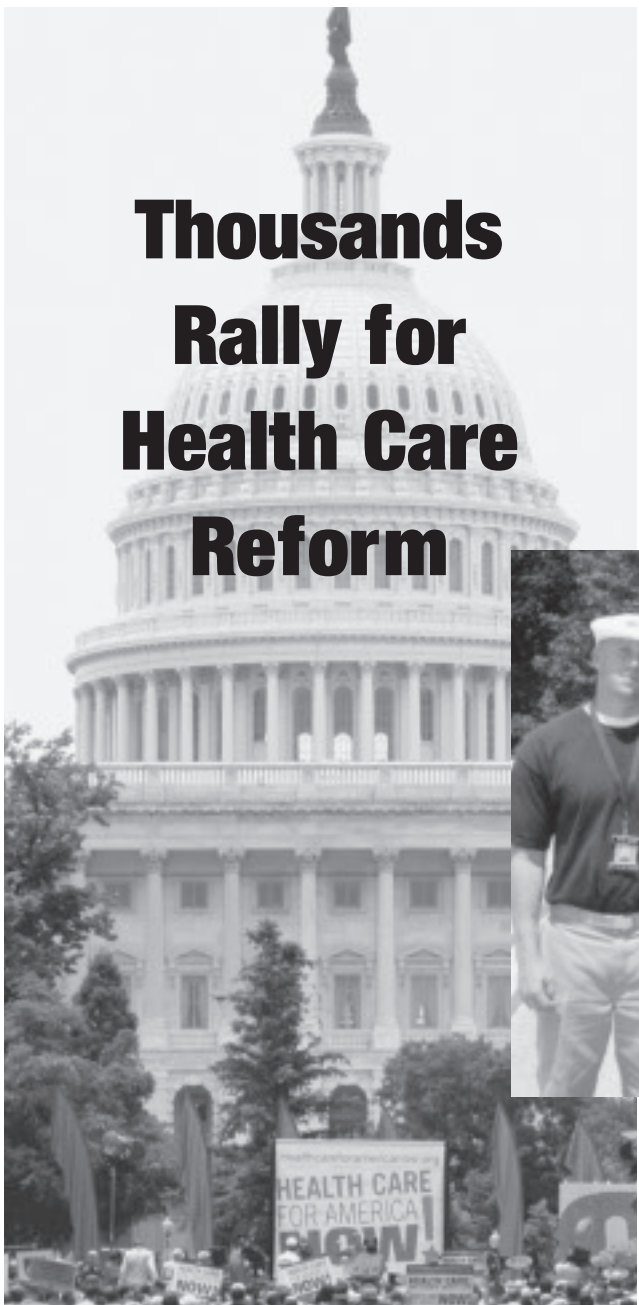
According to a recent announcement by the U.S. Navy, Sealift, Inc. has been awarded a contract for charter of the MV MAJ Bernard F. Fisher (above). The agreement with the Seafarers-contracted company includes options extending to the year 2014. Page 3

## 3PSC to Operate Oceanographic Ships

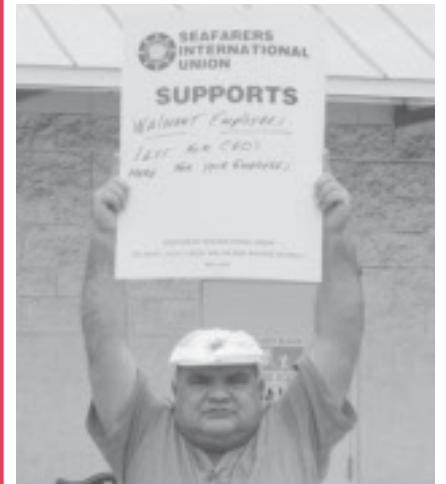


The Department of Defense on July 20 announced news that signals ongoing job security for SIU members aboard oceanographic surveillance ships. Seafarers-contracted 3PSC LLC has been awarded a contract to operate and maintain six survey ships (including the USNS Bruce C. Heezen, pictured above) for the Military Sealift Command. The DOD contract includes an option for a seventh ship (the USNS Henson). It also includes other options which, if exercised, would extend work to the year 2017. According to the announcement, six of MSC's seven oceanographic ships (the Heezen, USNS Pathfinder, USNS Bowditch, USNS Sumner, USNS Henson and USNS Mary Sears) are multipurpose and perform different types of surveys which provide much of the U.S. military's information on the ocean environment. These ships, which have carried SIU crews for many years, use multi-beam, wide-angle, precision sonar systems that make it possible to continuously chart a broad section of ocean floor. The other oceanographic survey ship (the USNS John McDonnell) collects data in coastal regions around the world. The data collected helps improve technology in undersea warfare, ship detection and charting the world's coastlines. Additional details about the new contract, including information on turnover operations (slated to begin in October), will be included in an upcoming issue of the LOG and will be posted online at www.seafarers.org

## Thousands Rally for Health Care Reform



Seafarers joined fellow union members and others at a late-June rally in Washington, D.C., where demonstrators and speakers called for effective changes to the nation's health-insurance system. Among those who addressed the crowd of thousands was actress Edie Falco, a cancer survivor, pictured here with Paul Hall Center Unlicensed Apprentices (above, from left) Ryan Boltz, Brandon Hutchinson and Omar Rodgers and Port Agent Pat Vandegrift. Pages 12-13.



## SIU Members Stand Up for Employee Free Choice Act

Seafarers including Recertified Steward Pedro Sellan (above) recently joined other union members in South Florida for a demonstration supporting both the Employee Free Choice Act and workers from a Wal-Mart store in Miami. Page 11.

# President's Report

## Progress and Politics

Both for our union in particular and for the labor movement as a whole, there definitely hasn't been a summertime slowdown.

As reported in this edition, the SIU recently welcomed two separate announcements that reflect ongoing job security for the membership.



Michael Sacco

These stories involve the oceanographic survey ships and a prepositioning vessel which will remain under SIU contract. Also, we're in the process of relocating our Jacksonville, Fla., operations to an area that undoubtedly will be seen by Seafarers and their families as an improvement.

At our affiliated school in Piney Point, Md., work is being done to enhance the simulators. New anti-piracy curriculum is being developed to help increase shipboard safety. Additional web-based "distance learning" courses recently have been added.

We should have more good news to report in the months ahead.

In the larger picture, health care remains the absolute hottest topic all across the country. President Obama has identified health-insurance reform as a top priority, and the AFL-CIO has done the same. Bills have been introduced in Congress aiming to make coverage more affordable while insuring more people. Obviously, this debate has been happening for many years. The system could be right on the verge of significant, historic changes, but no one knows for sure.

What I can say with certainty is that health care costs too much. Quality, affordable care should be available to all, and employer-sponsored health care must not be taxed.

Labor's other major legislative priority remains the Employee Free Choice Act (EFCA). Despite published reports that the bill may move ahead without a majority sign-up provision, such an alteration is far from certain. In any case, organized labor will continue pushing for meaningful reform that restores fairness to the nation's labor laws when it comes to protecting a worker's right to choose union representation. Just as our nation's health care system has significant flaws, I don't see how anyone could argue that the current, employer-dominated, overall process for choosing a union doesn't have lots of room for improvement. We've been working on this issue for years. It's time to level the playing field for workers who want to exercise their legal right to join a union.

Not that we needed any reminders, but the debates on health care and EFCA definitely reinforce the importance of political action. They illustrate why it's so important to elect people who support working families. Of course, throughout our union's 71-year history, we have always been politically active. Seafarers understand that we work in a heavily regulated industry, so political activity – from the grassroots level on up, no matter the party – is nothing short of vital for maintaining SIU jobs and job security.

For example, some may recall the heated battles to preserve the Jones Act back in the mid-1990s. As I would hope most Seafarers know, the Jones Act is a staple of our industry. It requires that vessels transporting cargo between U.S. ports be crewed, flagged, built and owned American. Even though this law is nothing short of vital to America's national and economic security – in part because it is crucial to maintaining a viable U.S. Merchant Marine – it regularly comes under attack. Usually, the people behind those salvos (like the ones recently reported from overseas) are foreign-flag interests who want to sink us, while conveniently ignoring similar laws in their nations. Thanks to the support of Seafarers and others who realize what's at stake, we've been able to elect representatives in Congress and the White House who aren't fooled by those who want to do away with this indispensable law.

But it goes beyond maritime. Politics and legislation affect practically every aspect of our lives. That's why we remain so active at every level, and why I truly appreciate the ongoing support of our membership, whether it's through volunteer efforts for pro-worker, pro-maritime candidates or contributing to SPAD, the union's political action fund.

That's something to keep in mind as we follow the current headlines and as we keep working to make things better for Seafarers and for all working families.



The current hall is pictured when it opened in 1974 (above) and in July 2009 (at right).



## On the Radar: New Jacksonville Hall

The union is working to finalize plans for a move to a new hall in the Jacksonville, Fla., area.

As reported by SIU Secretary-Treasurer David Heindel at the July membership meetings, Seafarers already have approved the sale of the existing hall, located at 3315 Liberty Street. The pending sale is due to close in September.

Meanwhile, the union has reached an agreement to purchase a new facility located in the Belfort Park area of Jacksonville. The spacious building is in move-in condition. It is located approximately 14 miles from the current hall.

"I would like to thank the membership for their support in approving the sale of the Jacksonville property at the June membership meetings," Heindel noted. "The union has been diligent in looking for a new facility in the

Jacksonville area that will be suitable to better serve the needs and interests of our membership. I believe we have found such a facility. I am sure the membership and their families will feel safe and comfortable conducting business there."

He added that the new building was constructed in the year 2000 and sits on slightly more than three acres of land.

SIU Assistant Vice President Archie Ware, who is based in Jacksonville, agreed that the new building will mark a substantial upgrade.

"We've been in the current location since November of 1974," Ware pointed out. "The new building is located in a business/industrial area that is well-developed and features a number of restaurants and hotels. The building itself is a definite improvement and the area is very, very nice."

## Trumka Formally Announces Candidacy

### Slate for AFL-CIO Offices Includes Arlene Holt Baker, Liz Shuler

AFL-CIO Secretary-Treasurer Richard Trumka on July 9 formally announced his candidacy for president of the AFL-CIO to succeed the retiring John Sweeney. Trumka has served as AFL-CIO secretary-treasurer since 1995 and is a proven friend of maritime and the SIU.

At a rally that drew several hundred supporters at the University of the District of Columbia in Washington, D.C., Trumka threw his hat in the ring for the top office of the national labor federation, whose 56 affiliated national and international unions (including the SIU) represent more than 10 million workers. Joining Trumka on the ticket are Liz Shuler, executive assistant to the Electrical Workers (IBEW) president, for secretary-treasurer and incumbent AFL-CIO Executive Vice President Arlene Holt Baker for re-election.

No other presidential candidate has announced plans to run for office. Earlier this year, AFL-CIO President John Sweeney said he was retiring when his fourth term as president expires in September. Delegates to the AFL-CIO's 26th Constitutional Convention, meeting in Pittsburgh Sept. 13-17, will elect

the AFL-CIO's new officers.

In a joint statement, Trumka, Shuler and Holt Baker note that the labor movement "faces tremendous challenges," including an unregulated global economy, labor laws that favor employers over workers and a political system in which the wealthy wield far too much influence. "At the same time, we have historic opportunities, with a president and Congress we elected, to overcome these challenges. Our most important task is to make sure our economy creates jobs. And we are keenly aware that we must look within our movement for answers about how we can create full employment, organize workers and make sure workers prosper in the 21st century."

Before being elected AFL-CIO secretary-treasurer (the same year Sweeney took the helm of the AFL-CIO), Trumka served as president of the Mine Workers (UMWA) from 1982 to 1995. He is a third-generation coal miner and graduate of Pennsylvania State University and holds a law degree from Villanova University Law School.

Speaking about the future, Trumka said, "For employers who want to work with us and

want to work with workers, we'll be the best friend they ever had. For those that want to abuse people, take benefits away, jettison retirees, then we are going to do everything in our power to stop that from happening."

Trumka also spoke about corporate America and multi-national corporations. "For 30 years corporate America has really dominated the political scene, and it has hurt this country," he said. "Somewhere along the line, their interests began to diverge from the interests of the country. Multinationals do what they think is best for them even if it's not in the interests of the country. One of our main objectives is to realign the interests of corporations with the interests of the nation."

In an SIU endorsement of Trumka's candidacy, SIU President Michael Sacco, a member of the AFL-CIO executive council who has worked with Trumka for more than 30 years, stated, "Rich is the right man for the job. He's got big shoes to fill, because John Sweeney has done fantastic work for our movement, but Rich is up to the task. I really believe he will do a great job leading the labor movement."



Richard Trumka has announced his candidacy for AFL-CIO president.



AFL-CIO Executive Vice President Arlene Holt Baker is running for re-election.



Liz Shuler of the IBEW is a candidate for AFL-CIO secretary-treasurer.



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The SIU on line: [www.seafarers.org](http://www.seafarers.org)

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.



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# SIU Jobs are Secure aboard MV Fisher

## Sealift, Inc. Awarded Contract for Charter of Prepositioning Ship

The Navy recently announced that SIU-contracted Sealift, Inc., has been awarded a contract for charter of the *MV MAJ Bernard F. Fisher*. The agreement includes options that extend to September 2014.

"The ship's primary mission will be to preposition U.S. Marine Corps ammunition at sea. *Fisher* is expected to operate in and around Diego Garcia in the Indian Ocean," the Navy noted in its announcement in mid-July.

Seafarers already sail aboard the 652-foot *Fisher*, but the newly awarded contract "protects the job security of SIU members on this vessel," noted SIU Vice President Contracts George Tricker. "There's never a guarantee that these types of agreements will go to one of our contracted operators, so this recent announcement shouldn't be taken for granted."

"At the same time, both the crew members and the company deserve credit for excellent past performance," Tricker added. "There is a solid history of reliability and dependability from the ship for the Military Sealift Command, and that history also shouldn't be taken for granted."

Prepositioning ships are an important part of MSC's operations. Vessels in the prepositioning fleet are stationed at key points around the globe, fully loaded and

ready to mobilize at a moment's notice.

The *Fisher* has a beam of 105 feet and can sail at up to 19 knots. It is named in honor of U.S. Air Force Major Bernard Francis Fisher of San Bernardino, Calif., who is believed to be the first living Air Force recipient of the Medal of Honor. His citation reads as follows:

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty. On that date (March 10, 1966 in Bien Hoa and Pleiku, Vietnam), the Special Forces camp at A Shau was under attack by 2,000 North Vietnamese Army regulars. Hostile troops had positioned themselves between the airstrip and the camp. Other hostile troops had surrounded the camp and were continuously raking it with automatic weapons fire from the surrounding hills.

