



# The Seafarers Log

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

## MSP Gains Newer Tonnage As SIU Fleet Grows by 2



### *Alliance Norfolk, Alliance St. Louis Raise America's Stars and Stripes*

The SIU-contracted fleet recently grew by two ships as Maersk Line, Limited added the *Alliance St. Louis* (above, left) and *Alliance Norfolk* (above, right) to its group of vessels enrolled in the U.S. Maritime Security Program (MSP). Two other SIU-contracted Maersk ships (the *Maersk Nebraska* and *Maersk Nevada*) rotated out of the MSP fleet, but they remain in the company's commercial service and still are crewed by Seafarers. The *Alliance Norfolk* and *Alliance St. Louis* are car carriers. At left, the Norwegian flag is taken down from the *Alliance St. Louis* and replaced by the Stars and Stripes while the vessel was in Baltimore. Page 3.

## Always Ready to Deliver

### *Seafarers Continue Embracing Role as Nation's 'Fourth Arm of Defense'*



Delivering the goods for U.S. troops wherever and whenever needed remains a vital part of the jobs performed by SIU members. So say Seafarers themselves, including Recertified Bosun Rick James (right in photo below) and AB Mrimri Farah, pictured in late January aboard the *Cape Washington*. Seafarers aboard the *USNS Mendonca* (left) and *Cape Wrath* also recently discussed their commitment to supporting our troops. Pages 10-11.



## President's Report

### Protecting Workers' Freedom

Statistics don't always tell the whole story, but the recently released numbers on union membership in the U.S. are encouraging. The labor movement made big gains in 2007, attracting more than 300,000 new members. As reported elsewhere on this page, that's the biggest increase going all the way back to 1979.



Michael Sacco

All things considered, I think this is great news not just for unions but for all working families. The growth also is a tribute both to the value of union representation and the resilience of workers and organizers taking part in the campaigns.

It's easy to see the advantages of joining a union. As Seafarers know, union members have a real voice in the workplace. They have the protection of a collective bargaining agreement. Year after year, government data shows that union members are far more likely to earn more money and have better benefits than unrepresented workers.

Meanwhile, private studies consistently show that most people across the country support unions. They also reflect the fact that the majority of unrepresented workers say they would join a union if presented with the opportunity.

Unfortunately, in far too many cases, workers don't really get a fair shot at exercising their right to join a union. That's why the AFL-CIO (to which the SIU is affiliated) has pushed so hard for the Employee Free Choice Act (EFCA) – legislation that would restore fairness to the National Labor Relations Board process.

The spin from anti-worker factions is that the EFCA somehow would deprive employees of their rights when it came time to vote on whether or not to join a union. Brothers and sisters, talk about a smoke-screen. The truth is that in most modern-day organizing campaigns, workers – and unions – already are fighting an uphill battle all the way. Not because unions don't have a lot to offer, but rather because the employers pull out all the stops to keep the union out, often including breaking the law.

This isn't news to anyone who's been involved in a tough campaign in recent years, but it may surprise others. Companies routinely harass and intimidate pro-union workers during the weeks leading up to a vote. In many documented cases, pro-union workers are unjustly fired. Businesses often spend more to hire union-busting attorneys to cloud the real issues and confuse workers about unions than it would take to pay a fair wage with good benefits.

Even if a majority of workers votes for representation, some companies stall and stall during negotiations for a first contract, while at the same time still attempting to disregard the workers' choice by getting rid of the union.

How can they get away with those actions? The enforcement of certain labor laws protecting workers in organizing drives is weak or non-existent. Appeals processes take too long. Even for the most enthusiastic union advocate, it can be a very tough fight.

I think it's un-American to treat workers that way. Employees deserve the chance to freely exercise their right to join (or not join) a union. The law already says so, but reality says something different.

The SIU remains committed along with our fellow unions throughout the AFL-CIO in supporting the Employee Free Choice Act. There is solid backing for the legislation in both houses of Congress. There is legitimate hope that this bill will become law. When it does, the yearly report on union membership will be even better than the current one. And that'll be good news not just for unions, but for all workers.

Middle-class families are finding it harder and harder to maintain their living standards, much less get ahead. Workers' wages are stagnating or falling. Economic inequality in this country is rising to alarming levels. And health insurance and retirement security are increasingly beyond the reach of middle-class families. Our country cannot afford to continue on this course.

At the same time, every day more people are coming to understand that the ability of workers to form and join unions is what laid the foundation for the explosive growth of the American middle class in the post-World War II period. Every day, more people appreciate the role of collective bargaining in promoting broadly shared economic growth and prosperity, higher wages, better jobs, better and more extensive health care coverage, retirement security, and dignity and respect for workers on the job.

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## Union Membership Increases

Union membership in the United States increased by 311,000 to 15.7 million in 2007, according to the U.S. Bureau of Labor Statistics – marking the largest single-year increase in union membership since 1979. Overall union density increased slightly from 12.0 percent to 12.1 percent last year, reversing a trend of decline in recent years.

"Today's numbers show working people are pushing to form and join unions in order to improve their lives, despite record levels of resistance from employers," AFL-CIO President John Sweeney said when the government data became available in late January. "They know that a union card is the single best ticket into the middle class, especially in today's economy."

Private sector union membership grew by 133,000 and density grew to 7.5 percent in 2007, the first time private sector density grew since 1979. In construction alone, more than 96,000 members were added last year, bumping union density in that industry to 13.9 percent from 13.0 percent in 2006.

The largest increase in union membership was in health services, where unions added 142,000 members, a 0.9 percent increase in density from 2006 to 7.9 percent.

Union membership among women grew again in 2007, continuing a trend in recent years. More than 201,000 women joined unions in 2007, nearly twice the number of men. Women now account for 44 percent of all union members, a new high.

The advantages of having a union on the job were clear in 2007, according to the labor federation. Last year, median weekly pay for union members was \$863 while those who were not represented by unions had median weekly earnings of \$663.

"Our unions have been working hard over the last 10 years to build their strategic capacity to help workers join unions, even in this hostile legal environment where workers' right to organize has been all but eliminated," Sweeney added. "The fact that our unions have been able to grow despite a slowing economy and a

decline in the public sector is a good sign. As we've built political support and held elected officials who oppose workers' rights accountable, more working people have been able to exercise their choice to join unions."

There have been a number of important victories for workers who wanted a union on the job. Those victories include 40,000 childcare workers in Michigan joining the American Federation of State, County and Municipal Employees (AFSCME) and the United Auto Workers (UAW). More than 40,000 communications workers joined the Communications Workers of America in the last two years, including more than 20,000 at Cingular (now AT&T Wireless). Last year, 50,000 childcare workers in New York joined AFSCME and the American Federation of Teachers (AFT). In addition, 6,000 casino dealers in New Jersey and Connecticut joined the UAW and 3,000 administrative staff from Rutgers University joined the AFT and Communications Workers of America.

The manufacturing sector continues to be hard hit due to an overall decline caused in part by trade deals like NAFTA that have shipped millions of American jobs overseas. Manufacturing employment dropped by 287,000 and union membership dropped by 93,000. Union density in manufacturing declined from 11.7 percent to 11.3 percent.

The growth in union membership comes at a time when workers say they want and need unions more than ever. More than half of all workers – 60 million – say they would join a union tomorrow if given the chance, according to independent research by Peter Hart Research Associates.

"It's no accident that the vast majority of workers who formed unions last year did so outside the broken National Labor Relations Board process," Sweeney said. "All workers deserve a free and fair chance to form a union. It's time for Congress to pass the Employee Free Choice Act to reform our nation's broken labor laws and help rebuild our ailing middle class."

## Under NLRB Direction, Majestic Posts Non-Interference Notice

In an agreement sanctioned by the National Labor Relations Board (NLRB), Majestic America Line in late 2007 was compelled to post a notice to employees aboard the formerly SIU-contracted passenger riverboat *American Queen* promising that the company wouldn't interfere with crew members' rights to choose union representation.

In other words, under a government-supervised settlement, the company said it would follow the law.

Majestic also agreed to reinstate a former employee who had been unjustly fired because of pro-union activities.