"The tops of the 1,500-foot hills were obscured by an 800-foot ceiling, limiting aircraft maneuverability and forcing pilots to operate within range of hostile gun positions, which often were able to fire down on the attacking aircraft. During the battle, Maj. Fisher observed a fellow airman crash land on the battle-torn airstrip. In the belief that the downed pilot was seriously injured and in imminent danger of capture, Maj. Fisher announced his intention to land on the airstrip to effect a rescue. Although



The *MV Fisher* provides support for the U.S. military.

aware of the extreme danger and likely failure of such an attempt, he elected to continue. Directing his own air cover, he landed his aircraft and taxied almost the full length of the runway, which was littered with battle debris and parts of an exploded aircraft.

"While effecting a successful rescue of the downed pilot, heavy ground fire was observed, with 19 bullets striking his

aircraft. In the face of the withering ground fire, he applied power and gained enough speed to lift-off at the overrun of the airstrip. Maj. Fisher's profound concern for his fellow airman, and at the risk of his life above and beyond the call of duty are in the highest traditions of the U.S. Air Force and reflect great credit upon himself and the Armed Forces of his country."

## Rep. Cummings Introduces Bill Requiring DOD-Embarked Protection Against Pirates

Chairman of the House Subcommittee on the Coast Guard and Maritime Transportation Rep. Elijah Cummings (D-Md.) recently introduced legislation – passed last month by the House – that would pit pirates attacking United States-flagged merchant ships against the might of U.S. military forces.

Around the same time, an international report clearly indicated that even though piracy mostly has faded from the headlines in the U.S., the problem hasn't gone away. According to the International Chamber of Commerce's International Maritime Bureau's Piracy Reporting Center, piracy attacks around the world during the first half of this year more than doubled to 240, compared to last year's figure of 114 attacks during the first six months of 2008.

The pirate attacks on the U.S.-flagged, Seafarers-crewed vessels *Maersk Alabama* and *Liberty Sun* earlier this year focused the nation's attention on lawlessness on the high seas, so much so that Congress has conducted a number of high-profile hearings in which representatives from maritime unions including the SIU were invited to testify on courses of action that could be taken to help thwart future attacks.

During a Coast Guard and Maritime Transportation Subcommittee hearing earlier this year, Rep. Cummings perhaps gave a glimpse of legislation to come when he commented, "We have long argued that we need a U.S.-flagged merchant fleet to carry U.S.-government cargoes and to provide sealift capacity to support DOD needs in time of war and national emergency. Given this, isn't it in our national interest to utilize the very limited U.S. military resources that would be necessary to protect our U.S.-flagged fleet rather than leaving them to implement their own defensive measures?"

Shortly after the May 20 hearing, Rep. Cummings introduced an amendment that was attached to the National Defense Authorization Act, H.R. 2647, that would require the Department of Defense to embark military security personnel on certain U.S.-flagged ships that travel through areas with a known presence of pirates.

"We would never leave the U.S. homeland unguarded if it were at risk of an attack, and we should apply this same standard to our ships instead of leaving them to fend for themselves," Rep. Cummings said. "We anticipate that

embarking military security personnel on these vessels will require far less manpower than patrolling the region with multiple Navy vessels and be much more efficient and effective in keeping our mariners safe.

"Our merchant fleet has always depended on our nation's Naval power to ensure its safety, and we cannot shirk that duty now," he added. "Embarking military security personnel on these vessels makes a loud statement that our nation stands behind these ships and that we will not allow pirates to intimidate us."

The Authorization Act passed the House with Rep. Cummings' amendment. The Senate version of the act, S. 1309, at press time was before the Senate for debate.

In joint testimony from the SIU and other maritime unions (AMO, MEBA and MM&P) submitted for the May 20 hearing, the unions noted, "American mariners working aboard U.S.-flag vessels operating in [dangerous waters near Somalia] continue to face an immediate and ongoing threat from international pirates. As our American mariners simply attempt to do their jobs, their lives are in constant peril as these pirates decide when – not if – to take further aggressive action against commercial ships.

"It remains our firm conviction that as an essential first step, the United States government should immediately provide protection for the United States-flag vessels that are and will be operating on sea lanes where piracy remains a serious threat. This protection should entail military escorts or military security detachments placed aboard the vessel."



U.S. Rep. Elijah Cummings  
D-Md.



Attacks earlier this year against the SIU-crewed *Maersk Alabama* and *Liberty Sun* awakened much of the public to the issue of piracy. Above, the lifeboat from the *Maersk Alabama* is hoisted aboard the amphibious assault ship *USS Boxer* in the Indian Ocean after the successful rescue of Capt. Richard Phillips. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jon Rasmussen)

# Study Shows Unions Positively Influence Workplace Policies

Unions have a positive impact on family-friendly workplace policies like paid family leave, paid sick days, family health insurance, and child-care benefits, according to a new report released July 16 by the University of California (UC) Berkeley Center for Labor Research and Education and the Labor Project for Working Families.

"As more Americans are struggling to raise and care for their families at the same time they're holding down a job, workplace policies that facilitate a work-family balance are becoming increasingly important. We looked at whether unions make a difference for these families, and it turns out that unionization has a positive impact on key family-friendly policies like family health insurance, paid family leave, and child-care benefits," said Jenifer MacGillvary of the UC Berkeley Center for Labor Research and Education, a co-author of the new report, "Family-Friendly Workplaces: Do Unions Make a Difference?"



AFL-CIO President John Sweeney

According to the UC Berkeley report, evidence from the research literature on family-friendly workplaces suggests:

- Unionization promotes compliance with the Family and Medical Leave Act. Unionized employees are more likely to have heard of the Family and Medical Leave Act, have fewer worries about taking leave, and are more likely to receive fully paid and partially paid leaves.

- Comparing hourly workers who take family and medical leave, 46 percent of unionized workers compared to 29 percent of nonunionized workers receive full pay while on leave.

- Unionized workers are 1.3 times as likely as nonunionized workers to be allowed to use their own sick time to care for a sick child, and they are 50 percent more likely than nonunionized workers to have paid personal leave that can be used to care for sick children.

- Companies with 30 percent or more unionized workers are five times as likely as companies with no unionized workers to pay the entire family health insurance premium. Even when unionized employees are required to pay part of their family insurance premium, they pay a much lower share of the premium than nonunionized workers do.

Family-friendly workplace policies are more

important than ever before because more families are juggling work and care-giving responsibilities. For example, nearly 25 percent of U.S. households provide care to people aged 50 or older, and 75 percent of children live in families where all parents work.

"As Congress prepares to debate the Employee Free Choice Act in coming months, policy makers should understand that unions have helped improve workplace policies for thousands of working families and could do the same things for millions of families if EFCA becomes the law of the land," said report co-author Netsy Firestein, executive director of the nonprofit Labor Project For Working Families.

AFL-CIO President John Sweeney said the new report "comes at a seminal moment for the debate on economic and labor law reform in this country. This report emphasizes a crucial point – that unions help families at a time when workers are forced to work more hours in an increasingly unstable environment, and as the social system in our country is being chipped away.

"A unionized workplace dramatically helps working families," Sweeney continued. "According to the report, unions increase compliance with the Family and Medical Leave Act, ensure paid sick leave for employees and their children, and increase the likelihood that health care is covered for families. As corporations force working people to work longer and spend more time away from their home, unions are key to creating an economy that works for everyone and ensuring that workers have flexibility in handling their family and work responsibilities."

He added that corporations "have spent billions to try to eliminate benefits like paid sick leave, time off, and health care coverage. Without workers' freedom to form and join unions, corporations will continue to chip away at the family-friendly practices that help working people across the country."

To download "Family-Friendly Workplaces: Do Unions Make a Difference?" go to: <http://laborcenter.berkeley.edu> or <http://www.working-families.org>. There is also a link to the report under "Heard at Headquarters" on [www.seafarers.org](http://www.seafarers.org).



Pictured at Los Angeles/Long Beach Dock 86 are (from left) Capt. Roger Stewart, Crowley Director of Marine Operations Frosty Leonard, Mate Jim Brown, AB/Engineer Mike Privette, Chief Engineer Craig Perry, AB Herman Moningka and SIU Port Agent Jeff Turkus. Crowley tugs in that area now utilize shore-side electrical power.

## Seafarers-Contracted Crowley Announces New 'Green' Initiative

*Move Will Cut Fuel Consumption, Reduce Emissions*

SIU-crewed Crowley tugboats used for ship assist and escort operations in the Port of Los Angeles have begun using newly installed shore-side electrical power when not on the job to cut fuel consumption and reduce carbon dioxide emissions, the company announced in late June. Previously, the tugs tied up at the dock needed to run their generators to provide electrical power.

Crowley and the Port of Los Angeles recently completed this environmentally friendly initiative, also known as cold ironing, at Berth 86. The port paid to run electrical power to the dock, and Crowley purchased and installed the electrical connections to the boats and transformers to take the voltage from 440 volts to 220 volts.

Overall, Crowley expects to conserve fuel used by the generators daily in its Los Angeles operations, and consequently reduce carbon dioxide emissions by

more than 486,180 pounds in the first year. According to the U.S. Environmental Protection Agency, each gallon of diesel fuel produces approximately 22.2 pounds of carbon dioxide emissions. Crowley already has cold ironing capabilities in Seattle, Jacksonville, Pennsauken and Puerto Rico.

"We are very pleased to be a part of this important green initiative with the Port of Los Angeles," said Frosty Leonard, Crowley director of marine operations in California. "Using shore-side power is not only the environmentally friendly thing to do, it's just good business."

As an added benefit, Leonard said shore-side power eliminates the constant noise from the engines that disrupts the crews' rest periods and provides engineers a quieter engine room in which to work.

### Congrats on Milestone



AB Duane Costello (center) is pictured recently at the union hall in Jacksonville, Fla., where he collected his first pension check. Congratulating him on the milestone are Asst. VP Archie Ware (right) and Patrolman Brian Guiry. "Duane is very supportive of his union," noted Ware.



Seafarers from four Crowley tugs join Port Agent Jeff Turkus and Safety Director Abdul Al Omari for a safety meeting.

# Papal Encyclical: Honor Right to Form Unions

A recent letter from Pope Benedict XVI stresses the need to protect workers' rights.

In a communication called an encyclical, the Pope observed, "Through the combination of social and economic change, trade union organizations experience greater difficulty in carrying out their task of representing the interests of workers... The repeated calls issued within the Church's social doctrine, beginning with *Rerum Novarum* (issued by Pope Leo XIII in 1891), for the promotion of workers' associations that can defend their rights must therefore be honored today even more than in the past."

The encyclical was released on July 7. The entire document is available online at <http://www.papalencyclicals.net/>

Reacting to the Pope's most recent letter,

AFL-CIO President John Sweeney said, "Pope Benedict XVI's commitment to the cause of working people worldwide shines today. In the new encyclical, *Caritas in Veritate* or *Charity in Truth*, Pope Benedict XVI offers an ethical critique of the global economic crisis and proposes concrete elements for policies anchored in moral values that enhance the dignity of all, especially the poor and working people. The encyclical levels a strong critique at the forces of unfettered free-market capitalism and globalized greed.

"Particularly, the new encyclical offers a much-needed reminder that to create an economy that works for everyone it is critical to protect workers' fundamental right to join together as a union and bargain for a

better future," Sweeney continued. "As the Pope makes clear, it is not only working people, but also entire communities – nations even – that stand to benefit when workers exercise this right. In the document, the Pope reaffirms the Church's longstanding position that labor unions play a vital role in efforts to build a more just economy – one in which even the most marginalized workers are guaranteed basic dignity and respect."

Sweeney concluded, "As the gap between the wealthy and the poor continues to widen, and workers around the world are denied the dignity and freedom they deserve, the union movement stands with the Catholic Church in its call for a global economy that works for working people. Now, more than ever, we must rally to protect the

rights of workers – at home and worldwide – to come together in unions and build a better future for us all."

The Catholic Labor Network also welcomed the encyclical and in a new release pointed out, "We Americans live in a nation where workers face increasing harassment when they seek to form a union, in large measure because of widespread unlawful action by employers to obstruct the right of workers to organize in unions. We urge all our brothers and sisters in the faith involved in today's contentious debate over the Employee Free Choice Act to reflect on their position in light of the new encyclical and consider how we can best reconcile our attitudes towards American trade unionism with those expressed by the Holy Father."

## Radio Commentator Says Union-Busters Need to Remember Miracle on Hudson

One of the most vivid examples used to demonstrate the value of hard-working, well-trained union members continues to be the "Miracle on the Hudson." The latest call for union support came from national radio commentator and writer, former Texas Agriculture Commissioner turned populist celebrity Jim Hightower.

In a recent editorial picked up by the national news services and published in newspapers around the country, Hightower wrote, "The National Transportation Safety Board (NTSB) analysis confirms what we learned from news reports at the time – Capt. Chesley 'Sully' Sullenberger and the rest of the crew on Flight 1549 performed marvelously in the face of looming disaster, saving the lives of 150 horrified passengers by landing the jet intact and quickly evacuating it. Their performance has been hailed with such phrases as 'stoic,' 'nearly flawless,' and 'heroic.' But another laudatory term should be applied to them as well: 'union.'

"Practically everyone involved in averting this disaster was a union-trained professional," he continued. "Captain Sully himself is not only a member of the Airline Pilots Association, but also served on its national governing committee and is APA's former safety chairman. Indeed, he and his union have had to fight airline chieftains who've tried to cut back on the safety training programs that allowed him to save those lives. Likewise, the cool-headed flight attendants who so expeditiously moved those nearly-panicked people off the plane are members of their union, the Association of Flight Attendants, which also stresses safety.

"The ferry crews that zipped into action, skillfully and quickly maneuvering their boats right up to the wings to rescue passengers – they're in the Seafarers International Union, which gives them the safety courses that enabled them to respond as they did," he added. "The cops, firefighters, and air traffic controllers also performed marvelously – all union trained.

"At a time when corporate interests in all sectors of our economy are trying to eliminate unions, remember Flight 1549 – the union-made miracle on the Hudson," Hightower concluded.

## WWII Mariners Could Reap Compensation

### 'Belated Thanks' Bill Awaits Senate Action

The Belated Thank You to the Merchant Mariners of World War II Act of 2009 passed in the House of Representatives in May. The bill would establish a Merchant Mariner Equity Compensation Fund to provide monthly payments in the amount of \$1,000 to qualifying members of the United States Merchant Marine who served during World War II.

The bill, H.R. 23, also includes qualifying members of the Army Transport Service and the Naval Transport Service. A similar Senate version, S. 663, has been referred to the Senate Veterans' Affairs Committee. At press time, the legislation had 37 co-sponsors in the Senate.

"I have been fighting for more than a decade to provide U.S. Merchant Mariners of World War II the thanks they deserve for their forgotten service – not just in words, but in deeds," stated Chairman of the House Committee on Veterans' Affairs Bob Filner (D-Calif.). "This Congress is once again on the precipice of correcting a grave injustice heaped upon the gallant men of the U.S. Merchant Marine of World War II."

The American Merchant Marine Veterans (AMMV), which has chapters across the country, encourages mariners and other supporters of the U.S. Merchant Marine to contact their senators and urge Senate passage of the legislation. Letters may be sent to: United States Senate, Washington, D.C. 20510. For e-mail contact information, go to [www.senate.gov](http://www.senate.gov).

Updates may be available at [www.usmm.org](http://www.usmm.org)



Thousands of U.S. Merchant Mariners paid the ultimate price in WWII, as reflected in this photo of a merchant ship ablaze and going under during the war.

## Harris Sworn in as Deputy Labor Secretary

Another friend of labor joined the ranks of the Obama administration as Seth Harris was recently sworn in as U.S. Deputy Secretary of Labor under Labor Secretary Hilda Solis. The swearing-in ceremony was attended by various labor leaders including SIU Executive Vice President Augustin Tellez and SIU Secretary-Treasurer David Heindel.

Harris most recently was the Obama Transition Project's Agency Working Group Leader for the labor, education, and transportation agencies. He is a professor and the director of labor and employment law programs at New York Law School. He is also a Senior Fellow of the Life Without Limits Project of the United Cerebral Palsy Association and a member of the National Advisory Commission on Workplace

Flexibility. He served as the chair of Obama for America's Labor, Employment, and Workplace Policy Committee and a co-chair of its Disability Policy Committee.

During the Clinton administration, he served as counsel to the Secretary of Labor and Acting Assistant Secretary of Labor for Policy, among other policy-advising positions. Before joining the administration, he was a law clerk to Judge William Canby of the U.S. Court of Appeals for the 9th Circuit and Judge Gene Carter of the U.S. District Court for the District of Maine. He graduated cum laude from New York University School of Law where he was editor-in-chief of the *Review of Law & Social Change*. He received his bachelor's degree from Cornell University's School of Industrial & Labor Relations.



DOL Deputy Secretary Seth Harris

## Two New Maryland Laws Reflect 'Commitment to Working Families'

With the right strategy and perhaps a little luck, recently improved workers' rights in Maryland may soon set a nationwide trend. The state has adopted two measures that improve fairness on the job and are considered groundbreaking in leveling the playing field for employers who play by the rules.

The Workplace Fraud Act of 2009 provides the state with tools to crack down on deceptive practices such as wrongly classifying employees as independent contractors or not classifying employees at all. This procedure allows employers to cut payroll costs significantly, leaving employees unprotected by critical workplace protection laws and creating a competitive disadvantage for those employers who fol-

low the letter of the law. Workers who are wrongly classified as independent contractors are denied access to unemployment insurance, workers' compensation and other protections, and taxpayers are deprived of millions of dollars to the unemployment insurance trust fund and the state general fund.

The second piece of legislation, called the "Fair Share Act," allows labor unions representing state employees to negotiate for service fees from all members of the bargaining unit. Currently, those state employees who are members of unions are footing the bill for representing all employees. This new law ensures that unions have the option to ask all

workers who benefit from negotiated union contracts to pay their fair share.

"These new laws should illustrate the state's commitment to Maryland's working families and to protecting their rights," said Governor Martin O'Malley.

The workplace fraud law takes effect Oct. 1. It imposes penalties on employers who knowingly misclassify their workers. The law also clarifies the definition of an independent contractor.

The Fair Share Act became law July 1. The state has approximately 30,000 employees covered by collective bargaining agreements.

## Notes and Reminders

# Merchant Mariner Credential, TWIC

April 15 was the deadline for mariners to have obtained a Transportation Worker Identification Credential (TWIC). That date also marked the roll-out of the new merchant mariner qualification credential (MMC), a passport-style document which over the next five years will be phased in as a replacement for the z-card/merchant mariner document (MMD).

Following are some notes and reminders concerning the TWIC and MMC, along with a list of the U.S. Coast Guard's regional exam centers.

■ Seafarers are urged to inspect their MMC closely and immediately upon receipt. Check to make sure the credential contains accurate and complete information. For example, at least a few mariners have reported that they received MMCs which erroneously were missing the pages that would have shown the 1995 STCW Certificate.

■ In years past, when a mariner submitted a z-card/MMD to add or upgrade a rating, the document itself normally was renewed, with a new expiration date. That is not the case with the new MMC unless the applicant specifies that he or she wants to renew the credential (and pays the associated fees). In other words, modifying an MMC to reflect an upgrade from STOS to AB, for example, does not automatically change the credential's renewal date.

■ In order to apply for an MMC, a mariner must either possess a TWIC or be able to show a TWIC application receipt.

■ Mariners may apply for an MMC at a Coast Guard regional exam center or by mailing an application package to an REC. If applying by mail, it is critical that the materials are sent to an REC and not to the Coast Guard's National Maritime Center. Submitting an application package to the National Maritime Center will result in "significant delays," according to the agency.

■ In late June, the National Maritime Center announced that "in the near future, the NMC intends on providing capabilities for mariners to submit credential applications by email."

■ Credentials may be renewed at any time, as long as the applicant meets the renewal requirements (including a physical, drug test and appropriate sea service).

■ User fees may be paid online at [www.pay.gov](http://www.pay.gov). MMC applications submitted to an REC must include a copy of the [pay.gov](http://www.pay.gov) payment receipt.

■ An MMC application acceptance checklist is available on the web at the following address: [http://uscg.mil/nmc/announcements/MLD-FM-NMC1-08\\_Application\\_Acceptance\\_Checklist.pdf](http://uscg.mil/nmc/announcements/MLD-FM-NMC1-08_Application_Acceptance_Checklist.pdf). That page also may be accessed by visiting the NMC's home page at [www.uscg.mil/nmc/](http://www.uscg.mil/nmc/) and then opening the "What's New at NMC" tab and then the "Announcements" section.



Seafarer Matthew Martel displays a TWIC and a new merchant mariner credential (MMC).

■ When applying for a TWIC, identify yourself as a merchant mariner. This should help to avoid delays in processing MMC applications (whether originals, upgrades, renewals or endorsements).

■ Mariners will need to ensure that the biographical information they supply to the Transportation Security Administration (TSA) during the TWIC application process is the same information included on the MMC application. This is important as the Coast Guard will be comparing data from TSA to determine if mariners hold a valid TWIC.

■ As previously reported, mariners do not need to rush to get an MMC. The rationale for the five-year phase-in period is that, starting April 15 (earlier this year), when mariners renew or upgrade their z-card, or when mariners new to the industry apply for a credential, they will receive the MMC. The MMC program does not affect the legitimacy of currently valid z-cards/merchant mariner documents.

■ To protect the personal information of mariners, in October 2008 the Coast Guard removed the mariner's Social Security number from all the credentials issued after that date and replaced it with a "mariner reference number" generated by the agency's merchant mariner licensing and documentation (MMLD) system. While the Social Security number is still collected on a credential application, it is not printed on the credential and it is not used internally by the Coast Guard when processing the application. When a mariner applies for an original credential for the first time, they will receive a mariner reference number and an application identification number. The mariner reference number is unique to the mariner and will not change during subsequent credential transactions. Mariners wishing to check the status of their application on-line via the Coast Guard's Homeport portal (<http://homeport.uscg.mil>) will need to use their mariner reference number and the application ID number.

■ The phone number for the TSA's TWIC Program Help Desk is 1-866-DHS-TWIC (1-866-347-8942), while the e-mail address is [Credentiaing@dhs.gov](mailto:Credentiaing@dhs.gov).

■ The phone number for the Coast Guard's National Maritime Center is 1-888-IASKNMC (1-888-427-5662), while the web site address is <http://www.uscg.mil/nmc/>

■ To begin the application process for a TWIC, visit the TSA's website at: [http://www.tsa.gov/what\\_we\\_do/layers/twic/index.shtm](http://www.tsa.gov/what_we_do/layers/twic/index.shtm)

## U.S. Coast Guard Regional Exam Centers

*Editor's note: RECs are closed on federal holidays. The hours of operation listed here are Monday through Friday.*

### New York

Battery Park Building  
1 South Street  
New York, NY 10004-1466  
Phone: 1-(888) 427-5662  
Fax: (212) 668-6394  
Hours of Operation:  
REC: 8 a.m. to 4 p.m.  
Exam Room: 8 a.m. to 4 p.m.

### Massachusetts

455 Commercial Street  
Boston, MA 02109  
Phone: 1-(888) 427-5662  
Fax: (617) 223-3034  
Hours of Operation:  
REC: 8 a.m. to 4 p.m.  
Exam Room: 8 a.m. to 3:30 p.m.

### Maryland

U.S. Custom House Bldg.  
40 S. Gay St., Room 420  
Baltimore, MD 21202-4022  
Phone: 1-(888) 427-5662  
Fax: (410) 962-0930  
Hours of Operation:  
REC: 7:30 a.m. to 3:30p.m.  
Exam Room: 7:30 a.m. to 3:30p.m.

### Ohio

420 Madison Ave, Suite 700  
Toledo, OH 43604-1265  
Phone: 1-(888) 427-5662  
Fax: (419) 259-7558  
Hours of Operation:  
REC: 7:30 a.m. to 3:30p.m.  
Exam Room: 7:30 a.m. to 3:30p.m.

### Tennessee

200 Jefferson Ave.  
Suite 1301  
Memphis, TN 38103

Phone: 1-(888) 427-5662

Fax: (901) 544-3372

Hours of Operation:

REC: 7 a.m. to 3 p.m.

Exam Room: 7:15 a.m. to 3:15p.m.

### South Carolina

196 Tradd Street  
Charleston, SC 29401-1899  
Phone: 1-(888) 427-5662  
Fax: (843) 720-3259  
Hours of Operation:  
REC: 7:30 a.m. to 3:30p.m.  
Exam Room: 7:30 a.m. to 3 p.m.

### Florida

Claude Pepper Federal Building  
51 S.W. 1st Ave.  
6th Floor  
Miami, FL 33130-1608  
Phone: 1-(888) 427-5662  
Fax: (305) 536-4304  
Hours of Operation:  
REC: 8 a.m. to 4 p.m.  
Exam Room: 8 a.m. to 4 p.m.

### Missouri

1222 Spruce Street  
Room 7105  
St. Louis, MO 63103-2846  
Phone: 1-(888) 427-5662  
Fax: (314) 269-2733  
Hours of Operation:  
REC: 7:30 a.m. to 3:30 p.m.  
Exam Room: 8 a.m. to 11:30 a.m., Noon to 3:30 p.m.

### Louisiana

4250 Hwy 22  
Suite F  
Mandeville, LA 70471  
Phone: 1-(888) 427-5662  
Fax: (985) 624-5757  
Hours of Operation:  
REC: 8 a.m. to 4 p.m.  
Exam Room: 8 a.m. to 4 p.m.

### Texas

8876 Gulf Freeway  
Suite 200  
Houston, Texas 77017  
Phone: 1-(888) 427-5662  
Fax: (713) 948-3360  
Hours of Operation:  
REC: 7 a.m. to 3 p.m.  
Exam Room: 7 a.m. to 3 p.m.

### Washington

915 Second Ave., Room 194  
Seattle, WA 98174-1067  
Phone: 1-(888) 427-5662  
Fax: (206) 220-7329  
Hours of Operation:  
REC: 7:30 a.m. to 3:30 p.m.  
Exam Room: 7:30 a.m. to 3 p.m.

### Oregon

911 NE 11th Ave, Rm #637  
Portland, OR 97232-4169  
Phone: 1-(888) 427-5662  
Fax: (503) 231-6738  
Hours of Operation:  
REC: 7:30 a.m. - 3:30 p.m.  
Exam Room: 7:30 a.m. to 11 a.m., Noon to 3:30 p.m.

### California

Oakland Federal Bldg. North Tower  
1301 Clay Street  
Room 180N  
Oakland, CA 94612-5200  
Phone: 1-(888) 427-5662  
Fax: (510) 637-1126  
Hours of Operation:  
REC: 8 a.m. to 4 p.m.  
Exam Room: 8 a.m. to 4 p.m.

501 W. Ocean Blvd  
Suite 6200  
Long Beach, CA 90802  
Phone: 1-(888) 427-5662  
Fax: (562) 435-1050  
Hours of Operation:

REC: 7 a.m. to 3 p.m.  
Exam Room: 7:15 a.m. to 3:15 p.m.

### Alaska

800 E. Dimond Blvd.  
Suite 3-227  
Anchorage, AK 99515  
Phone: 1-(888) 427-5662  
Fax: (907) 271-6742  
Hours of Operation:  
REC: 7:30 a.m. to 3:30 p.m.  
Exam Room: 7:30 a.m. to 3 p.m.

9105 Mendenhall Mall Rd.  
Suite 170  
Mendenhall Mall  
Juneau, Alaska 99801  
Phone: 1-(888) 427-5662  
Fax: (907) 463-2482  
Hours of Operation:  
REC: 8 a.m. to 4 p.m.  
Exam Room: 8 a.m. to 4 p.m.

### Hawaii

433 Ala Moana Blvd.  
Honolulu, HI 96813-4909  
Phone: 1-(888) 427-5662  
Fax: (808) 522-8277  
Hours of Operation:  
REC: 7 a.m. to 3 p.m.  
Exam Room: 7 a.m. to 3 p.m.



# Anti-Piracy Curriculum Developed, Submitted

A cooperative effort involving maritime labor, management, the military and government has led to the development of a new anti-piracy course.

The curriculum last month was submitted to the proper reviewing agencies. Once approved and finalized, it will be offered at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

A key step in crafting the course took place June 22-23 at the Paul Hall Center, where representatives from several organizations participated in an anti-piracy conference. SIU Secretary-Treasurer David Heindel welcomed officials from the Military Sealift Command, Maritime Administration, Naval Criminal Investigative Service, Office of Naval Intelligence, American Service Technology, American Maritime Officers, Marine Engineers' Beneficial Association and Masters, Mates & Pilots. Together, they examined various aspects of piracy and anti-piracy training.

"A lot of the tactics are ship-specific and therefore are taught during security drills aboard the vessels," noted J.C. Wiegman, Paul Hall Center director of training. "At the same time, the industry is seeing a need to standardize training at schools such as the Paul Hall Center, including incorporation of the latest guidelines on preparation before leaving port. Guidance from MSC and their force protection program was invaluable in the preparation of the course."

Generally, the proposed new course covers protective

measures that may be taken when entering high-risk areas, evasive maneuvers, individual mariner assignments, communications, planned responses to small-boat attacks and hostage situations, searching for boats or ships, and much more.

The impetus for the new course was the attacks earlier this year against two American-flag ships: the *Maersk Alabama* and *Liberty Sun*, both of which are crewed by SIU members. In the case of the *Maersk Alabama*, the vessel's master, Richard Phillips, was taken hostage by pirates aboard a lifeboat, leading to a protracted ordeal that topped the headlines for days in mid-April.

Since then, both domestic and international efforts to combat piracy (primarily in waters off Somalia) have increased. A number of attempted attacks have been thwarted, but the scourge continues. Long-term solutions appear complex and elusive. Short-term fixes have included increased naval presence in the high-risk area, use of private security guards, and better communications between vessels entering the zone and anti-piracy coordinators.

The Paul Hall Center already offers an anti-terrorism briefing to all students, both at the school itself and through the center's "distance learning" program. The school's courses include security awareness; vessel security officer; basic and advanced fire fighting; chemical, biological and radiological defense; vessel familiarization; small-arms training; damage control, and dozens more classes.