The NLRB signed off on the agreement Nov. 7, 2007. It read in part, "The Charged Party will post immediately in conspicuous places in and about its vessel, including all places where notices to employees are customarily posted, and maintain for 60 consecutive days from the date of the posting, copies of the attached Notice (and versions in other languages as deemed appropriate by the Regional Director) made a part hereof, said notices to be signed by a responsible official of the Charged Party and the date of actual posting to be shown thereon."

The bulk of the notice itself read as follows. The name of a Majestic employee whom the union assisted in safeguarding his workplace rights appeared in the original notice but is omitted here as a courtesy:

### NOTICE TO EMPLOYEES - FEDERAL LAW GIVES YOU THE RIGHT TO:

- Form, join or assist a union;
- Choose representatives to bargain with us on your behalf;

- Act together with other employees for your benefit and protection;
- Choose not to engage in any of these protected activities.

(Editor's note: The company agreed to the following items, which appear in the notice.)

**WE WILL NOT** interfere with, restrain or coerce you in regards to the exercise of these rights, more specifically

**WE WILL NOT** discharge or otherwise discriminate against you for supporting or engaging in activities on behalf of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO (Union) or any other labor organization.

**WE WILL NOT** in any like or related manner interfere with, restrain, or coerce you in the exercise of your rights as guaranteed by Section 7 of the Act.

**WE WILL** offer full re-employment to [name of employee] in his former position without prejudice to his seniority or any other rights previously enjoyed.

**WE WILL** pay [name of employee] wages and other benefits he may have lost because we discharged him.

**WE WILL**, within 14 days from the date of the Settlement Agreement, remove from our files any reference to the discharge of [name of employee] in March 2007, and **WE WILL** within three days of the removal, notify [name] in writing that this has been done and that **WE WILL** not use the discharge against him in any way.



The *Alliance Norfolk* (above) and sister ship *Alliance St. Louis* signify more jobs for the SIU and greater RO/RO capability available to the U.S. Department of Defense.

# Seafarers Crew Up 2 New Maersk Ships

## *RO/ROs Alliance Norfolk, Alliance St. Louis Join MSP Fleet*

Call it a win-win development. The SIU recently added two vessels to its fleet, while the U.S. Maritime Security Program (MSP) gained newer tonnage.

Beginning in late January, Seafarers crewed up the car carriers *Alliance Norfolk* (in New York) and *Alliance St. Louis* (in Baltimore). Both vessels now are operated by SIU-contracted Maersk Line, Limited.

The ships initially had sailed for Hoegh Autoliners under the Norwegian flag, but now sail under the Stars and Stripes. The *Alliance Norfolk* (built in 2007) and *Alliance St. Louis* (2005) are basically identical, each measuring approximately 650 long with a beam of about 104 feet. They were constructed by Daewoo Shipbuilding & Marine Engineering (DSME).

They replaced the container-ships *Maersk Nevada* and *Maersk Nebraska* (both built in 1985) in the MSP fleet, but those vessels remain in the company's commercial service, normally transporting grain.

Ed Hanley, Maersk Line, Limited vice president of labor relations, commended SIU members for "displaying outstanding professionalism and teamwork during the reflaggings. Their dedication to duty and 'can do' attitude overcame the many obstacles associated with taking over new vessels, which allowed for a smooth integration under

the U.S. flag. The company and U.S. Coast Guard officials on site were impressed with the readiness of the crew and their emphasis on safety and security."

The U.S. Maritime Administration describes the Maritime Security Program as "a fundamental element of the U. S. maritime transportation system, providing an active, privately owned, U.S.-flag, and U.S.-crewed liner fleet in international trade that is available to support Department of Defense sustainment in a contingency."

The MSP was established by the Maritime Security Act of 1996. The program helps maintain a pool of well-trained American seafarers who are available to crew the ships of both the U.S. government-owned strategic sealift fleet as well as the U.S. commercial fleet, both in peace and war.

Bipartisan support from Congress as well as the administrations of George H.W. Bush and Bill Clinton crafted and guided the original legislation to its ultimate passage in 1996. That measure provided funding for 47 militarily useful U.S.-flag commercial vessels over a 10-year period. In return, the companies participating in the program made sure their intermodal facilities were available to the U.S. armed forces in time of war or national emergency.

Because the MSP proved its

value during operations in Afghanistan and Iraq, efforts were launched in 2002 to extend and expand the MSP before its expiration in 2005. A year later, Congress passed and President George W. Bush signed legislation to enhance the MSP with 10 more years and 13 more vessels.

During those grassroots efforts to secure a new MSP, a report by the highly respected National Defense Transportation Association stated that the United States military would be

unable to deploy and sustain its forces worldwide without using privately owned, U.S.-flagged commercial vessels. The study by the Maritime Policy Working Group of the NDTA's Military Sealift Committee demonstrated

that the MSP has become a pillar of the nation's strategic sealift and global response capability, providing mariners, vessels and intermodal systems to support the military in such missions as Iraq and Afghanistan.



Chief Cook Vincent Chavez prepares a meal aboard the *Alliance St. Louis*.



The *Alliance St. Louis* reflagged under the Stars and Stripes Feb. 4 in Baltimore.



Crew members safely and busily continue readying the *Alliance St. Louis* for its first official voyage under the American flag.



Some of the folks on hand for the reflagging of the *Alliance St. Louis* included (not in order) AB Celestino Daluz, Oiler Eli Young, AB Joseph Ayeo, Oiler Andy Iliscupidez, DMAC Malachi Tannis, Outgoing Bosun Ricardo C. Ballelos Jr., Incoming Bosun Roy Tyler, Steward Rudolph Daniels, Maersk General Manager Carol Berger, Maersk General Manager James Denoncourt and SIU Baltimore Port Agent Dennis Metz.



SIU VP Atlantic Coast Joseph Soresi (second from right) represents the union during a recent ceremony honoring the *Horizon Falcon*. Also pictured at the ceremony are (from left) Capt. Eric Wallischeck of the U.S. Merchant Marine Academy; Wally Becker, senior vessel superintendent at Horizon Lines; and Capt. Tim Brown, president of the International Organization of Masters, Mates & Pilots. Wallischeck is presenting the American Merchant Marine Seamanship Trophy.

## SIU-Crewed Horizon Falcon Honored For 'Brave Actions' in 2007 Rescue

In recognition of their efforts during an at-sea rescue that took place last year, crew members and officers from the Seafarers-contracted *Horizon Falcon* were honored Jan. 26 at a luncheon hosted by the U.S. Merchant Marine Academy in Kings Point, N.Y.

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

The captain and crew received the American Merchant Marine Seamanship Trophy for their skillful action in rescuing two mariners from stormy seas.

"Captain Tom McDorr and the crew of *Horizon Falcon*, owned by Horizon Lines, Inc., displayed superior seamanship last year when they saved the lives of two Chinese sailors whose vessel sank in the North Pacific," the academy noted when announcing the award.

On July 12, 2007, the containership *Horizon Falcon* was en route from Guam to Yantian, China when it received a message from the U.S. Coast Guard to divert

course and come to the aid of a vessel, the bulk carrier *Hai Tong No. 7* carrying a cargo of logs.

The storm surge of Typhoon Man-Yi had caused the *Hai Tong No. 7's* cargo to shift. The vessel foundered and its Chinese crew had already been in the water for two days before any ship reached the scene.

The *Horizon Falcon* arrived first. McDorr navigat-

ed the vessel through rough seas filled with floating logs to attempt to locate and rescue survivors. A lifeboat with four mariners aboard was dispatched despite high winds and 24-foot swells. One Chinese survivor was pulled from the water, but as the lifeboat was being recovered by the *Horizon Falcon*, a large swell nearly swamped the craft while damaging its motor. The lifeboat was ordered abandoned, but its crew and the survivor climbed to safety up the containership's 40-foot pilot ladder.

A second Chinese seaman was spotted in the water near the containership. AB Dacuag harnessed himself to the pilot ladder and, using a grappling hook, snagged and rescued the man.

The *Horizon Falcon*, by now joined by a Navy P3 Orion aircraft and another merchant ship, continued the search for survivors, but no others were located. The containership was eventually directed to resume

its voyage. The rescued Chinese seamen were delivered to Yantian, where representatives of the Chinese government expressed their thanks to the captain and crew of the *Horizon ship*.

"The determined efforts and the professional and brave actions of the captain and crew of *Horizon Falcon*, under most dif-

ficult conditions, undoubtedly prevented the further loss of human life in the sinking of *Hai Tong No. 7*," the academy noted.

The trophy itself, an ornate sterling silver cup, is on permanent display at the American Merchant Marine Museum on the academy's Long Island campus. Recipients are presented with a plaque representing the trophy.



The *Horizon Falcon*

## Defense Bill Provision Signals CIVMAR Win

### Mariners Retain Rights as Saga Concludes

Following a successful four-year effort by dozens of unions and supporters, members of the SIU Government Services Division are among the workers buoyed by the late-January signing of a Defense bill that includes provisions protecting their rights to union representation.

The legislation signed by President Bush exempts blue-collar Defense Department employees from the National Security Personnel System (NSPS) and also calls for certain protections for workers who operate under the NSPS. CIVMARS and other blue-collar DOD workers will keep their collective bargaining rights as well as retain rights to appeal major disciplinary actions. The same holds true for privately employed civilian mariners sailing aboard U.S. Military Sealift Command and U.S. Maritime Administration vessels (though it wasn't certain those mariners eventually would have ended up in the NSPS).

"There are not many wins in our history bigger than this one," said John Gage, president of the American Federation of Government Employees.

The NSPS applies to approximately 110,000 Defense employees who aren't covered by collective bargaining agreements.

U.S. Rep. Neil Abercrombie noted, "After four years of lawsuits and back and forth federal court decisions,

Congress has finally restored the basic rights of hard-working government employees to bargain collectively over the terms and conditions of their work, and to have in place an independent appeals process to handle disciplinary actions. The new law exempts blue-collar Defense employees from the NSPS, and ensures that employees who are in the NSPS and perform at satisfactory levels receive annual raises and locality adjustments and have an opportunity to earn performance-based raises and bonuses.

"This language in the 2008 National Defense Authorization Act, now Public Law 110-181, affirms the existence of the social contract between employer and employee; affirms the value and dignity of an honest day's work; and affirms this nation's core belief in fundamental justice. I am proud that I fought against the National Security Personnel System in 2003, and that I was part of the leadership of the House Armed Services Committee in 2007 that wrote the language to restore the rights of so many Americans."

**"... I am proud that I fought against the National Security Personnel System in 2003, and that I was part of the leadership of the House Armed Services Committee in 2007 that wrote the language to restore the rights of so many Americans."**

---U.S. Rep. Neil Abercrombie



U.S. Rep. Neil Abercrombie

## Coast Guard Says No Injuries, No Pollution In McCarthy Mishap

No injuries and no pollution were very good words to hear from the U.S. Coast Guard about the stern submergence of the *M/V Walter J. McCarthy Jr.* in Superior, Wis., on January 14.

The 1,000-foot *McCarthy* struck a submerged object while backing into winter dockage when the object punctured the stern, causing flooding in the engine rooms. The vessel's stern settled to the bottom at 20 feet of water, covering the ship's four diesel engines.

According to the Coast Guard, the

crew closed the two engine rooms' watertight doors and evacuated the flooding areas. That same week, workers pumped water from the ship's ballast tanks that brought the ship's stern up in the water, leaving five feet of water in the engine rooms. Workers then installed a coffer dam over the hole in the ship's bottom, and oil and water were pumped into trucks on the dock to be taken away and treated.

According to American Steamship Company, both engine rooms have

been steam cleaned at press time and engines are being evaluated for repairs. The company also stated that the holes are sealed, which helps ensure there will be no pollution and that repairs can be made inside while also alleviating the need for drydock. Company officials said repairs could take months, especially given the freezing temperatures at the site.

"It's a very unfortunate event, but things like this happen. When vessels make dock, this is the most hazardous

part of their journey," Adolph Ojard, the executive director of the Duluth Seaway Port Authority, told an NBC television affiliate in Duluth.

Lt. Aaron Gross, Coast Guard chief of port operations for the Marine Safety Unit in Duluth, told reporters the object that punctured the *McCarthy's* hull could have been ice or a concrete piling.

The *McCarthy* transports coal from Superior to Detroit Edison's St. Claire and Monroe, Mich., power plants.



Displaying posters that are part of the joint effort are (from left) ITF General Secretary David Cockroft, ISF Secretary Natalie Shaw, ISF/ICS Secretary General Tony Mason and ITF Seafarers' Section Secretary Jon Whitlow. The photo was taken Feb. 1 at a news conference in London.

## International Groups Announce Joint Effort to Protect Mariners

The International Transport Workers' Federation (ITF), the International Shipping Federation (ISF) and the International Chamber of Shipping (ICS) have joined forces in a new initiative to help protect seafarers involved in maritime accidents. The three organizations, which represent maritime employers and trade unions worldwide, announced Feb. 1 in London that they have united to support and promote the IMO and ILO Guidelines on the Fair Treatment of Seafarers In The Event Of A Maritime Accident.

As part of the campaign the three organizations are distributing posters (supported by web sites and leaflets) worldwide to show seafarers how the guidelines can help protect them. They are also encouraging their members - national shipowners' associations belonging to the ISF and ICS, and seafarers' unions affiliated to the ITF - to approach their governments in order to promote the guidelines and to monitor how effectively they are being implemented.

ISF/ICS Secretary General Tony Mason explained, "As responsible employers, we believe it is very important that the IMO/ILO Guidelines, which represent the internationally accepted minimum standard for the fair treatment of seafarers by investigating authorities, are indeed implemented in practice by governments. Seafarers must be treated with dignity and respect, and given access to independent legal representation in situations where they may be interviewed or held following an accident at sea."

ITF General Secretary David Cockroft remarked, "The knee-jerk scapegoating of seafarers following accidents at sea is a growing concern to us all. In recent years the response of too many national authorities has been to reach for the handcuffs first and find out what actually happened last."

"Incidents like these prove how vital the guidelines are. I'm proud to say that the ITF and ISF in their capacity as ILO 'social partners,' with support from ICS and other industry organizations, helped to develop these guidelines, which were the product of tripartite negotiations with governments prior to their agreement by IMO and ILO."

Speaking at a press conference to launch the joint effort, the two men displayed the "Maritime Accidents. Seafarers - Be Aware!" posters that the organizations are distributing for use on ships, in seafarers' missions and in other locations around the world. These can also be downloaded from either [www.marisec.org/fairtreatment](http://www.marisec.org/fairtreatment) or [www.itfglobal.org/fairtreatment](http://www.itfglobal.org/fairtreatment), where the IMO/ILO Guidelines also appear in full.

Meanwhile the three organizations sent a letter to the secretary-general of the IMO and the director-general of the ILO that reads in part, "As you are both well aware, the treatment by national authorities of seafarers unfortunate enough to be involved in maritime casualties or pollution incidents is an extremely important issue for the shipping industry, especially in the light of recent high profile cases around the world, where masters and crews have been detained by investigating authorities, apparently without adherence to proper due legal process. It was, of course, such incidents that led to the adoption by governments of the IMO/ILO Fair Treatment Guidelines, in order to address the key responsibilities of detaining states as well as those of the vessel's flag state and the seafarers' country of residence."

"It is therefore very important that the IMO/ILO Guidelines, which represent the internationally accepted minimum standard for the treatment of seafarers by investigating authorities, are implemented by governments, and we are now actively promoting the IMO/ILO Guidelines throughout the industry.... We are sure that IMO and ILO will welcome this campaign by the industry's social partners and our objective of ensuring that these important IMO/ILO Guidelines are indeed implemented in practice."

# TWIC Hearing Reveals Mixed Results

## Enrollment Continues for Federally Mandated Credential

The House Subcommittee on Coast Guard and Maritime Transportation on Jan. 23 conducted a review hearing on enrollment progress of the Transportation Worker Identification Credential program.

During the hearing, committee chairman Rep. Elijah Cummings (D-Md.) pointed out that as of January 11, 49 of 147 planned TWIC enrollment centers had been opened and that approximately 109,000 pre-enrollments had been initiated. Additionally, almost 50,000 enrollments had been completed and roughly 12,000 TWIC cards had been distributed to workers in the maritime community.

Rep. Cummings and chairman of the House Committee on Transportation and Infrastructure Rep. James Oberstar (D-Minn.), whose committee oversees Cummings', expressed concerns about the process. "For example," explained Rep. Cummings, "TSA [Transportation Security Administration] originally estimated that 750,000 individuals in the maritime community would enroll in the TWIC program but now estimates that at least one million individuals will need TWIC cards."