Paul Hall Center Director of Training J.C. Wiegman (standing) addresses the gathering, including (right) Owen Doherty, director of the Maritime Administration's Office of Security.

## Union, School, Company Team Up

Representatives from the SIU, G&H Towing and the Paul Hall Center for Maritime Training and Education met last month at the union-affiliated school in Piney Point, Md., to continue developing new curriculum for boatmen and pilots. The parties are working together to help ensure that the Paul Hall Center's simulators are as realistic as possible, in order to help increase efficiency while creating a safer environment for navigation. In this case, particular attention is being devoted to how the simulators reflect the specific equipment used by SIU boatmen and pilots in the Gulf Coast and to the exact locations where they operate. During last month's sessions, personnel utilized the school's main bridge simulator (photo below, right) and three auxiliary bridge simulators which served as z-drive tugboats. Pictured in the group photo (outside the simulator building, from left) are

American Service Technology CEO John Mason, G&H President Stephen Huffman, G&H Director of Marine Operations Capt. Steven J. Huttman, Paul Hall Center VP Don Nolan, SIU VP Gulf Coast Dean Corgey, Paul Hall Center Director of Training J.C. Wiegman, Houston Pilots Presiding Officer Capt. Tom Pace and G&H Port Captain Clinton "Butch" Schuessler.



## PHC Course Spotlight

The SIU-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., offers a wide variety of vocational and academic courses. Classes are available to upgraders and entry-level students. The following is a brief overall description of online classes offered through the school.

For a list of upcoming course dates, see page 21. Additional course descriptions were published in the January 2009 edition of the *Seafarers LOG*; they also are available on the web at [www.seafarers.org/phc](http://www.seafarers.org/phc)

### Online 'Distance Learning'

The Paul Hall Center has launched a series of online preparatory classes. Seafarers Blackboard, the school's "distance learning" vehicle, now hosts several preparatory classes on its web site.

For example, students attending the Paul Hall Center to take advanced deck and engine courses may take advantage of math preps specific to their needs. Seafarers Blackboard offers courses in beginning and intermediate math.

Steward Department mariners likely would benefit from the Basic Culinary Skills course. Basic Culinary Skills is strongly recommended for all students coming to the Paul Hall Center for Galley Operations. Also, members whose first language is not English would benefit from the extensive vocabulary lessons in this course. Steward department mariners returning to the Paul Hall Center for Chief Cook or Advanced Galley Operations likely would find it worthwhile to brush up on their vocabulary and measuring-units skills.

All of the online classes are non-credit

courses, meaning no certificate will be awarded. However, they are designed to help the student maximize his or her time at the Paul Hall Center.

Students interested in these preparatory courses should indicate their interest when contacting the admissions department to register for classes. The admissions office will direct the student to Dale Rausch, academic department coordinator for enrollment in Blackboard.

Even students who are not planning to come to the Paul Hall Center in the near future are encouraged to take a prep course to keep their skills sharp. All an interested student needs to enroll is the requisite sea time and an email address.

The academic department is happy to respond to any questions for additional online preparatory courses. Contact Dale Rausch at (301) 994-0010, extension 5411, or at [drausch@seafarers.org](mailto:drausch@seafarers.org) if you have suggestions for other preparatory courses.

As of July 2009, the following distance learning classes are available:

Fire Extinguishers, Shipboard Firefighting, Back Safety, Basic Math Refresher, Intermediate Math Refresher, Basic Navigational Math Prep, Basic Marine Engineering Math Prep, Communications, First Aid Preparation, Bloodborne Pathogens, Basic Culinary Skills, Hazardous Material Control and Management, Hearing Conservation, Respiratory Protection, Heat Stress Management, Environmental Awareness, Shipboard Pest Management, and Shipboard Water Sanitation. These classes are taken online, not at the Paul Hall Center.



## G&H Towing Crews Honored by Coast Guard

Earlier this year, Seafarers employed by G&H Towing Co. were honored in Houston by the U.S. Coast Guard for what the agency described as "their heroic efforts during Hurricane Ike." In photo at left, from left, Coast Guard Capt. William Diehl on May 19 presents the Coast Guard Distinguished Public Service Award to Seafarers Guy Pulliam, Robert Stevens, Antonio Gonzales and Eddie Cox. Also honored (but not pictured) were Seafarers Stephen Eickhorn, Kevin Kirk, Jason Jones, Paul Irvin and Nicholas Moraski. SIU boatmen from G&H were credited with helping prevent an allision between a freighter and the Interstate Highway 610 Bridge on Sept. 13, 2008, during the hurricane's peak. The Coast Guard Distinguished Public Service Award is "the highest public recognition that the Commandant of the Coast Guard may award," the agency noted.

# Second Lock Offers National Security Benefits

## Lakes Task Force Official Describes Project as 'Investment in America'

A second Poe-sized lock at Sault Ste. Marie, Mich., will be a significant investment in America's future and an outstanding return on taxpayers' dollars. That was the message delivered June 30 in Toledo, Ohio, by a shipping industry official at ceremonies marking groundbreaking for the coffer dams that are the first step toward construction of the lock.

This project creates "the economic equivalent of a small automobile plant," said James H.I. Weakley, 1st vice president of the Great Lakes Maritime Task Force, the largest coalition ever to promote waterborne commerce on the Great Lakes. (The SIU is a member of the task force.) The project also provides "national security benefits and economic stability for our mining, manufacturing and power-producing heartland," declared Weakley, who is also president of Lake Carriers' Association, the trade association representing U.S.-flag vessel operators on the Great Lakes.

The Soo Locks connect Lake Superior to

the lower four Great Lakes and St. Lawrence Seaway. Cargo movement through the locks typically tops 80 million tons a year. The major cargos are iron ore for steel production, coal for power generation, and grain for overseas export via the Seaway.

The U.S. Army Corps of Engineers considers the Soo Locks the "single point of failure that could cripple Great Lakes shipping." Seventy percent of U.S.-flag carrying capacity is restricted to the Poe Lock. If that chamber was incapacitated for even a short period of time, shipping on the Lakes would come to a virtual standstill.

Weakley noted Great Lakes shipping saves its customers \$3.6 billion a year in transportation costs compared to the land-based modes. "In order to save the American consumer almost \$4 billion, we have to maintain and protect the system," he said. "Over the past 15 years, proposed federal budgets spent 50 cents for each ton of cargo moved on the Great Lakes, so the return on each dollar invested is nearly \$41.

Due to industry's contributions, taxpayers fund only three cents per ton of cargo. Therefore, the American consumer sees a benefit of nearly \$590 for each taxpayer dollar spent on the Great Lakes navigation system."

First authorized in the Water Resources Development Act of 1986, the second Poe-sized lock was again authorized in 2007, this time at full federal expense. The lock is projected to cost \$490 million and take as much as 10 years to build. Funding for construction of the lock itself still needs to be secured.

Weakley thanked legislators who have played leading roles in advancing the lock project, including Rep. Jim Oberstar (D-Minn.), Rep. Pete Visclosky (D-Indiana), Rep. Dave Obey (D-Wis.), and Michigan Senators Carl Levin (D) and Debbie Stabenow (D).

Weakley stressed the economic recovery will not be complete until this project is successfully finished, and urged Great Lakes

interests to get the lock funded. "It took hard work and commitment to get here. It will take Midwest might and tenacity to go the distance," he stated.

Founded in 1992, the Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. 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 long-shore unions, port authorities, cargo shippers, terminal operators, shipyards and other Great Lakes interests. Its goals include restoring adequate funding for dredging of Great Lakes deep-draft ports and waterways; construction of a second Poe-sized lock at Sault Ste. Marie, Michigan; protecting the Jones Act and other U.S. maritime cabotage laws and regulations; maximizing the Lakes overseas trade; and opposing exports and increased diversions of Great Lakes water.

### Recent Activities at Wilmington Hall



Capably operating the grills during a recent barbeque at the hall are Chief Cook Benjamin Fera (left in photo above) and Port Agent Jeff Turkus, and Chief Steward Christina Mateer (photo at left). Dispatcher Nick Rios (below left) applies a fresh coat of paint on the hall's walls while two technicians install a new electronic shipping board.



Bosun Dave Floyd fires a guide line from the *USNS Richard E. Byrd* to the *USNS Amelia Earhart* for a dual underway replenishment in the Pacific on June 24. Both ships are crewed by SIU CIVMARS. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Valcarcel)

## USNS Amelia Earhart Crew Honors Vessel's Namesake

Members of the SIU Government Services Division recently helped honor *Amelia Earhart* when the dry cargo/ammunition ship named in memory of the famed aviator paused at the site where Earhart is believed to have disappeared July 2, 1937.

According to the U.S. Military Sealift Command, the *USNS Amelia Earhart* on June 23 was on its first MSC mission. "As the sun began to set over Howland Island in the Central Pacific Ocean, the ship's crew took a quiet moment to hold a wreath-laying ceremony in the area where Earhart and her navigator Fred Noonan are believed to have perished during an attempt to circumnavi-

gate the globe," the agency noted.

The *USNS Earhart*, which joined the MSC fleet in October 2008 and which is crewed in the unlicensed slots by SIU CIVMARS, passed Howland Island while en route to deliver more than 600 pallets of equipment, medical supplies and food to another Seafarers-crewed dry cargo/ammunition ship, the *USNS Richard E. Byrd*, as the latter ship prepared to deploy on humanitarian assistance mission Pacific Partnership 2009.

During the mission planning, the *USNS Earhart's* crew discovered that their course would bring them within 70 miles of Howland Island, and a slight course change provided the ship with this rare opportunity.

"It's amazing how this all came together," said civil service mariner Michelle Stark, the *USNS Earhart's* second mate and navigator. "Howland Island is remote. People work for years sailing the Pacific and never come close to passing by it. Here we are on our first mission, on the ship named after Amelia Earhart, going right by where she was last seen."

The *USNS Earhart* is the sixth the new Lewis and Clark-class of underway replenishment ships that deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups. Those vessels, abbreviated as T-AKE ships, are built at the General Dynamics NASSCO shipyard in San Diego. The build program is expected to total 14 ships.

According to MSC, "This capability allows combatant ships to stay at sea, on station and combat ready for extended periods of time."



A wreath is tossed from the *USNS Amelia Earhart* as the ship passes the area where the famed aviator is believed to have perished.





The union-crewed *American Tern* rests at dockside in the Port of Norfolk, Va., following its return from a voyage.



Joining in the galley for a photo (from the left) are SA Brandy Griffin, AB Mike Rattigan, Recertified Steward Gilberto Mirador, GUDE Ali Zaidan and Bosun Hernando Bansuelo



Engineer Dana Hooper (left) joins Capt. Brian O'Hanlon for this photo in the officers' mess. A hawsepiper, O'Hanlon proudly shows off the recertified bosun credential he earned in 1989.

## Aboard the American Tern in Norfolk

The Seafarers-crewed *American Tern*, operated by Osprey Ship Management, recently tied up in the Port of Norfolk, Va., following the conclusion of a voyage. While in port, members of the crew were

visited by union officials including Port Agent Georg Kenny. Kenny took these photos during his visit and forwarded them to the *LOG* to share with the remainder of the union's rank-and-file membership.



Chief Cook Daisy Taylor puts the finishing touches on one of her entrees for the next meal.



AB Ron Razzuto poses for a photo following a meal in the crew mess.



OMU Tyrone Ellis (left in photo at left) chats with Bosun Hernando Bansuelo while AB Melody Megan (above) shows off the TWIC card belonging to Norfolk Port Agent Georg Kenny.



Norfolk Port Agent Georg Kenny (left) greets 3rd Mate Don Bridenstine aboard the union-contracted *American Tern*. The two are former shipmates.

## At Sea With Seafarers Aboard the Liberty Sun

Life aboard the SIU-crewed *Liberty Sun* has returned to some degree of normalcy following a recent incident near the Gulf of Aden.

As reported earlier in the *LOG*, the vessel on April 15 came under attack--but was not boarded--by pirates. Recertified Steward **Fernando Guity** took the photos appearing on this page to show that all is again well aboard the vessel (operated by Liberty Maritime) in the aftermath of the incident.



Clockwise starting at far left, AB Osnan Arriola, DEU Hector Guity and Recertified Steward Fernando Guity prepare a fresh catch of fish for cooking. In the next three photos, crew members take breaks from their duties to pose for photos. Included are the dayman, Arriola and SA Wilmer Alvarez, and two other watchstanders. In photo at immediate left, the catch is ready for cooking. The vessel was en route to Mombasa, Kenya, when these photos were taken.



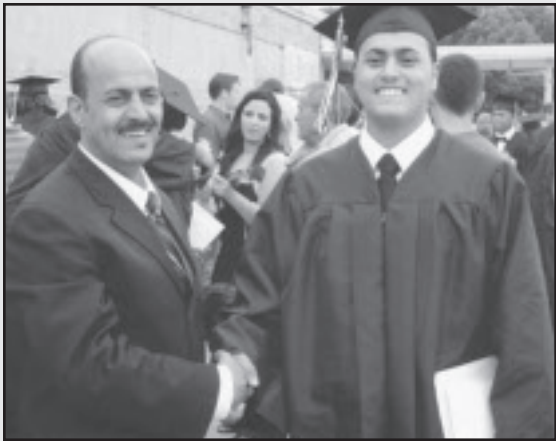


**ABOARD THE WRIGHT** – Port Agent Elizabeth Brown and Bosun Tom Moore are pictured on the *Wright* in Baltimore. The Crowley-operated vessel is part of the U.S. Ready Reserve Force and is dedicated to U.S. Marine Corps aviation logistics support.



**WEST COAST VP IN GUAM** – This snapshot was taken June 25 aboard the *USNS 1st Lt. Jack Lummus* in Guam. SIU VP West Coast Nick Marrone (seated third from left) and Guam Port Agent John Hoskins (seated far right) serviced the vessel, which is operated by American Overseas Marine (AMSEA) for the U.S. Military Sealift Command. Pictured from left to right are (front) Chief Steward Gregory Williams, Electrician Michael Rueter, Marrone, AB Ricardo Salazar, SA Majed Jahamee, Hoskins, (standing) AB Jose Radona, SA Fahti Mohsin, AB Lloyd LaBeach, Pumpman Richard Digman, Bosun William Buchner, GUDE Mohamed Salim, QMED Jasper McGirt, Storekeeper Paul Conway, AB Victor Sahagon and AB Ona Whitamore.

## At Sea & Ashore With the SIU



**SEAFARER'S SON GRADUATES** – AB Omar Almaklani (left) congratulates his son Balaid Almaklani on Balaid's recent graduation from high school in Dearborn, Michigan. Other family members also were on hand to celebrate the occasion. Omar most recently shipped aboard the *North Star*.



**PATRIOT DOCKS IN BALTIMORE** – Bosun Shannon Smith (right in photo at right) and AB Gil Villena (left) help keep things moving aboard the *Patriot* during a recent stop in Baltimore. Shown in the photo above are fellow crew members OMU Therman Ames, OMU Kevin Tyson and OMU Archie Eldridge. The vessel is operated by Interocean American Shipping.