Rep. Cummings also commented that extensive wait times have been experienced by some who are picking up and activating their TWIC cards. He did mention that the contracted company running the program, Lockheed Martin, allows individuals to make appointments to pick up cards and to complete the enrollment process.

Rep. Oberstar stated, "I am concerned about mariners who live in remote areas will have to drive hundreds of miles - twice - once to apply for a TWIC card and again to pick it up."

"According to reports from the first 90 days of TWIC enrollment," said Rep. Cummings, "workers enrolling in the program have experienced severe deficiencies in customer service, ranging from dysfunctional computers and loss of worker data to delays of up to five hours. One station expected to serve over 30,000 people was staffed with only one employee, while another

station closed for the day when its printer ran out of toner.

"Additionally, while a deadline for enrollment has been established for mariners, the Coast Guard has yet to announce the dates when ports must begin using the credentials. There has also been no clearly established outline distinguishing which maritime vessels must install the machine to read the TWIC cards or set deadlines for land facilities to install the readers," Rep. Cummings continued.

It is unclear whether Lockheed Martin will be able to deliver reliably functioning TWIC readers to all designated locations by the Sept. 25, 2008 TWIC enrollment deadline for mariners. Rep. Oberstar said, "Until TWIC card reader technology is available and the rule is promulgated, the TWIC will be used as a flash pass. Although this offers some layer of security, the card is not serving the intended service."

During the testimony stage of the hearing, representatives from the Coast Guard, TSA, Lockheed Martin and the Maryland Department of Transportation addressed some of these concerns and provided more insight into TWIC progress.

John Porcari, Maryland's secretary of transportation, noted, "There have been some instances of enrollees having to make multiple visits to the Baltimore enrollment site because of TSA computers being down and because of information previously submitted for enrollment being lost on TSA servers. Slow enrollment can be attributed to any number of issues: cost of the card; payment arrangements by public and private institutions; and reluctance of individuals because of concerns about disqualifying background criteria."

TSA's TWIC Program Director Maurine Fanguy said that enrollment centers have opened on schedule. She declared that the average TWIC enrollment time for a port



Elijah Cummings  
Chairman, House Subcommittee on  
Coast Guard and Maritime  
Transportation

worker is less than 11 minutes. Concerning the TWIC card readers, Fanguy stated that the TSA has begun a pilot test program to determine the effectiveness of the readers and the biometric data embedded on TWIC cards.

During his testimony, Coast Guard Director of Inspections and Compliance Rear Admiral Brian Salerno underscored the progress made on TWIC that Fanguy mentioned. Admiral Salerno emphasized the Coast Guard's efforts in soliciting comments from various parts of the industry and agency offices.

Focusing on the TWIC cards and the readers, the admiral said, "The Coast Guard is in the process of procuring handheld biometric readers which will enable verification of identity and validity of credentials during our vessel and facility inspections and spot checks. We are also on track to develop the system necessary to allow newly hired employees to work while they await issuance of TWIC."

A major concern in the industry and Congress is a surge in enrollments that can occur as the Sept. 25, 2008 TWIC deadline approaches. Lockheed Martin

Transportation and Security Solutions business unit President Judith Marks addressed the concern of the committee with the company's plan. "We will focus first and foremost on use of mobile enrollment work stations that can be taken directly to stakeholder facilities. This provides an additional level of convenience for the individual workers ... by minimizing lines at fixed facilities and easing the burden on major employers. In addition to use of mobile units, we have developed a national surge plan that will allow for rapid expansion of capacity at any of the 147 port locations."



U.S. Rep. James Oberstar (second from left), chairman of the House Committee on Transportation and Infrastructure, is pictured during a hearing.

## Advancing Your Career Via the Paul Hall Center

The SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. The center features top-notch training from experienced instructors and state-of-the-art equipment and facilities. The school offers courses for mariners sailing in the deck, engine and steward departments. Below is a quick look at one of those classes. For more information about the center and its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075; call (301) 994-0010; or visit the Paul Hall Center section of [www.seafarers.org](http://www.seafarers.org). Course dates are listed on page 17 of this issue of the LOG and also are carried on the web site.

### Steward Department Course Spotlight

**Galley Operations** - The course consists of two 2-week modules (totaling four weeks). Each module is 35 hours with additional time participating in the school's galley operations. This course provides the student with understanding of the basic baking knowledge and skills potentially required of a member of the steward department.

Prerequisites: Paul Hall Center unlicensed apprentice program and 240 days' sea time OR 365 days' sea time as an SA.



A student at the SIU-affiliated school in Piney Point, Md., glances at the Paul Hall Center's initial online course offerings.

## PHC Offers Online Courses

A long-planned program to benefit employees working under SIU agreements and the union's contracted operating companies is coming to a computer near you. The union-affiliated Paul Hall Center for Maritime Training and Education is offering web-based "distance learning" for mariners. The program comes after a recommendation of the center's Deep Sea and Inland Advisory Board and is currently in its infancy but initially offers online courses for: Environmental Awareness; Hazardous Material Control and Management; Hearing Conservation; Heat Stress Management; Shipboard Pest Management; Respiratory Protection; and Shipboard Water Sanitation.

Internet-based online training provides mariners the opportunity to receive recommended or required professional training while serving at sea aboard a vessel, while ashore at home, or during any other time when they are away from the ship. All that is required is a personal computer, or laptop with internet capability. The training is designed to be self-paced. The courses are kept as brief as possible so that they can be completed within one or two sittings. A reasonable deadline has been estab-

lished for overall course completion.

"Distance learning is the wave of the future because it is convenient for students," explained Paul Hall Center instructor Dale Rausch. He mentioned that those taking the courses can start coursework, walk away and resume use later.

These initial courses are designed by Paul Hall Center instructors and tailored to address the annual refresher training of vessel safety management systems and prepare students for resident coursework at the center. The center is approaching operators for suggestions on other online courses to make available.

The courses are free to mariners covered by SIU contracts. **To register, complete the regular upgrading application found on page 17 of this issue of the LOG and mail it to: Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075. Applicants will receive user account information from the center via e-mail, so be sure to write your e-mail address on the form in the space provided. In addition, be sure to include the word "online" when listing the course(s) you desire on the application.**

## SIU-affiliated School Earns County's 'Gold Star'

### Center Gains Recognition for Superior Compliance to Food Safety Standards

The St. Mary's County (Md.) Health Department recently praised the SIU-affiliated Paul Hall Center for Maritime Training and Education because of the school's "superior compliance to food safety standards among food establishments" in the county.

The school received a certificate as part of a new program launched by the county to spotlight excellence in food service. "Gold Star" certificates were presented to the Paul Hall Center and to other facilities "who met the challenge of achieving superior standards for the 2007 calendar year," according to the department.

Based on data from the county, it's clear that the certificates were awarded only to those facilities that truly demonstrate excellence. Approximately 50 food establishments received the recognition - which equates to only about 12 percent of the more than 400 places that were eligible.

Located in Piney Point, Md., the Paul Hall Center offers entry training and numerous upgrading classes for merchant mariners. While vocational training is the school's main focus, food service also is vitally important on a campus which typically houses hundreds of students at any given time, not to mention the instructors and staff. In fact, in some cases the training and food service are intertwined - several of the schools curriculums cover steward department functions.

"This award reflects the hard work of

the trainees involved in daily sanitation classes and practices throughout their first month at the school," noted Paul Hall Center Executive Chef John Hetmanski. "Of course, it also reflects well on our steward department upgraders. The chief cook program, for instance, is a practical application of these sanitation principles."

Hetmanski added, "In the bigger picture, it's important to note that Paul Hall Center students transfer the food sanitation principles to the ships as they go to sea."

Daryl Calvano, Environmental Health Division director at the health department, commented, "The Gold Star program recognizes the conscientious efforts of food establishments, and alerts the public to restaurants that have demonstrated exceptional attention to public health safety and sanitation. We are really pleased by the leadership of these establishments who stepped up and met the standards during the inspection period. These establishments deserve to be recognized as having achieved the 'high honor roll' for sanitation."

Alan Shick, food program supervisor for the county, said the program came about as a direct result of public interest. "Public inquiries about our inspection work in food services have become much more numerous in the past few years," he stated. "Both the food establishment and the public win when high standards are

achieved, rewarded and made known."

The requirements to earn the Gold Star include no critical violations and no "temperature violations" cited during an inspection. All violations noted by an inspector must be corrected with 30 days (verified by follow-up inspection), and there must be no confirmed unsafe food handling complaints. At least one food

service worker must have completed a recognized and approved food service sanitation and safety class with the last two years.

Steward department courses available at the Paul Hall Center include galley operations, certified chief cook, advanced galley operations, certified chief steward and steward recertification.



Paul Hall Center Executive Chef John Hetmanski (center) displays the school's award following a presentation by (left) Dr. William B. Icenhower, St. Mary's County (Md.) health officer, and Daryl Calvano, director of the St. Mary's County Health Department's Environmental Health Services Division.

# Vessel Master, Crew Praise Efforts of SIU Steward

Recertified Steward **Hugh E. "Bucky" Wildermuth** epitomizes the true meaning of what it is to be a good shipmate, according to those with whom he sails.

Not only does he perform all of his assigned tasks in a safe and timely fashion, he also goes above and beyond the call of duty in the process they point out. Wildermuth consistently has demonstrated this brand of dedication since he donned the SIU colors back in 1991. And, not surprisingly, his extra efforts have not gone unnoticed. Over the years, Wildermuth has been the recipient of accolades from his fellow unlicensed crew members, officers whom he has sailed under for the past decade as well as company officials who operate the vessels on which he has worked. The Indiana-born steward's positive actions really hit the mark in early January however when he parlayed

them into being nominated to receive a cash award.

Wildermuth currently sails aboard the *Maersk Virginia*, one of four SIU-contracted Maersk Line, Limited (MLL) Panamax G-Class vessels which are enrolled in the U.S. Maritime Security Program providing liner service between the U.S. East Coast and ports in the Mediterranean, Middle East and Indian Subcontinent. During a voyage late last year, the *Virginia's* oven went on the blink while underway and was of no use to Wildermuth or his fellow steward department shipmates.

"On most ships, this would mean deep-fried or boiled food [for the crew] until the oven was repaired," wrote Shaun Hughes, master of the *Virginia*, in correspondence to MLL officials about Wildermuth's dedication. "...Bucky has taken up the slack by using the barbecue to prepare an assortment of

foods like roasts, turkey, enchiladas, lasagna, biscuits, cookies and many other items. This sometimes means standing outside in cold wind to get a meal prepared. Not usual for a ship's steward."

Apparently, the elements were no match for Wildermuth's sense of devotion to duty and responsibility to his fellow crew members. Not only did he prepare meals under less than ideal conditions, he also made Christmas extra special for his shipmates. "On Christmas morning, every crew member had a stocking on his door filled with candies, gloves, socks and other items which Bucky has shopped for in port on his own time," Captain Hughes wrote. The captain also pointed out that Wildermuth regularly prepares favorite meals as well as birthday cakes for his shipmates.

On every trip to sea aboard the *Virginia*, "Bucky strips and



Recertified Steward Hugh E. Wildermuth, left, chats with Chief Cook Richard Worobey aboard the SIU-crewed *Maersk Virginia*. The vessel recently tied up in the Port of New York.

waxes the decks and ladders in the accommodation during the middle of the night, so as not to be a disruption," Captain Hughes said. "He does it out of pride in his work."

Captain Hughes said he could go on and on about the praises Wildermuth has

received for his hard work and dedication, but he feared he might fail to mention some since they are so numerous. "To those of us who work with him, he simply represents what a good shipmate is and what quality is all about," the captain concluded.



## Seafarers Rally With South Jersey Health Care Nurses

SIU VP Atlantic Coast Joseph Soresi, second from right in bottom right photo; Port of Philadelphia Patrolman Robert Wisler, left in same photo; Port of Philadelphia Port Agent Joe Mieluchowski, seventh from right in same photo behind woman wearing dark shirt, and Port of New York Patrolman Joe Baselice, not pictured, joined rank-and-file Seafarers Nov. 14 who stood in solidarity with the Registered Nurses of South Jersey Healthcare (SJH) during a rally. Some 50 Seafarers turned out for the event, which organizers billed as an effort to draw attention to the unfair fashion in which the SJH registered nurses had been treated by company administrators and the board of directors during the quest to obtain their first ever labor contract. That effort started nearly two years ago on July 26, 2006 when the group voted for union representation. As it turned out, the rally achieved its purpose and then some. During the proceedings, it was announced that the nurses' negotiators some 23 hours earlier had reached a tentative agreement for the health care professionals' first labor accord. The nurses are affiliated with the Health Professionals and Allied Employees, AFT/AFL-CIO.



# Mariners Need TWIC by Sept. 25, 2008

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

The deadline for U.S. mariners to obtain a TWIC is Sept. 25, 2008. Therefore, the union urges Seafarers to apply for the new card, which eventually will be required of all U.S. mariners who need unescorted access to secure areas of U.S. ports and vessels. The requirement comes from a federal law called the Maritime Transportation Security Act of 2002.

Seafarers should check with their port agents and/or utilize the TSA con-

tact information that follows for the latest information on the TWIC program, including the "TWIC Quarterly Deployment Plan," which is a list of cities where TWIC enrollment centers are or will be located. Updates also regularly appear on the SIU web site ([www.seafarers.org](http://www.seafarers.org), normally in the "Heard at Headquarters" section).

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

## FOR MORE INFORMATION

On the web: [www.tsa.gov/twic](http://www.tsa.gov/twic)

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

By email: [credentialing@dhs.gov](mailto:credentialing@dhs.gov)

## STEP-BY-STEP INSTRUCTIONS

### ■ Pre-Enroll

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

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

### ■ Gather Documentation

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

### ■ Enroll

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

### ■ Pick up TWIC

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

## TWIC Enrollment Centers

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

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

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

### Alabama

250 North Water Street  
Mobile, AL 36602-4000

### California

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

1830 Embarcadero Avenue  
Suite 104  
Oakland, CA 94606-5230

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

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

13201 San Pablo Ave., Suite 300  
Richmond, CA 94806

### Delaware

1 Hausel Road  
Wilmington, DE 19801-5852

### Florida

955 Tallyrand Avenue  
Jacksonville, FL 32206-6049

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

975 North America Way  
Miami, FL 33132-2004

2604 E. 7th Ave.  
Tampa, FL 33605

Port Everglades Badging Office  
1030 Taylor Road  
Dania Beach, FL 33004-2810  
**Georgia**  
5214 Augusta Rd  
Garden City, GA 31408-1606