**INDEPENDENCE DAY ON OBREGON** – Chief Steward Patrick Helton notes that fellow crew members aboard Waterman's *SS Pfc. Eugene A. Obregon* celebrated the Fourth of July with a barbeque provided by the steward department. Mariners enjoyed the feast aboard the prepositioning ship with a menu that included fresh-baked bread, steak, shrimp, grilled sausage, corn on the cob, stuffed eggs, fruit salad and more.



Chief Cook Shaibi (left) and Asst. Cook/Utility Borja watch the shrimp brochettes cooking over the charcoal fire.



From left, SA Alfredo Martinez Sabio, Chief Cook Tawfiq Shaibi, SA Ali Munasa, Chief Steward Patrick Helton and Asst. Cook/Utility Milton Borja are ready to welcome fellow crew members to dinner.



The Independence Day meal gets favorable reviews (photo at left and the one above).



Seafarers were among the hundreds of AFL-CIO-affiliated union members who rallied with Wal-mart workers July 1 in Miami.

## Florida Seafarers Support Employee Free Choice Act

### Members Rally with Wal-mart Workers in Miami

Seafarers on July 1 joined hundreds of other AFL-CIO-affiliated union members in South Florida as they rallied alongside Wal-mart workers during an Employee Free Choice Act (EFCA) demonstration at one of the company's Miami-based Superstores.

The workers, some recently fired and others who are still employed by the retail giant, rallied for fairness and democracy in the workplace. Specifically, they called for an end to the company's funding of anti-worker groups who are out to kill the EFCA, a pro-labor bill currently before the U.S. Congress. According to SIU Safety Director Kevin Marchand, the SIU turnout was in response to

a memo issued by Fred Frost, president of the South Florida AFL-CIO, soliciting the union's support in the rally. Within two hours of receiving the request, Marchand said that more than 20 SIU members had assembled in the Port Everglades hall to prepare signs for the event.

"The members were pumped up as they loaded into cars and drove 30 miles south to the rally site," Marchand said. "For some, it was their first rally and they didn't know what to expect.

"But many of the older members gladly led the way," he continued. "One such member is Recertified Steward **Pedro Sellan**, who

gave personal accounts of rallies he participated in during the old days with the late SIU President Paul Hall."

In addition to Sellan, the SIU delegation (which included members of the United Industrial Workers) partly consisted of **Manes Sainvil, Brian Deans, Eloy Gutierrez, Patrick Milton, Carlos Taylor, Florian Turcios, Cesar Collantes, Paul Altenon, Hipolita Rochez, Miguel Santos, David Marquez, Santos Olivera, Alyxi Alexander, Elena Lee, Fabian Palacios, Rudy Puerto and Lorenzo Alvarez.**

Wal-mart in recent months reportedly has joined forces with other large companies in South Florida—including Home Depot, McDonald's, Lowe's and others—to defeat

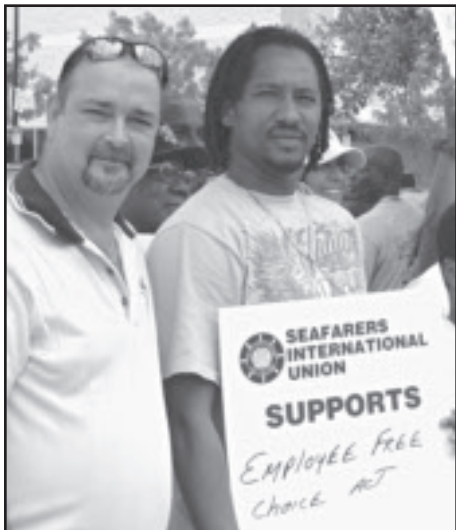
the EFCA. Published reports also say that the company repeatedly has harassed and intimidated its workers. Others have been interrogated and fired for both siding with unions and signing pledge cards to support them.

"For years, Wal-mart workers have called for a voice in their workplace, only to be told their stores could be closed and their jobs eliminated," said Frost. "It's time for the harassment and intimidation to stop and let these workers have a voice on the job so that they can negotiate for better wages, health care and working conditions.

"Wal-mart is the largest private employer and most profitable in America, and made nearly \$13.5 billion in profits last year," Frost continued. "...It is unconscionable to think, with the record profits that Wal-mart is making, that their employees continue to make poverty-level wages and over half of their 4 million workers nationwide are priced out of getting health care benefits."

As reported earlier in the LOG, the EFCA (H.R. 1409, S. 560) is supported by a broad bipartisan coalition of legislators in both the U.S. House of Representatives and the U.S. Senate. If enacted, the measure would help enable working people to bargain for better benefits, wages and working conditions by restoring workers' freedom to choose for themselves whether to join a union. It would:

- Remove current obstacles to employees who want collective bargaining.
- Guarantee that workers who can choose collective bargaining are able to achieve a contract.
- Allow employees to form unions by signing cards authorizing union representation.



SIU Safety Director Kevin Marchand (left) and Lorenzo Alvarez await the start of the rally.



Hipolita Rochez, Florian Turcios, Brian Deans, Elena Lee, David Marquez and Alvarez make their way through the rally route.



Listening attentively to one of the event's speakers are SIU members Santos Olivera, David Marquez, Carlos Taylor, Cesar Collantes, Alvarez and Euenio Lopez.



Members of the Seafarers delegation included (kneeling left to right) Patrick Milton, Florian Turcios, David Marquez, Cesar Collantes, (second row) Carlos Taylor, Eloy Gutierrez, Lorenzo, Alyxi Alexander, Manes Sainvil, Miguel Santos, Alfredo Mendoza, (back row) Paul Altenon, Brian Deans and Euenio Lopez. Altogether, more than 20 rank-and-file members participated in the rally.

# Thousands Rally in D.C. for Health Care Reform

More than 10,000 workers and families from around America recently marched on Capitol Hill chanting, "We want health care!" It was a rallying cry for action from Congress and the Obama administration.

The demonstration, which was attended by SIU members, took place June 25 and was sponsored by the AFL-CIO's affiliated group Health Care for America Now. It included an afternoon of town-hall-style meetings with various congressional members giving rank-and-file union members the opportunity to sound off about their experiences with the health care system.

The initial rally featured speakers from the Senate and House and from the labor movement. Actress Edie Falco also addressed the crowd, as did lesser-known individuals who nevertheless offered compelling stories reflecting the nation's flawed health insurance system. Many described employers cutting health care benefits or drastically increasing payments required by workers to maintain coverage and see a doctor. Some recalled forgoing family health care because they couldn't afford it, while others said insurance companies

denied them coverage because of high costs.

AFL-CIO studies show that about 77 percent of uninsured Americans forgo medical treatment when they are sick and even 31 percent of insured Americans skipped doctor-recommended tests, treatments or follow-up visits due to cost.

AFL-CIO Executive Vice President Arlene Holt Baker expressed confidence that America can move from an unsustainable health care system to one that protects families and covers everyone. "Health care without cost control will not work," she said. "Health care without a quality public option to lower costs is totally unacceptable."

New York Sen. Chuck Schumer noted, "Health care that covers everyone and includes a strong public option as a choice for consumers won't be easy. It's a fight that has been fought for decades against powerful interests. The strong national support for health care reform, though, is a sign that now is the time."

Schumer pointed to the Capitol behind him and said, "We can't do this alone. We need to do this together. We need all of you to hold everybody in that building's feet to the fire."

Former Vermont Gov. Howard Dean got a

zinger in at opponents who are claiming a public health care option plan would lead to socialized medicine. "You know who has socialized medicine in this country? Everyone over 65 and everybody in Congress," Dean said.

Ohio Sen. Sherrod Brown said despite opposition from the insurance companies that control health care, citizens can improve the system. "Special interests and the health insurance industry will not hijack this process. We must have and we will have a strong public option," she stated.

Pennsylvania Rep. Allyson Schwartz said the nation needs health care reform that controls costs to recover from today's economic crisis. "This is such an important issue for all of us. It's always been a moral responsibility, but it's increasingly an economic imperative," Schwartz said.

Falco said she spoke from experience because she is a breast cancer survivor. "I'm here because I've traveled through the health care system and there are some holes," she noted. "I'm here because I care about the people in this country and I know that we can do better, that we must do better."

Falco added that she went without care coverage for many years. An estimated 40 million Americans are without coverage. President Barack Obama, with strong support from organized labor, has vowed to see that everyone health benefits eventually provided to all.

"I work in a business where they take care of you if you are working," Falco noted. "It's bad enough the emotional toll of not having a job, but to get sick on top of that and worry every day that your symptoms aren't getting better, figuring out what you're going to have to do without so you can see a doctor's visit – I am far more fortunate than I am with my situation these past number of years."

Other rally speakers included AFL-CIO President Gerald McEntee of CWA and AFL-CIO Executive Director Larry Cohen.

The SIU supports the AFL-CIO's health care campaign, with goals that include ending escalating, unreasonable costs; ensuring that quality health care is available to every family; the opportunity for universal health care; and making certain that employer-sponsored health care isn't taxed.



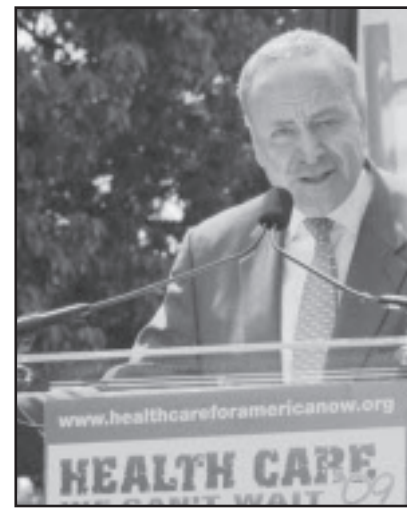
AFL-CIO Executive Vice President Arlene Holt Baker is confident a health care solution for American families will be reached.



Rally speaker and cancer survivor Edie Falco, formerly of the television program "The Sopranos," notes that she spent years without medical coverage.



U.S. Sen. Robert Menendez (D-N.J.)



U.S. Sen. Charles Schumer (D-N.Y.)



Union members came from all across the nation to participate in the rally.



The media also turned out in strong numbers to cover the event.



Organized labor wants to make certain that employer-sponsored health care is not taxed.

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Working families converged on the Capitol June 25 to demand good affordable health care for all.



(N.Y.)



ally.



Members of unions affiliated with the AFL-CIO Maritime Trades Department display signs prior to the demonstration.



Former Vermont Gov. Howard Dean is an outspoken supporter of quality health care for workers.



Gerald McEntee  
AFSCME President



th care isn't taxed.



A reporter interviews one of the rally participants.



Students from the SIU-affiliated Paul Hall Center receive instructions from Seafarer Daniel Duncan (second from right), who serves as president of the Northern Virginia Area Labor Federation.

# Scholarships

## Helping SIU families realize their dreams

Going back to school? Sending your children to college? Learn more about the scholarship opportunities available to you as an SIU member. Union Plus supports working families by providing these scholarships to help you focus on your studies instead of your tuition bill.



### UNION PLUS SCHOLARSHIP

- Awards ranging from **\$500 to \$4,000** are available to students attending two-year and four-year colleges, recognized technical or trade schools, and graduate schools
- **Current and retired** union members, their spouses and dependent children **are eligible**
- Applications are **available in September**. To apply, just download an application at [UnionPlus.org/Scholarship](http://UnionPlus.org/Scholarship) and **return it by January 31**.

### UNION LEADERS OF THE FUTURE SCHOLARSHIP

- **Helping more women and people of color** pursue union career goals and **enhance leadership skills**
- Annual awards **up to \$3,000 to cover the cost** of continuing education or training
- To be **applied toward the completion** of an accredited degree, coursework or seminar at an **accredited** educational institution
- Applications are available in **January**. To apply, just download an application at [UnionPlus.org/Scholarship](http://UnionPlus.org/Scholarship) and return it by **May 31**

### UNION PLUS NATIONAL LABOR COLLEGE SCHOLARSHIP

- A total of **\$25,000** is awarded each to year to help union members attend the world's only university dedicated to **labor education**
- Take classes at your own pace and schedule with a **unique program** tailor-made for full-time working men and women
- Please **contact Tracie Sumner** in the Office of Student Finance at the National Labor College at **301-628-4253** or email [tsumner@nlc.edu](mailto:tsumner@nlc.edu) for more information



For details about all the scholarship opportunities available to union members, visit

[UnionPlus.org/Scholarship](http://UnionPlus.org/Scholarship)

SIU SCHOLARSHIP 07/09

**Mariner Receives Credentials**



SIU Safety Director Al-Omari (right) presents Seafarer Tony Graves with his inland book. Graves sails as a mate aboard the Crowley tug *Scout*.

**Personal**

Rick Petrie wants to be contacted by Lonnie Evans from the Kansas City area. Petrie may be reached at (316) 833-9689.

**September & October 2009  
Membership Meetings**

- Piney Point..... Tuesday, September 8\*, Monday, October 5
- Algonac ..... Friday: September 11, October 9
- Baltimore.....Thursday: September 10, October 8
- Guam.....Thursday: September 24, October 22
- Honolulu.....Friday: September 18, October 16
- Houston.....Monday: September 14, Tuesday, October 13\*
- Jacksonville.....Thursday: September 10, October 8
- Joliet.....Thursday: September 17, October 15
- Mobile.....Wednesday: September 16, October 14
- New Orleans.....Tuesday: September 15, October 13
- New York.....Tuesday: September 8, October 6
- Norfolk ..... Thursday: September 10, October 8
- Oakland.....Thursday: September 17, October 15
- Philadelphia.....Wednesday: September 9, October 7
- Port Everglades .....Thursday: September 17, October 15
- San Juan .....Thursday: September 10, October 8
- St. Louis .....Friday: September 18, October 16
- Tacoma.....Friday: September 25, October 23
- Wilmington.....Monday: September 21, October 19

\*Piney Point change created by Labor Day holiday

\*Houston change created by Columbus Day holiday

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



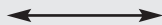
**Dispatchers' Report for Deep Sea**

June 16, 2009 - July 15, 2009

Port	Total Registered			Total Shipped			Trip Reliefs	Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>Deck Department</b>										
Algonac	18	9	6	11	6	5	1	19	12	4
Anchorage	0	4	1	0	2	1	0	2	6	0
Baltimore	6	7	0	6	4	0	2	4	5	0
Fort Lauderdale	19	15	5	6	9	0	4	27	25	12
Guam	3	3	1	3	1	0	0	4	8	2
Honolulu	8	9	0	7	4	0	3	13	13	0
Houston	39	35	0	37	27	0	20	78	64	10
Jacksonville	33	21	3	22	21	2	12	69	49	6
Joliet	4	14	2	3	5	1	0	3	11	1
Mobile	15	7	0	10	1	0	5	32	16	1
New Orleans	19	9	0	8	4	0	5	35	10	5
New York	43	26	3	27	13	1	18	90	33	10
Norfolk	21	28	6	12	17	4	8	29	32	17
Oakland	28	15	2	16	10	0	13	47	25	4
Philadelphia	5	4	0	1	6	0	1	14	7	1
Piney Point	1	6	4	1	3	4	0	1	7	1
Puerto Rico	7	9	1	5	8	0	4	10	16	1
Seattle	40	18	1	24	14	3	14	63	51	4
St. Louis	0	9	1	3	3	0	0	1	9	1
Wilmington	20	29	3	21	18	2	8	54	41	18
<b>TOTAL</b>	<b>329</b>	<b>277</b>	<b>39</b>	<b>223</b>	<b>176</b>	<b>23</b>	<b>118</b>	<b>595</b>	<b>440</b>	<b>98</b>
<b>Engine Department</b>										
Algonac	10	3	3	2	3	5	1	5	4	1
Anchorage	0	1	0	0	1	0	0	0	2	0
Baltimore	4	2	0	5	1	0	1	7	2	1
Fort Lauderdale	5	12	0	3	3	0	0	15	15	1
Guam	0	2	0	0	0	0	0	2	4	1
Honolulu	7	3	1	5	5	0	0	18	6	1
Houston	22	14	1	11	11	0	9	38	30	1
Jacksonville	16	19	1	6	17	1	5	48	28	0
Joliet	3	2	1	1	2	1	1	1	1	0
Mobile	7	9	0	9	3	0	6	11	11	1
New Orleans	9	1	0	4	3	0	3	13	5	0
New York	18	12	3	10	3	1	4	36	28	5
Norfolk	9	24	1	10	14	0	5	13	34	5
Oakland	10	9	3	5	7	1	2	25	15	3
Philadelphia	4	4	0	2	2	0	0	3	4	0
Piney Point	4	2	0	1	1	0	0	3	3	0
Puerto Rico	6	4	0	4	8	0	6	10	7	0
Seattle	13	8	1	9	12	1	8	23	30	1
St. Louis	1	2	1	0	4	1	2	2	3	0
Wilmington	8	9	2	8	4	0	2	21	19	4
<b>TOTAL</b>	<b>156</b>	<b>142</b>	<b>18</b>	<b>95</b>	<b>104</b>	<b>11</b>	<b>55</b>	<b>294</b>	<b>251</b>	<b>25</b>
<b>Steward Department</b>										
Algonac	1	4	2	1	3	3	0	0	4	0
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	3	1	0	1	2	0	1	3	0	0
Fort Lauderdale	8	4	1	8	6	1	4	13	10	0
Guam	2	2	2	1	0	0	0	4	2	2
Honolulu	8	2	1	6	0	0	3	18	11	1
Houston	19	10	0	17	6	0	11	43	19	0
Jacksonville	17	6	0	8	7	1	5	31	9	2
Joliet	2	3	0	1	1	0	0	2	3	0
Mobile	4	3	0	2	1	0	0	13	4	0
New Orleans	9	1	1	3	2	0	1	13	4	1
New York	24	10	0	23	3	0	12	31	17	1
Norfolk	15	12	1	9	6	0	3	17	18	1
Oakland	20	3	1	14	3	0	7	41	8	1
Philadelphia	2	1	0	1	1	0	0	3	0	1
Piney Point	4	2	0	1	0	0	1	5	1	0
Puerto Rico	2	3	0	1	2	0	2	2	2	0
Seattle	16	7	0	11	4	0	9	20	10	1
St. Louis	0	1	0	1	0	0	0	2	2	0
Wilmington	21	1	3	22	2	0	9	61	6	3
<b>TOTAL</b>	<b>177</b>	<b>76</b>	<b>12</b>	<b>131</b>	<b>49</b>	<b>5</b>	<b>68</b>	<b>322</b>	<b>132</b>	<b>14</b>
<b>Entry Department</b>										
Algonac	3	17	4	2	7	1	0	2	23	8
Anchorage	0	1	1	0	2	0	0	0	1	1
Baltimore	0	6	5	0	2	0	0	0	6	5
Fort Lauderdale	0	5	11	0	3	1	0	0	10	18
Guam	0	3	1	0	3	0	0	0	2	1
Honolulu	1	7	1	2	3	0	1	7	12	3
Houston	2	22	8	2	13	4	2	5	54	24
Jacksonville	5	30	9	3	7	0	2	6	50	21
Joliet	1	10	1	1	5	1	0	0	5	0
Mobile	1	3	2	0	1	0	0	1	6	7
New Orleans	1	4	1	0	1	0	2	4	11	3
New York	7	23	6	8	13	2	0	15	57	15
Norfolk	0	10	17	1	9	5	1	1	32	29
Oakland	2	19	6	3	14	0	0	5	28	17
Philadelphia	0	3	1	0	0	0	0	0	2	2
Piney Point	0	7	27	0	7	19	1	0	8	23
Puerto Rico	0	0	1	0	0	1	0	0	1	3
Seattle	5	18	1	0	10	2	2	9	34	6
St. Louis	0	0	1	0	0	0	0	0	0	1
Wilmington	6	17	8	0	15	1	0	13	23	28
<b>TOTAL</b>	<b>34</b>	<b>205</b>	<b>112</b>	<b>22</b>	<b>115</b>	<b>37</b>	<b>11</b>	<b>68</b>	<b>365</b>	<b>215</b>
<b>Total All Departments:</b>	<b>696</b>	<b>700</b>	<b>181</b>	<b>471</b>	<b>444</b>	<b>76</b>	<b>252</b>	<b>1,279</b>	<b>1,188</b>	<b>352</b>

## 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*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

1121 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

*Editor's note: This month's Inquiring Seafarer question was posed to members at the Honolulu union hall.*

**Question: What was your most memorable voyage, and what made it so?**

### Chief Cook Shawn P. Canon

My most memorable voyage was the very first time sailing. It was in 1980, for American Hawaii, the *SS Oceanic Independence*. We were leaving Kawasaki and Osaka, Japan. I remember it vividly after all these years. We were crossing the Sea of Japan and it was very rough. There were 20-foot-plus waves, at least, like an old-time cartoon. I'll never forget how enormous those waves were. Finally coming back home to Hawaii was a great feeling of relief. Because of this experience, I've had great respect for the Seven Seas all these years. I've been sailing ever since and have been to a lot of different countries, but that first voyage stuck with me.



### Bosun Tar Ahmed

The *Westward Venture*. We went overseas into the Swiss Canal and along the coast we had some rough seas. This was in 2004 and I was sailing as an AB. I joined the union in 1987 but this



was the first time I went in that direction. The unlicensed crew extinguished a couple of fires. They did well. The fires were not anybody's fault and they got put out. I was proud of the unlicensed crew. It was scary but it got situated. Another memorable voyage was the first time I sailed as a bosun – got my feet wet, as they say. I took responsibility and did the best I could. That was on one of the car carriers, after the year 2000.

### QMED Jason Powell

I would have to say it was on a Dyn Marine ship, the *USNS Littlehales*. I joined the ship in Italy, went to Croatia and then to Rota, Spain, and then Cape Verde and back to Rota again. Cape Verde was by far the most fun I ever had ashore. We were on a survey vessel and were at sea for 30 days.

When we hit shore, we had five to seven days as the (research) team downloaded their information from the mission. I was a wiper at the time. They pretty much knocked you off when your work was done and let you go ashore. I checked out the local culture, and me and a [fellow crew member] jumped on a local bus and rode around town for four or five hours. We got to see everything. This was around the year 2003.

### STOS Joseph Barnes

They've all offered a measure of enjoyment and education, but I'd have to say being a wiper on the *Dodge Island* during



the Christmas holidays in 2002-2003. It was a dredge ship, working offshore. I enjoyed the learning experiences and being given a certain amount of responsibility. It was my first time at sea and I fell in love with the profession. I enjoyed the feeling of having a task, completing it, and doing it to your best ability without intervention. We sailed off of Jupiter, Florida. It was a two-week relief.

### OMU Butch Lumansoc

When the *Independence* left the island, I got to ride on its last voyage. Deck and engine personnel were on board and the vessel was going to San Francisco to get laid up. It was in 2001. I was the wiper at that time. It was sad after all those years. That's the last cruise ship I ever rode on. Another memorable voyage – I forget the year – I was working for Sealift (aboard the *MV Merlin*) and we rescued someone in the Mediterranean. We rescued the second mate, who was from Egypt. He was on a cargo ship carrying cement. I think it was around 2004. *(Editor's note: The rescue took place in January 2004. The second mate was the lone survivor from the Greek-owned MV Kephi, which sank due to gale-force winds and extremely rough seas.)*



## Pic-From-The-Past



Submitted by Recertified Steward Louella Sproul, this photo was taken in 1973 aboard the *SS Monterey* during a South Pacific cruise. It shows "four waitresses taking a break between serving meals," she noted. Pictured from left to right are Sandra, Sproul, Barbara Seeger and Sheri Tapenan. Louella is still an active SIU member, based in Oakland, Calif. She remembers the *Monterey* voyages as having been "so much fun. We had great barbeques on the fantail when our work was done. We went to the South Pacific and Alaska." Standing in the background (toward the left, at the rail) is Angela Alioto, a civil rights attorney and former San Francisco supervisor.

**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](mailto: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

### VICTOR ACEVEDO

Brother Victor Acevedo, 66, became an SIU member in 1970.

His first ship was the *Steel Architect*; his last the *Maersk Virginia*. Brother Acevedo attended classes on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. The steward department member lives in Puerto Rico.



### ROBERT BROWN

Brother Robert Brown, 66, joined the union in 1990 while in the port of Seattle. He initially sailed on the *USNS Silas Bent*. Brother Brown was born in Denver and shipped in the deck department. He visited the Paul Hall Center in Piney Point, Md., on two occasions to upgrade his skills. Brother Brown's final ship was the *Horizon Anchorage*. He resides in Port Angeles, Wash.



### JOSE CABALLERO

Brother Jose Caballero, 52, donned the SIU colors in 1979. He originally sailed aboard the *Overseas Natalie*. Brother Caballero upgraded frequently at the union-affiliated school. He was a member of the deck department. Brother Caballero most recently sailed on the *Santa Cruz*. He is a resident of his native state, New York.

### LEOPOLDO DIAZ

Brother Leopoldo Diaz, 65, started sailing with the Seafarers in 1973 while in the port of New York. His first voyage was aboard the *Delta Peru*. Brother Diaz, who sailed in the steward department, was born in Puerto Rico. He often took advantage of educational opportunities available at the maritime training center in Piney Point, Md. Brother Diaz was last employed on the *Horizon Producer*. He makes his home in Bronx, N.Y.

### RENATO MIGUEL

Brother Renato Miguel, 65, joined the SIU ranks in 1979.

His earliest trip to sea was on the *Charleston*. Brother Miguel was born in the Philippines and sailed in



the deck department. His final voyage was aboard the *Atlantic*. In 2000 and 2001, Brother Miguel enhanced his seafaring abilities at the Paul Hall Center. He resides in Jersey City, N.J.

### ROBERT MILLER

Brother Robert Miller, 66, became a union member in 1988



while in the port of Honolulu. His first vessel was the *Independence*. Brother Miller upgraded on numerous occasions at the SIU-affiliated maritime training center. The steward department member was born in Washington State. Brother Miller's most recent trip was on the *Horizon Spirit*. He settled in Phoenix.

### RUDOLPH ODOM

Brother Rudolph Odom, 65, began sailing with the SIU in 1964. He originally sailed aboard a Waterman Steamship Corporation vessel as a member of the engine department. Brother Odom was born in Alabama. His last trip was with Michigan Tankers Inc. Brother Odom lives in Mobile, Ala.



### EMANUEL PAUL

Brother Emanuel Paul, 71, signed on with the Seafarers in 1997 while in Fort Lauderdale, Fla. His first voyage was on the *Overseas Joyce*. Brother Paul frequently enhanced his skills at the union-affiliated school. He was born in the West Indies and sailed in the engine department. Brother Paul most recently worked with Interocean American Shipping Corporation. He is now a resident of Lauderhill, Fla.



skills at the union-affiliated school. He was born in the West Indies and sailed in the engine department. Brother Paul most recently worked with Interocean American Shipping Corporation. He is now a resident of Lauderhill, Fla.

### WILLIAM SIEGGREEN

Brother William Sieggreen, 65, donned the SIU colors in 1979.

He first sailed on the *Tex*, where he worked in the deck department.

Brother Sieggreen is a Michigan native. On two occa-

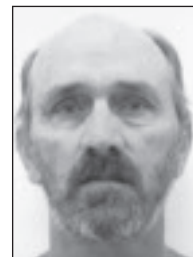


sions he attended classes at the Paul Hall Center to improve his seafaring skills. Brother Sieggreen's final trip was aboard the *Voyager*. He continues to make his home in Michigan.

## INLAND

### MARK BAILEY

Brother Mark Bailey, 56, joined the union in 1978, initially sailing on a Dixie Carriers vessel.



He often upgraded at the Piney Point school. Brother Bailey was born in Miami and worked in the deck department.

His most recent trip was with Crowley Towing & Transportation of Jacksonville. Brother Bailey calls Satsuma, Fla., home.

### ROBERT BURNS

Brother Robert Burns, 62, became an SIU member in 1968, originally sailing with Interstate Oil Transportation Company. He sailed in the deck department. Brother Burns was last employed aboard an OSG Ship Management



vessel. He lives in West Deptford, N.J.

### PATRICK DOLLARD

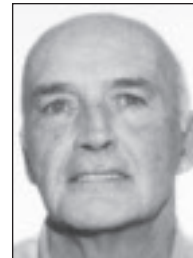
Brother Patrick Dollard, 57, was born in New York. He started sailing with the union in 1973. Brother Dollard's earliest trip was aboard a Mariner Towing vessel. The deck department member



upgraded at the Piney Point school on two occasions. Brother Dollard's final ship was the *Dodge Island*. He resides in Uncasville, Conn.

### RICHARD FOLEY

Brother Richard Foley, 70, signed on with the Seafarers in 2001 while in the port of New York. His first ship was the *Cape Jacob*. Brother Foley was born in Brooklyn, N.Y. He attended classes often to enhance his skills. Brother Foley shipped in the deck department. He most recently worked with Crowley Towing & Transportation of Jacksonville. Brother Foley is a resident of Ruskin, Fla.



## ROBERT HEARN

Brother Robert Hearn, 66, joined the SIU in 1967 while in the port of Philadelphia. His initial voyage was on a vessel operated by Graham Transportation Company. Brother Hearn was born in Pennsylvania. His final trip was with Interstate Oil Transportation Company. Brother Hearn settled in Cambridge, Md.

## NATIONAL MARITIME UNION

### SAMUEL COX

Brother Samuel Cox, 73, donned the NMU colors in 1995, initially shipping from the port of Newark, N.J. The steward department member was born in Guyana. Brother Cox's first ship was the *Green Lake*; his last was the *Alliance St. Louis*. He lives in Bronx, N.Y.