Georgia Power  
Plant McManus  
1 Crispin Island Drive  
Brunswick, GA 31523

### Hawaii

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

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

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

970 Kele Street, Suite 102  
Lihue, HI 96766

### Illinois

8741 South Greenwood  
Dixon Building  
Chicago, IL 60619-7061

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

111 W. Washington Street, Suite 346  
East Peoria, IL 61611-2532

### Indiana

200 Russell Street  
Suite 110  
Hammond, IN 46320-1825

3602 Northgate Court  
Suite 37C  
New Albany, IN 47150-6417

### Louisiana

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

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

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

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

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

### Maine

235 Oxford Street  
Suite 12  
Portland, ME 04101-3070

### Maryland

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

213 W. Main Street  
Suite 204C  
Salisbury, MD 21801-4871

3195 Old Washington Road  
Suite 2106  
Waldorf, Md. 20602-3201

### Massachusetts

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

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

### Michigan

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

916 River Street  
Ontonagon, MI 49953-1622

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

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

### Minnesota

34 13th Avenue, NE  
Minneapolis, MN 55413-1002

2161 University Avenue  
St. Paul, MN 55114-1300

1310 Port Terminal Road  
Duluth, MN 55802

3214 2nd Avenue East  
International Falls, MN 56649-8955

### Mississippi

Ergon Refining  
227 Industrial Drive  
Vicksburg, MS 39183-0000

### New Jersey

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

### New York

102 Smith Boulevard  
Albany, NY 12202-1067

Howland Hook Marine Terminal  
241 Western Avenue

Staten Island, NY 10303-1103

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

2680 Grand Island Boulevard  
Suite 1  
Grand Island, NY 14072

One East 2nd Street  
Oswego, NY 13126-1177

### North Carolina

5704 Oleander Drive  
Suite 102  
Wilmington, NC 28403-4761

311 Atlantic Beach  
Causeway A  
Atlantic Beach, NC 28512-7359

### Ohio

3100 E45th Street, Suite 226  
Cleveland, OH 44127-1091

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

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

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

4830 State Road  
Ashtabula, OH 44004-6214

### Oklahoma

5350 Cimarron Road  
Catoosa, OK 74015-3027

### Oregon

621 SW Morrison Street  
Portland, OR 97205

### Pennsylvania

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

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

### Rhode Island

17 Virginia Ave  
Suite 105  
Providence, RI 02905-5443

### South Carolina

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

### Tennessee

3865 Viscount Avenue

Suite 2  
Memphis, TN 38118-6000

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

### Texas

7433 Leopard Street  
Corpus Christi, TX 78409

Ford Convention Center  
Tyler Room  
5155 IH-10 South  
Beaumont, TX 77705-4213

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

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

1000 Foust Road  
Brownsville, TX 78521

1750 FM 1432  
Victoria, TX 77905-0000

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

### Virginia

814 Greenbrier Circle, Suite F  
Chesapeake, VA 23320

### Washington

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

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

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

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

### West Virginia

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

### Wisconsin

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

425 South Military Avenue  
Green Bay, WI 54303-2271



## Welcome Ashore in Ft. Lauderdale



Picking up their first pension checks, respectively, at the union hall in Ft. Lauderdale, Fla. are newly retired Seafarers Recertified Bosun Carmine Bova (top photo, left, with Port Agent Kenny Moore) and Oiler Pedro Gago (bottom photo, left, with Safety Director Kevin Marchand).



## Personal

**Pedro V. Ramos and David K. Seeman**

Please contact Robert H. Mulligan by phone at (781) 331-0691 or (617) 460-1547, or by email at bob.mulligan@comcast.net

## April & May 2008

Piney Point .....Monday: April 7, May 5  
 Algonac .....Friday: April 11, May 9  
 Baltimore.....Thursday: April 10, May 8  
 Boston .....Friday: April 11, May 9  
 Guam .....Thursday: April 24, May 22  
 Honolulu.....Friday: April 18, May 16  
 Houston .....Monday: April 14, May 12  
 Jacksonville .....Thursday: April 10, May 8  
 Joliet .....Thursday: April 17, May 15  
 Mobile .....Wednesday: April 16, May 14  
 New Orleans.....Tuesday: April 15, May 13  
 New York .....Tuesday: April 8, May 6  
 Norfolk .....Thursday: April 10, May 8  
 Oakland .....Thursday: April 17, May 15  
 Philadelphia.....Wednesday: April 9, May 7  
 Port Everglades ....Thursday: April 17, May 15  
 San Juan .....Thursday: April 10, May 8  
 St. Louis .....Friday: April 18, May 16  
 Tacoma .....Friday: April 25, May 23  
 Wilmington.....Monday: April 21, May 19

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

# Dispatchers' Report for Deep Sea

January 16, 2007 — February 15, 2008

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	2	3	1	0	0	0	0	3	8	3
Anchorage	0	10	1	0	2	0	1	0	10	2
Baltimore	6	2	2	4	1	0	3	7	8	3
Fort Lauderdale	10	19	4	9	4	1	3	19	27	8
Guam	1	3	2	1	2	1	0	1	10	6
Honolulu	8	11	2	6	2	0	1	14	16	3
Houston	37	25	6	37	17	4	19	73	48	5
Jacksonville	22	19	4	18	13	4	9	51	41	7
Joliet	0	3	0	2	5	0	0	1	1	1
Mobile	11	10	2	8	3	0	0	24	18	4
New Orleans	11	13	1	15	9	0	2	26	14	5
New York	39	26	5	35	11	1	16	87	56	7
Norfolk	13	14	7	10	12	1	4	24	27	10
Oakland	18	10	3	14	11	2	7	42	18	6
Philadelphia	1	2	0	3	2	0	0	4	3	3
Piney Point	1	7	0	0	7	0	0	1	6	0
Puerto Rico	8	9	0	5	3	0	1	17	19	1
St. Louis	2	3	0	2	1	0	0	1	9	0
Tacoma	35	25	3	34	16	1	21	53	47	3
Wilmington	29	24	6	25	11	2	11	59	45	7
<b>Totals</b>	<b>254</b>	<b>238</b>	<b>49</b>	<b>228</b>	<b>132</b>	<b>17</b>	<b>98</b>	<b>507</b>	<b>431</b>	<b>84</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	1	0	0	0	0	0	0	2	0
Anchorage	0	4	0	0	1	0	0	0	6	0
Baltimore	3	4	0	2	3	0	0	8	6	1
Fort Lauderdale	4	10	2	5	4	0	2	13	16	3
Guam	1	1	1	2	3	0	0	0	3	2
Honolulu	4	2	0	7	1	2	0	11	3	1
Houston	13	14	3	18	5	1	4	18	14	4
Jacksonville	14	15	2	13	14	1	10	22	29	2
Joliet	0	0	0	0	0	0	0	0	2	0
Mobile	6	5	0	6	2	0	1	10	10	1
New Orleans	8	4	0	10	3	0	1	12	2	0
New York	19	9	4	14	7	2	6	35	19	4
Norfolk	13	8	3	6	4	0	1	14	15	5
Oakland	11	4	1	10	6	1	3	16	7	1
Philadelphia	3	1	0	2	0	0	0	6	2	0
Piney Point	1	1	0	0	0	0	0	3	3	0
Puerto Rico	1	4	0	0	2	0	1	10	6	0
St. Louis	1	3	0	0	2	0	1	2	5	0
Tacoma	14	13	0	8	11	0	7	24	22	4
Wilmington	12	10	3	7	8	3	7	18	17	3
<b>Totals</b>	<b>128</b>	<b>113</b>	<b>19</b>	<b>110</b>	<b>76</b>	<b>10</b>	<b>44</b>	<b>222</b>	<b>189</b>	<b>31</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	0	1	1	1	0	0	1	1	2
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	2	0	2	1	0	1	1	1	0
Fort Lauderdale	5	10	1	6	7	0	2	7	11	1
Guam	2	5	0	1	1	0	0	3	4	0
Honolulu	12	5	0	9	2	0	1	16	8	0
Houston	22	10	2	16	8	1	5	38	11	2
Jacksonville	18	9	1	16	6	2	8	27	16	0
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	9	2	1	3	2	0	2	10	3	2
New Orleans	5	3	0	12	5	0	5	5	5	1
New York	23	9	0	20	4	1	8	38	12	0
Norfolk	8	7	2	5	10	0	1	14	14	5
Oakland	20	5	0	20	2	0	10	39	6	0
Philadelphia	1	0	0	4	0	0	1	2	1	0
Piney Point	3	1	0	1	0	0	0	4	1	0
Puerto Rico	3	2	0	1	1	0	1	4	3	0
St. Louis	0	0	0	0	0	0	0	1	1	0
Tacoma	20	8	1	12	0	2	5	33	11	1
Wilmington	25	8	0	26	3	0	12	37	14	1
<b>Totals</b>	<b>177</b>	<b>86</b>	<b>10</b>	<b>155</b>	<b>53</b>	<b>6</b>	<b>62</b>	<b>280</b>	<b>123</b>	<b>16</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	3	3	4	0	0	0	0	3	6	6
Anchorage	0	3	0	0	0	0	0	0	7	0
Baltimore	0	1	0	0	0	0	0	0	2	1
Fort Lauderdale	0	5	11	0	1	2	0	0	8	16
Guam	0	2	4	0	4	0	0	0	4	6
Honolulu	5	6	6	4	2	1	0	3	9	13
Houston	3	22	2	5	12	5	0	7	38	9
Jacksonville	5	14	7	2	9	4	0	6	36	16
Joliet	0	1	0	0	0	0	0	0	1	1
Mobile	0	4	2	0	2	0	0	1	11	3
New Orleans	1	6	2	2	5	0	0	3	4	5
New York	4	28	5	5	11	1	0	10	55	23
Norfolk	0	5	12	0	2	7	0	2	29	30
Oakland	5	15	14	3	10	4	0	6	22	21
Philadelphia	0	1	1	0	0	0	0	0	1	1
Piney Point	0	6	27	0	8	18	0	0	5	34
Puerto Rico	0	4	3	0	1	0	0	0	5	3
St. Louis	0	1	2	0	2	1	0	0	1	2
Tacoma	3	17	6	0	5	1	0	8	29	15
Wilmington	5	13	4	0	6	1	0	7	25	13
<b>Totals</b>	<b>34</b>	<b>157</b>	<b>112</b>	<b>21</b>	<b>80</b>	<b>45</b>	<b>0</b>	<b>56</b>	<b>298</b>	<b>218</b>
<b>Totals All Departments</b>	<b>593</b>	<b>594</b>	<b>190</b>	<b>514</b>	<b>341</b>	<b>78</b>	<b>204</b>	<b>1,065</b>	<b>1,041</b>	<b>349</b>



# SEAFARERS

## Answer Nation's Call for

SIU members who have sailed on missions supporting U.S. and allied forces in Operations Enduring Freedom and Iraqi Freedom stand ready to mobilize again whenever their nation calls.