Reprinted from past issues of the Seafarers LOG

### 1940

The constitution adopted in 1939 provided for the establishment of two separate districts: the Atlantic District and the Gulf District, with two separate headquarters, one in New York and one in New Orleans, and two separate bookkeeping and financial systems. The membership of the two districts, in a 30-day referendum vote, voted overwhelmingly to amalgamate the two districts. The amalgamation resolution was adopted in August 1940 and provides that the headquarters of the Atlantic and Gulf District will be in Washington, D.C., until the next election, and that all of the financial and bookkeeping work shall be done in that office.

### 1957

Unable to make any headway in wage talks with the Bull Line after two months of negotiations, the SIU struck the company at its Brooklyn terminal on Monday, August 19. The four-ship installation has been tied up tight ever since by a 24-hour picket line manned by Seafarers. Talks with Bull Line reached an impasse a few days before the strike call over demands for parity with the scale elsewhere in the country on overtime and penalty rates plus

an across-the-board 20 percent increase in wages, OT and penalty rates, all retroactive to July 1.

### 1966

The Vietnam War has put great pressure on the existing SIU manpower, but the SIU has always been able to provide a pool of manpower to meet sudden crises, such as the Vietnam call-up. The breakout of vessels from the reserve fleet has meant that more jobs are available to SIU men and the union has effectively filled them.

### 1991

The complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md., has been named the Paul Hall Center for Maritime Training and Education as a result of action taken by the institution's board of trustees. The dedication of the Paul Hall Center was marked with a simple ceremony on August 20, the anniversary date of the birth of the late president of the SIU.

In describing the naming of the Piney Point center, Herbert Brand, chairman of the Transportation Institute and master of ceremonies for the event, called it "more than a dedication - it is an act of remembrance" for the man who headed the SIU from 1947 until his death in 1980.

## This Month In SIU History

# Final Departures



## DEEP SEA

### RALPH ALEXANDER

Pensioner Ralph Alexander, 72, died April 24. Brother Alexander signed on with the SIU in 1963. He initially shipped on the *Marore* in the steward department. Brother Alexander's final voyage was aboard the *Horizon Tacoma*. He became a pensioner in 2001. Brother Alexander was a resident of his native state, North Carolina.



### JOSEPH DELISE

Pensioner Joseph Delise, 86, passed away April 22. Brother Delise became a Seafarer in 1951 in the port of New York. The steward department member was born in New York. Brother Delise's first ship was the *French Creek*; his last was the *Carolina*. He went on pension in 1992 and called West Babylon, N.Y., home.



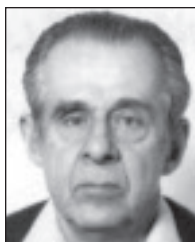
### GEORGE FINKLEA

Pensioner George Finklea, 90, died April 19. Brother Finklea joined the SIU in 1947 while in the port of Norfolk, Va. He originally worked on the *Del Sud* as a member of the deck department. Brother Finklea was born in Columbia, S.C. Prior to his retirement in 1983, he sailed aboard the *Charleston*. Brother Finklea settled in Hinton, W.Va.



### FRANK KELLER

Pensioner Frank Keller, 83, passed away March 23. Brother Keller started sailing with the union in 1944. He was born in Newark, N.J. Brother Keller's earliest trip was on the *Steel Chemist*. He sailed in the engine department. Brother Keller most recently worked aboard the *Adventure*. He retired in 1985 and lived in St. Cloud, Fla.



### JOHN KENNEDY

Pensioner John Kennedy, 93, died March 27. Brother Kennedy, a

member of the steward department, began shipping with the Seafarers in 1944 from the port of New Orleans. His first trip was on a Delta Steamship Lines vessel. Brother Kennedy was born in Alabama. He was last employed aboard the *Cove Trader*. Brother Kennedy started collecting his retirement compensation in 1984. He continued to reside in his native state.



### PETER KRUPINSKI

Pensioner Peter Krupinski, 83, passed away May 15. Brother Krupinski began his SIU sailing career in 1950 while in the port of New York. He originally shipped on the *Seamar*. Brother Krupinski was born in New Jersey and worked in the deck department. His final voyage took place aboard the *Horizon Producer*. Brother Krupinski started receiving his pension in 1988. He made his home in Fairfield Township, N.J.



### EARL MCNAB

Pensioner Earl McNab, 87, died March 14. Brother McNab joined the union in 1951, initially shipping from the port of New York. His first trip was on the *Oremer*. Brother McNab was a member of the deck department. He was born in Honduras. Before retiring in 1976, Brother McNab sailed aboard the *Humacao*. He called Miami Lakes, Fla., home.



### HARRY MEREDITH

Pensioner Harry Meredith, 83, passed away May 14. Brother Meredith first donned the SIU colors in 1960 while in the port of New York. His earliest trip to sea was on the *Bradford Island*. Brother Meredith worked in the engine department. His last ship was the *Overseas Ohio*. Brother Meredith retired in 1991. He was born in McKeesport, Pa., but called Houston, Texas, home.



### DAVID OSTERDOCK

Brother David Osterdock, 53, died March 16. Brother Osterdock was born in Flora, Ill. He joined the union in 1995. During his seafaring career, Brother Osterdock was employed on vessels including the *Marine Chemist* and the *Delaware Trader*. The engine department member was a resident of Richmond, Texas.



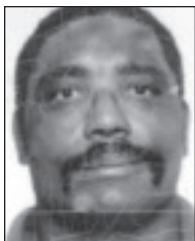
### JOHN OWEN

Pensioner John Owen, 82, passed away March 26. Brother Owen became a Seafarer in 1960 while in the port of New York. He originally sailed aboard the *Steel Chemist* as a member of the deck department. Brother Owen was born in England. His last voyage was on the *Freedom*. Brother Owen started receiving his pension in 1991 and settled in Maineville, Ohio.



### JAMES PORTER

Pensioner James Porter, 59, died April 17. Brother Porter signed on with the SIU in 1969. One of his earliest voyages took place on the *Rob Gray*. He was born in Georgia and shipped in the deck department. Brother Porter most recently worked aboard the *El Yunque*. He started collecting his retirement compensation in 2004. Brother Porter resided in Jacksonville, Fla.



### FRANKLIN REID, JR.

Pensioner Franklin Reid, Jr., 94, passed away April 1. Brother Reid joined the union in 1943. He initially sailed with Waterman Steamship Corporation as a member of the engine department. Brother Reid's final trip was on the *Yukon*. He was born in Jacksonville, Fla., but made his home in Tampa. Brother Reid went on pension in 1976.



### NICOLA TAGLIAMBURIS

Pensioner Nicola Tagliamburis, 83, died April 24. Brother

Tagliamburis began his SIU career in 1961. His first voyage was aboard the *Tam Guilden*. The engine-department member was born in Greece. Brother Tagliamburis' final trip was on the *Long Lines*. He retired in 1991 and lived in Baltimore.



### GEORGE TAYLOR

Pensioner George Taylor, 86, passed away April 12. Brother Taylor started sailing with the union in 1969 from the port of Seattle. His first ship was the *Trans Oneida*; his last was the *LNG Virgo*. Brother Taylor was a Virginia native and worked in the steward department. He became a pensioner in 1994 and settled in Henrico, Va.



### JOSE TUMALE

Pensioner Jose Tumale, 76, died March 26. Brother Tumale first donned the SIU colors in 1980 while in Honolulu. His earliest trip was aboard the *Oceanic Independence*. Brother Tumale was born in the Philippines and sailed in the steward department. Before his retirement in 2001, he worked on the *Independence*. Brother Tumale called Las Vegas home.



### ALEJANDRO VEGA

Pensioner Alejandro Vega, 90, passed away March 26. Brother Vega began shipping with the Marine Cooks & Stewards in 1957 while in the port of San Francisco. He sailed on vessels such as the *President Polk* and the *President Monroe*. Brother Vega started receiving his retirement compensation in 1986.



### DAVID WILEY

Brother David Wiley, 52, died March 24. He signed on with the union in 2006 while in the port of Norfolk, Va. Brother Wiley originally sailed on the *TSgt. John Chapman*. He worked in both the deck and engine departments. Brother

Wiley's most recent voyage was aboard the *Independence*. He was born in Florida but made his home in Norfolk.

## INLAND

### LUIS BONILLA

Pensioner Luis Bonilla, 80, passed away April 25. Brother Bonilla was born in Puerto Rico. He joined the SIU in 1976. For the duration of his career, Brother Bonilla shipped with Crowley Puerto Rico Service. He was a member of the steward department. Brother Bonilla went on pension in 1994 and continued to reside in Puerto Rico.



### JOSEPH CATHERMAN

Pensioner Joseph Catherman, 78, died April 22. Brother Catherman first donned the SIU colors in 1967 while in the port of Philadelphia. He initially sailed on the *Penn Sailor* as a member of the deck department. Brother Catherman's last trip to sea was with Moran Towing of Philadelphia. He retired in 1989 and settled in Springfield, Pa.



## GREAT LAKES

### RUDOLPH JADRICH

Pensioner Rudolph Jadrich, 82, passed away Feb. 3. Brother Jadrich became a Seafarer in 1961. He primarily worked aboard vessels operated by Great Lakes Towing Corporation. Brother Jadrich was a deck department member. He was a resident of Chicago and started collecting his retirement compensation in 1988.

### WALTER LENTZ

Pensioner Walter Lentz, 88, passed away April 15. Brother Lentz joined the union in 1953. He was employed with Michigan Interstate Railway and Erie Lackawanna Railroad Company during his career. Brother Lentz sailed in the deck department of both the inland and Great Lakes divisions. He retired in 1982. Brother Lentz continued to live in his native state of Michigan.



# 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.

**CHARGER** (Maersk Line, Limited), June 13 – Chairman **Gerry A. Gianan**, Secretary **Donald R. Irvine**, Educational Director **Mark Campbell**, Deck Delegate **Samuel H. Lampshire**, Engine Delegate **Orlando B. Guzman**, Steward Delegate **Victor J. Wolf**. Chairman asked departing mariners to leave cabins clean for arriving crew. He also recommended they have TWIC cards with them at all ports when leaving ship. Secretary urged crew to check expiration dates on necessary seafaring documents. No beefs or disputed OT reported. It was reported that a new refrigerator was needed for crew messhall.

**HORIZON EAGLE** (Horizon Lines), June 4 – Chairman **Darryl G. Smith**, Secretary **Rang V. Nguyen**, Educational Director **Matthew P. Ditullio**, Deck Delegate **Stanley W. Parker**, Engine Delegate **Prentiss R. Smith**, Steward Delegate **Mohamed M. Wasel**. Chairman discussed ship's itinerary with crew. He announced payoff at sea June 5 and Coast Guard inspection on June 7 upon arrival in Los Angeles. Secretary encouraged mariners to contribute to SPAD (Seafarers Political Activity Donation). Educational director advised all mariners to attend classes at the SIU-affiliated training center and get TWIC cards ASAP. No beefs or disputed OT reported. Request was made for new television remote. Members were asked not to dump trash in laundry room and to separate trash from plastic. Vote of thanks was given to the steward department for a job well done. Next ports: Los Angeles and Oakland, Calif.

**HORIZON HAWK** (Horizon Lines), June 8 – Chairman **David J. Garoutte**, Secretary **Mark V. Cabasag**, Educational Director **Michael J. Wells**, Deck Delegate **Ramon Duran**, Engine Delegate **Michael S. Kirby**, Steward Delegate **Nasser Ahmed**. Chairman thanked crew for a safe and successful voyage and reminded them to keep documents up-to-date. Secretary asked those getting off vessel to leave rooms clean and supplied with fresh linen. Educational director discussed the importance of enhancing seafaring abilities at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer noted \$285 in ship's fund. No beefs or disputed OT reported. Chairman thanked steward department for excellent food.

**HORIZON TRADER** (Horizon Lines), June 14 – Chairman

**Tony Mercado**, Secretary **Kevin M. Dougherty**, Educational Director **Thomas M. Flynn**, Deck Delegate **Brian Corbett**, Engine Delegate **Wilmer McCants**. Bosun stated payoff would take place June 14 upon arrival in Elizabeth, N.J. He expressed gratitude to steward department for a great BBQ. Chairman reported he would contact patrolman concerning time off in port. Educational director advised everyone to read the *Seafarers LOG* for information about TWIC card including numbers to call. Treasurer reported \$2,450 in ship's fund. Beef reported in the deck and engine departments; no disputed OT. Crew commented on shipping rules and how they relate to various work. Suggestions were made to increase pension benefits. Crew requested to ratify new contracts by different method. New dryer needed in crew laundry and new water fountain needed in crew lounge. Clarification requested pertaining to required time for 42-day vacation. Next ports: Elizabeth, N.J., San Juan, P.R., and Jacksonville, Fla.

**LIBERTY STAR** (Liberty Maritime), June 28 – Chairman **Scott A. Heginbotham**, Secretary **Fausto D. Arando**, Engine Delegate **Ronald F. Lukacs**. Chairman announced payoff in Galveston, Texas, on July 4. Mariners were reminded to get TWIC cards ASAP and renew or upgrade z-cards (merchant mariner credentials). Secretary praised wiper and unlicensed apprentice for their hard work. Educational director urged mariners to take advantage of Piney Point school to enhance their skills. No beefs or disputed OT reported. Motion was made to lower seatime requirements for pension benefits. Next port: Galveston, Texas.

**MAERSK KENTUCKY** (Maersk Line, Limited), June 23 – Chairman **William M. Richards Jr.**, Secretary **Basil Waldron**, Educational Director **Timothy E. Pillsworth**, Deck Delegate **Mian Ahmad**. Chairman requested information on imminent danger pay and a copy of contract for crew use. No beefs; disputed OT reported in steward department. Members would like reimbursement for extra baggage when joining vessel.

**MAERSK VIRGINIA** (Maersk Line, Limited), June 15 – Chairman **Domingo Leon Jr.**, Secretary **Rachael C. Figueiredo**, Educational Director **Hashiem R. Pittman**, Deck Delegate **Roberto Flores**, Engine Delegate **Sjamsidar**

## With Seafarers Aboard The USNS Fisher



SIU Safety Director Abdul Al-Omari recently serviced the Seafarers-crewed *USNS Fisher* while the vessel was docked in San Diego, Calif. In photo above, members of the crew break from their normal duties to pose for this snapshot. Pictured (in no particular order) are Bosun Paul Gottschlins, AB Fernando Oyao, STOS John Yi, QMED Louis Garcia, Chief Cook Joe Pittman, Steward Leslie Davis and Storekeeper Marcus Cunningham. *USNS Fisher* Capt. Bruce Kareger (left in photo at left) chats with Port Engineer Tim Burka while Davis (left in photo below) and Pittmann put the finishing touches on a meal for the crew.



**Madjidji**. Chairman reported smooth voyage besides a little incident with pirates. He stated payoff to take place in Port Elizabeth on June 16. Secretary reminded crew members that ARC is available and advised members needing help to get it. Treasurer reported \$1,500 in ship's fund. No beefs or disputed OT reported. Recommendations were made regarding vacation and pension benefits.

**TYCO DEPENDABLE** (Transoceanic Cable Ship), June 22 – Chairman **Sanyboy Whiting**, Secretary **Brian Gross**, Educational Director **Miriam Chacon**, Deck Delegate **John G. Salarda, Jr.**, Engine Delegate **Cecilio A. Banga**, Steward Delegate **Michael L. Sivells**. Chairman praised mariners

for work on Danice cable project and reported no injuries, which earned them an extra \$200 from company to go into the ship's fund. It was reported that there would be a 60 percent crew change in France. Educational director urged mariners to upgrade whenever possible to improve skills and better their chances of moving up. Treasurer noted \$4,500 in ship's fund. No beefs or disputed OT reported. Suggestion was made to check on TWIC cards while at union hall. Next port: France.

**USNS SEAY** (American Overseas Marine), June 21 – Chairman **John H. Wells**, Secretary **Lauren J. Oram**, Educational Director **Kenneth W. Pell**, Deck Delegate **Robert J. Hayes**,

Engine Delegate **Bruce N. Zenon**, Steward Delegate **Joel Ramos**. Bosun announced payoff in Baltimore on June 25 or 26 depending on cargo offload. Crew was reminded that TWIC cards should be carried with them and they should check their pin numbers. Educational director talked about the importance of upgrading at the union-affiliated school and keeping training record books current. No beefs or disputed OT reported. President's report was read and discussed from the May 2009 *Seafarers LOG*. Crew thanked President Sacco for working hard to keep mariners safe. Vote of thanks was given to all aboard for helping keep ship clean. Crew was asked to not slam doors. Next port: Baltimore.

# 2007 Plan Year Annual Funding Notice-SIU Pacific District Pension Plan

## Introduction

This notice, which federal law requires all multiemployer plans to send annually, includes important information about the funding level of the SIU Pacific District Pension Plan, Plan Number 001, Employer Identification Number 94-6061923 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning August 1, 2007 and ending July 31, 2008 (Plan Year).

## Plan's Funding Level

The Plan's "funded current liability percentage" for the Plan Year was at least 100 percent. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefits payments from the fund increase or decline.

## Plan's Financial Information

The market value of the Plan's assets as of August 1, 2007 was \$130,306,177. The total amount of benefit payments for the Plan Year was \$8,787,242. The ratio of assets to benefit payments is 14.8. This ratio suggests that the Plan's assets could provide for approximately 15 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

## Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's

available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

## Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

*Example 1:* If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

*Example 2:* If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency. Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

## Where to Get More Information

For more information about this notice, you may contact Ms.

Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's web site, [www.pbgc.gov](http://www.pbgc.gov), or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

## Additional Explanation

### Introduction

The SIU Pacific District Pension Plan has added the information below to supplement the Annual Funding Notice (above) that is required by federal law. **This additional information will be helpful in understanding how each part of the notice relates to the SIU Pacific District Pension Plan ("Plan").**

### Plan's Financial Information

The main purpose of the Annual Funding Notice is to ensure more open communication about a plan's funding level. The Annual Funding Notice divides the Plan's assets by its annual benefit payments to determine how many years the Plan's assets may be able to pay benefits. This simple measurement does not take into account the Plan's expected annual income. **When the Plan's assets and the annual addition of this income are taken into account, and based on current information, the Plan's assets can be expected to pay benefits for years into the future.**

### Rules Governing Insolvent Plans

This section of the Annual Funding Notice applies only to severely financially troubled pension plans, which this plan is not.

Because of the **Plan's greater than 100% funded status**, it is not anticipated that the special rules regarding "plan reorganization" and plan insolvency would apply to this Plan.

### Benefit Payments Guaranteed by the PBGC

**The Trustees expect the Plan to continue to pay benefits for many years in the future.** The Trustees are committed to maintaining the Plan's funded status because, in their view, the Plan's financial strength is the best guarantee that all participants and beneficiaries will receive all the Plan benefits they have earned. Thus, it is not expected that the PBGC benefit guarantees mentioned in this notice will become applicable.

### Where to Get More Information

For more information about this Additional Explanation, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107.

## 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 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	August 17 October 12	September 11 November 6
ARPA	November 16	November 20
Bosun Recertification	October 13	November 2
Government Vessels	September 21 November 16	September 25 November 20
Lifeboat	September 28	October 9
Radar	November 2	November 13
Specially Trained Ordinary Seaman (STOS)	August 24 October 19	September 4 October 30
Tanker Assistant	September 21	October 2
Tank Pic Barge	September 21	September 25

## Engine Upgrading Courses

Advanced Refrigerated Container	October 5	October 30
Basic Auxiliary Plant Operations (BAPO)	September 14 November 9	October 9 December 4
FOWT	August 17 October 12	September 11 November 6
Junior Engineer	August 31	October 23
Marine Electrician	October 26	December 18
Marine Refrigeration Technician	November 9	December 18
Machinist	September 14	October 2
Pumpman	October 5	October 16

Course	Start Date	Date of Completion
Welding	September 7 October 5 November 2 November 30	September 25 October 23 November 20 December 18

## Safety Specialty Courses

Advanced Firefighting	August 17 November 30	August 28 December 11
Basic Firefighting/STCW	September 14 November 9	September 18 November 13
Fast Rescue Boat	August 17	August 21
Medical Care Provider	August 31 December 14	September 4 December 18

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations  
These modules start every Monday.  
Certified Chief Cook/Chief Steward  
These classes start every other Monday. The most recent class began July 27.

## Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

## Online Distance Learning Courses

"Distance learning" (DL) courses are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education. The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The online courses are: Fire Extinguishers, Shipboard Firefighting, Back Safety, Basic Math Refresher, Intermediate Math Refresher, Basic Navigational Math Prep, Basic Marine Engineering Math Prep, Communications, First Aid Preparation, Bloodborne Pathogens, Basic Culinary Skills, Hazardous Material Control and Management, Hearing Conservation, Respiratory Protection, Heat Stress Management, Environmental Awareness, Shipboard Pest Management, and Shipboard Water Sanitation. These classes are taken online, not at the Paul Hall Center.

Students MUST have access to the internet and an e-mail address in order to take the foregoing classes. Each course must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the form below.

## UPGRADING APPLICATION

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

Seniority \_\_\_\_\_ Department \_\_\_\_\_ E-mail \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

*With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.*

COURSE	BEGIN DATE	END DATE

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

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

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

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

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

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

8/09

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** – Fourteen unlicensed apprentices completed their requirements for graduation from this course. Completing the training (above, in alphabetical order) were: Karen Baxter, Beau Blicker, Amancio Crespo, Jose Crespo, Christopher Dehr, Timothy DeWine, Sheryl Farmer, Ricky Gault Jr., Jason Greene, Nicholas Hoffman, Charles Hosea Jr., Grayson Ross, Zachary Ross and Gary Scott.



**Welding** – Ten upgraders on June 19 completed training in this 103-hour course. Those graduating (above, in alphabetical order) were: Larbi Andaloussi, Brooke English, Tsawang Gyurme, Ryan Humphreys, Benny Orosco, Dean Parks, Gilbert Regaldo, Jessie Ulibas, Bernard Wade II and Nocole Walton. (Note: Not all are pictured.)



**STOS** – The following individuals (above, in alphabetical order) on June 19 completed this 70-hour course: Jeffer Bagoio, Chad Bruch, Casimir Cain, Philip Forman, Andrew Gerrie, Felipe Gonzalez, Eric Johnson, William Joyner, James Petite, Bruce Raquet, Pineiro Rodriguez, Ahmed Saleh, Leroy Sierra, and Florencio Tindugan. Tom Truitt, their instructor, is kneeling at far right.



**Small Arms Training** – Five mariners completed this course May 21. Those graduating (above, in alphabetical order) were: William Dowzicky, Rick James, Thomas Moore, Robert Opper and James Tyson. Their instructors, Robbie Springer and Stan Beck, are standing at the left and right, respectively.

**BAPO** – The following Phase III apprentices and upgraders (right, in alphabetical order) on June 19 graduated from this course: Kenneth Adams, Nabil Ahmed, Tallentyre Barmann, Collins Brooks, Scott Collins, Eric Cunanan, Timothy Cunningham, Wade Jordan, Ryan Klinewski, Edison Lalin, Patrick Leming, Rodel Marquez, Reina Mendez, Denise Mendoza, Craig Meredith, Meliton Orosco, Jerald Salas, Boleslaw Szatkowski, David Seymore, James Short Jr., Jesus Sifuentes, Richard Vega, Edwin Velez and Osburn Wyche Jr. (Note: Not all are pictured.)

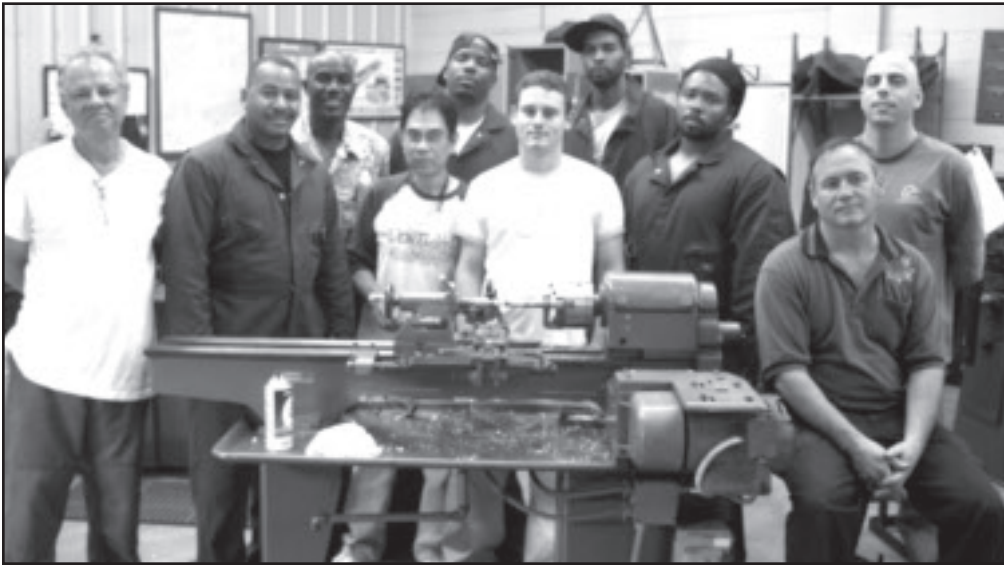


# Paul Hall Center Classes



**Tank Ship Familiarization (DL)** – Twenty four upgraders on May 29 completed their requirements in this 63-hour course. Graduating (above, in alphabetical order) were: Eugene Ajoste, Florito Alegado, Sisto Andrew, Aristeo Aquino, Arnold Castro, Jaysen Cummings, Philip Forman, Abdulmokne Ghaleb, Shending Hu, Ryan Humphreys, Ronie Llave, David Martinez, Amin Mohaded, Anthony Newbill, Alfred Nieto, Robert Pagan, Michael Ribeiro, Carl Robinson, Lamont Robinson, Christian Rosado, Cesar Runatay, Jamal Sailan, Michael Thompson and Howard Vick. (Note: Not all are pictured.)

**STCW/BST** – The following individuals (above, in alphabetical order) on May 29 completed this course: Malcolm Adams Jr., Ahmed Almhany, Steven Casley, Villamor Dumlao, Scottie Duncan, William Heer, Henry Matudio, Carlton McMiller II, Charles Toliver and Daniel Wilcox. Their instructor, Steve Stockwell, is standing third from left.



**Machinist** – Nine upgraders graduated from this course on June 19. Completing the training (above, in alphabetical order) were: Maurice Baptiste, Robin Bourgeois, Sherrof Frazier, Jose Burgamy Jr., Lamont Robinson, David Spaulding, James Tyson, Gerardo Vega, and Furman Watson. Their instructor, Steve Haver, is seated at right.

**Marine Refrigeration Technician** – Seven mariners on June 12 completed their requirements in this 210 hour course. Graduating (above, in alphabetical order) were: Sergio Ayala Diaz, Chavalier Maycock, William Mogg, Michael Murphy, Allan Rogers, Louis Santiago and Charles Sneed. Calvin Beal, their instructor, is standing at right. (Note: Not all are pictured.)



**STCW/BST (Hawaii)** – Nine individuals on May 23 completed training in this course at the Hawaii-based Seafarers Training Center. Those graduating (above, in no particular order) were: Jessica Clifton, Candace Faubion, James McSpadden, John Stauss, Sara Knight, Katherine Christians, Logan McFarlin, John Dsa and Eduardo Rivas.

**STCW/BST (Hawaii)** – The following individuals (above, in no particular order) on June 6 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Michelle Myers, Charles Burgamy Jr., Jennifer Walston, Christina Taylor, Jacob Wickham, Valerie Norman, Carlos Santos, Hayley Gayne, Jennifer Colarusso, Jeremiah Beber.

**Tankerman PIC Barge (Hawaii)** – Fourteen individuals on June 4 finished their requirements in this course at the Seafarers Training Center in Hawaii. Those graduating (photo at right, in no particular order) were: Adrian Almeida, William McCue, Stephen Price Jones, Calvin Kaawa, Ethan Newbold, Michael Thompson, Harold Silva, Justin Nesbitt, Gilbert Perez, Walter Lichota, Jonathan Patmont, Joshua Perez, Rudolph Rivas and Billy Balding. Their instructor, Mitch Oakley, is standing at the far right.





**Update on  
Distance Learning  
- Page 7**



Bosun Richard Fujit



The HSV 2 *Swift* serves different branches of the military, depending on its given mission.



## Snapshots from SIU-Crewed Swift

The high-speed vessel is useful to the military in part because of its shallow draft and maneuverability.

### Vessel is Part of Military Sealift Command's Prepositioning Fleet

Operated by Sealift Inc., the Seafarers-crewed HSV 2 *Swift* is an asset to American's national defense capabilities. The 331-foot-long vessel is part of the U.S. Military Sealift Command's prepositioning program, which the agency describes as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies board ships located in key ocean areas to ensure rapid avail-

ability during a major theater war, a humanitarian operation or other contingency. MSC's 32 prepositioning ships support the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency."

The *Swift* lives up to its name – HSV stands for high-speed vessel, and this one can sail at 42 knots.

The photos on this page were taken during a recent voyage and at a stop in Norfolk, Va.



Pictured from left to right are Sealift Inc. CEO John Raggio, Sealift Inc. Crewing Manager Jim Hannon and SIU Norfolk Port Agent Georg Kenny.



Chief Cook Hector Sahagun (above) enjoys his meal after seeing to it that his shipmates had their fill of his culinary creations. In the remaining photos at right and those on the bottom of this page, members of the crew attend to assorted duties.



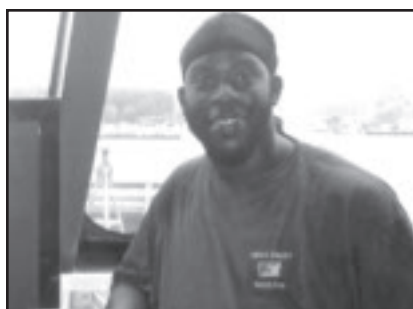
Third Cook Rafael Chow



Recertified Steward Pedro Castillo



AB Richard Hindson



QMED Antoine Rainey