That message surfaced time after time during casual shipboard interviews that took place in late January aboard three Seafarers-contracted vessels in Baltimore (the *Cape Washington*, *Cape Wrath* and *USNS Mendonca*).

Members stated that in their respective experiences aboard ship, individual opinions about the war in Iraq are as varied as what one probably would find in most other workplaces. To a man, however, they emphasized that there is nothing short of unanimous commitment to delivering the goods – on time, efficiently, wherever and whenever needed.

Recertified Bosun **David James** has made a dozen trips to the Middle East aboard SIU-crewed military support ships since OIF began, including one voyage that spanned more than six months.

“We know we’re America’s fourth arm of defense,” James stated. “SIU members are here to support the troops, period. As mariners, I think we all understand that we’re vital to national security.”

He and other Seafarers mentioned that there are some obvious things that distinguish the OIF/OEF missions from a regular cargo run. They include the materiel itself, the multiple checkpoints heading into port and the military security teams that normally board the ships at some point along the way.

**“SIU members are here to support the troops.”**

--- Bosun David James

Shipboard discussions are different, too.

“The war is always a topic when you’re headed to Iraq, and the conversation gets more in-depth as you take on the security team and get closer,” said Recertified Steward **Bob Mensching**.

Recertified Bosun **Rick James** said that even while vessels such as the *Washington*, *Wrath* and *Mendonca* remain in reduced operating status between activations, mariners talk about possible upcoming duties. “At our safety meetings, it’s a daily topic – availability, the war, our readiness,” he said. “Each person has different political views, but we all know we’re a vital part of supporting the armed forces. We look forward to bringing the troops home when the job is done.”

Electrician **Eric Mentzer** pointed out that there is plenty of interaction between the crew and the security teams on many voyages. “A lot of people on the ships become friends with them,” he

said. “The last two teams in particular were really cool guys. They’ve got families at home just like we do.”

“Everybody gets to know each other. These are tight quarters,” said QMED **George Murphy**.

QMED **Bob Oppel** has made four voyages in support of the current military operations, with the first two lasting a combined nine months.

“The first couple of trips, everyone was gung ho,” he recalled. “Since then it has seemed more routine, although everyone’s just as focused on doing their job. It’s a more serious atmosphere (than a commercial run) and definitely a little different.”

AB **Mrimri Farah** described the delivery of materiel to U.S. troops abroad as “very important,” and added that he is proud to have helped transport humvees and other cargo “that were badly needed at the time. Our guys in Iraq were very happy to see those.”



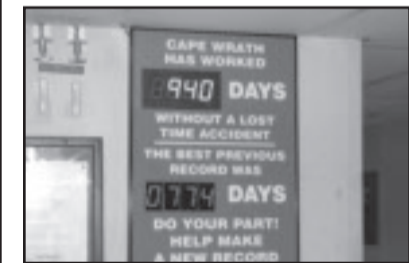
The Seafarers-crewed *Cape Washington*



Chief Steward McKinley Jones  
*Cape Wrath*



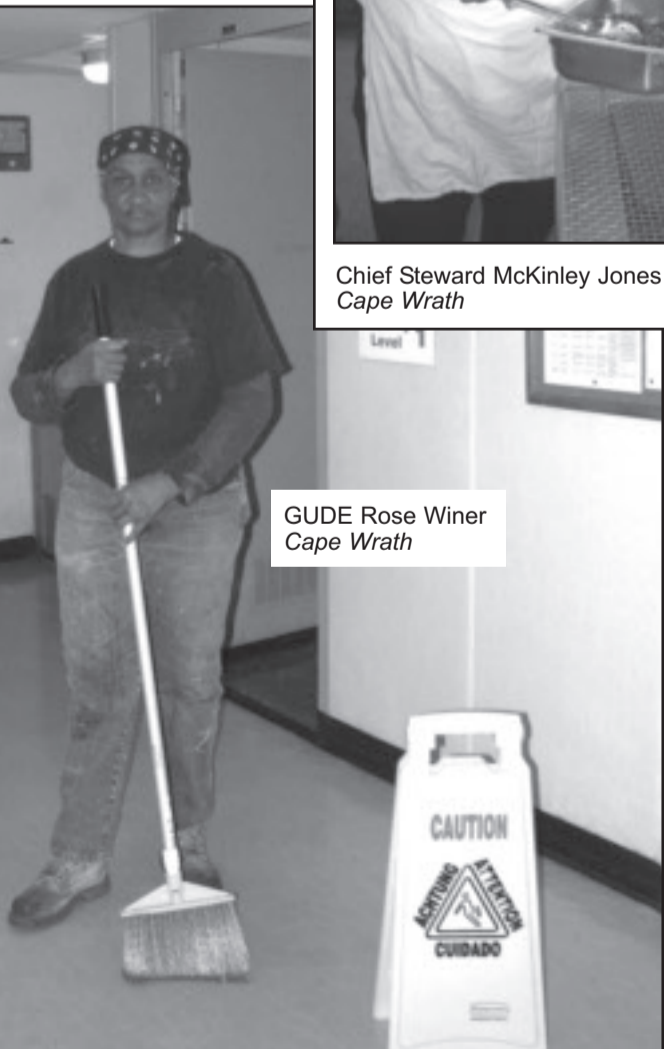
QMED George Murphy  
*Cape Washington*



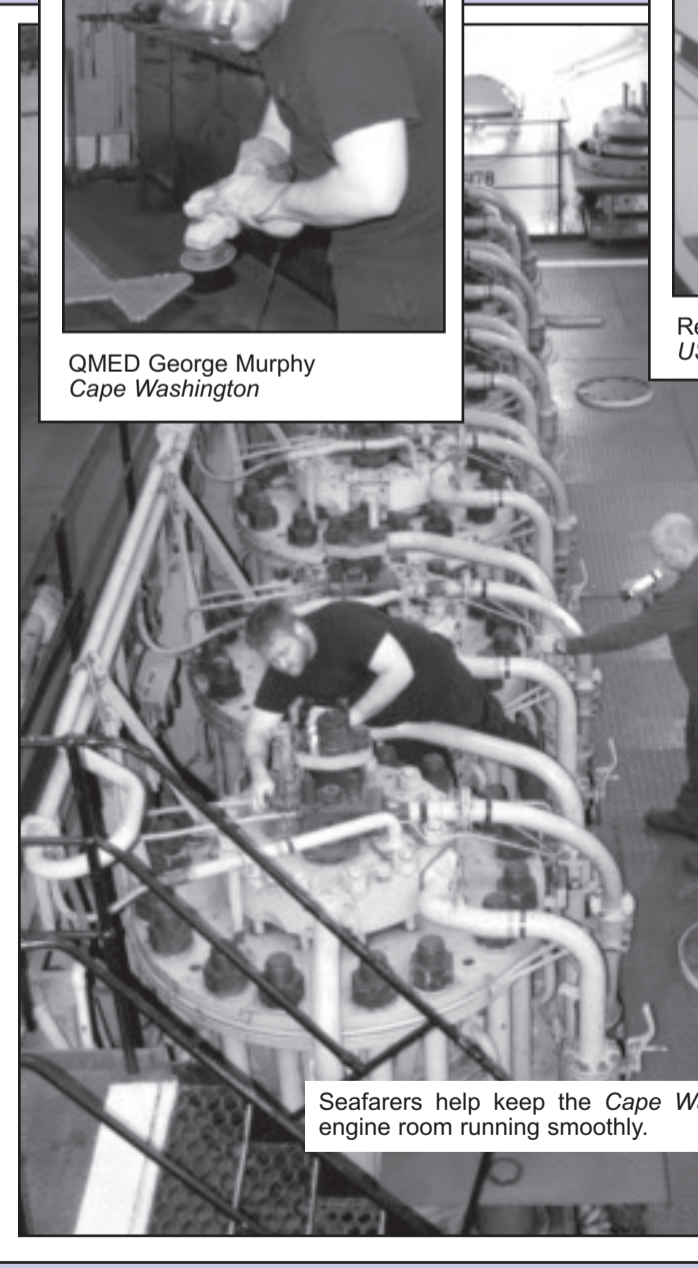
A sign aboard the *Cape Wrath* reflects the consistently safe jobs performed by SIU members and officers.



The *Cape Wrath*, seen from the *Cape Washington*'s stern ramp



GUDE Rose Winer  
*Cape Wrath*



Seafarers help keep the *Cape Wrath* engine room running smoothly.

# SEAFARERS

## Military Support Missions



Pictured from left to right on the *Cape Washington* are QMED George Murphy, Electrician Eric Mentzer and GUDE Michael Alghafeili.



Recertified Steward Bob Mensching  
*USNS Mendonca*



Storekeeper Ted Hilles  
*USNS Mendonca*



Recertified Bosun David James  
*USNS Mendonca*



Electrician Eric Mentzer  
*Cape Washington*



OS William Thomas  
*USNS Mendonca*



QMED Bob Oppel  
*Cape Wrath*



AB Al Barnett  
*Cape Wrath*



AB William Howell  
*USNS Mendonca*



Recertified Bosun Rick James, AB Mirmri Farah  
*Cape Washington*

# Seafarer Went Toe-to-Toe with Legendary Sugar Ray Robinson

**DATELINE: CINCINNATI, OHIO, MARCH 29, 1955 (SIU Wire Service)** – A young able seaman, **Johnny Lombardo**, stood toe-to-toe with the former middleweight champion of the world, Sugar Ray Robinson, losing a 10-round split decision to the ex-champ.

Trading punch after punch against some of the quickest hands known to boxing, the young Seafarer clearly had the crowd on his side due to his impressive turnout against the ex-champ who was in the middle of a career comeback. Looking like a block of stone with fists of iron, Lombardo stepped into the ring against Robinson with one knockout of contender Joe Rindone and a thrashing of Garth Panther already to his credit.

Despite a flurry of rights and lefts staggering Robinson, the judges handed down the split decision. The verdict was greeted with booing by the fans at the Cincinnati Gardens mainly because Lombardo put up such a terrific fight against the former champion. Even sportswriters from around the nation think Lombardo was robbed.

## Meet Fighter and AB Johnny Lombardo

While the above news flash is a rewrite of newspaper articles of the time, the event and story of SIU Retiree



Seafarer Johnny Lombardo (middle) is pictured during the pre-fight weigh-in with Sugar Ray Robinson (right).

Johnny Lombardo are true. He's known to his friends as a soft-hearted but hard-nosed kind of guy. According to Lombardo, while boxing was a passion, the sea was his love.

Like most kids during the Depression, he lived in a poor family. His mother being the sole source of income, young Johnny took a job in the coal mines of Pennsylvania. Then, a tragic event took place that would shape his life forever.

"I was so angry about the bombing of Pearl Harbor, I joined the Navy when I was 15," said Lombardo. World War II began his 15-month combat tour. It was in the Navy where he got his certification as a ship's machine gunner.

"I loved that job so much, I slept at the base of my 20mm gun when I could," he laughed. Lombardo's sleeping arrangements paid off in the early morning of the D-Day invasion of Normandy.

"I didn't have too far to run when they called the ship to battle stations. All hell broke loose as a Nazi Junkers JU-88 strafed the deck. As the plane circled the ship, I spun around as it was bearing down on me and let loose on him," Lombardo recalled. He said that everything happened so quickly he didn't know if he was the only one to fire on the plane. "The whole ship got credit for downing the plane, but I know I got a piece of him." When asked how he felt during the heated battle, he said, "I was too young to be scared!"

As the ship was decorated for the battle, the Navy discovered Lombardo's real age. The Navy shortly discharged him.

Undaunted, Lombardo quickly took action. "I joined the Army!" he said. "I still wanted to fight, but the Army sent me to Italy where the war was pretty much over."

Lombardo still had the fighting spirit when the Army shipped him home. "We had boxing matches on board during that long cross-Atlantic trip. A buddy of mine, Sonny Wayman, convinced me to box and they gave me the biggest, toughest, best boxer on the ship and I knocked him out in the third round," Lombardo remembered. When they got home, Wayman got Lombardo a few matches and his boxing career started to move.

Lombardo didn't consider himself a great boxer. "I think I was ranked 40th before I fought Sugar Ray Robinson," said Lombardo. But, Lombardo had already



SIU member Johnny Lombardo (right) squared off with Sugar Ray Robinson.

made a name for himself in the ring standing strong against some big boxing names at the time such as Rocky Castellani, Phil "Wildcat" Kim and others.

At age 26, he got his big shot. "Sugar Ray Robinson was trying to regain his title and my name came up as his opponent. When my manager told me, I said, 'I'm going to beat this guy but I know the judges are going to steal the fight from me,'" exclaimed Lombardo. "This was my big shot and I thought it was a good way for a poor boy to make a name for himself."

Then came fight night. "When the first round started, Robinson starting talking to me. He said things like, 'Why don't you lay down and we'll just get this over with? What was I doing wasting my time in the ring?' Well, I hauled off and hit him in the jaw!"

"During the fight we each almost knocked each other out," said Lombardo. "But, to tell you the truth, he was so fast, I didn't see his punches! He wasn't washed up like everyone was saying. But, I did get my shot."

A few months later, Lombardo hung up his gloves. "I always loved the sea. So I quit boxing, went to the New York port agent's office and signed on to be a seafarer. I worked mainly on tankers, but would have done anything to be at sea."

The 79-year-old Lombardo is retired in Las Vegas and is still full of energy. "I'd sign on for sea duty today if they'd take me," he said. "Our union brothers are the greatest people in the world."

## 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 International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,  
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,  
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

1121 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



## DEEP SEA

### CIFUENTES GAGO

Brother Cifuentes Gago, 63, joined the SIU in 1970. He initially sailed on the *Amerigo* as a member of the engine department.



Brother Gago was born in Zamora, Spain. He attended classes on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Gago's final voyage was aboard the *Motivator*. He makes his home in Port St. Lucie, Fla.

### RICHARD HECKMAN

Brother Richard Heckman, 65, became a Seafarer in 1959. His earliest trip to sea was on the *Navigator*. Brother Heckman shipped in the engine department. He last worked aboard the *Guayama*. Brother Heckman is a resident of Rio Grande, P.R.

### JOSEPH JENKINS JR.

Brother Joseph Jenkins Jr., 67, donned the SIU colors in 1987. His maiden voyage was on the *USNS Wilkes* where he sailed as a member of the engine department. In 2000 and 2002, Brother Jenkins took advantage of the educational opportunities available at the union-affiliated school in Piney Point, Md. Prior to his retirement, he went to sea aboard the *PFC Dewayne Williams*. Brother Jenkins calls Lake Stevens, Wash. home.

### JAMES T. MARTIN

Brother James T. Martin, 57, began shipping with the Seafarers in 1972. The deck department member upgraded numerous times at the Piney Point school. Brother Martin was born in Pennsylvania. His first ship was the *Sea Carol*; his last was the *USNS Petersburg*. Brother Martin lives in Bacliff, Texas.

### WILLIAM PAYNE



Brother William Payne, 67, embarked on his seafaring career in 1990 while in the port of Jacksonville, Fla. He originally shipped on the *Lawrence Gianella*. Brother Payne was born in Virginia and worked in the engine department. He was a frequent upgrader at the Paul Hall Center. Brother Payne resides in Jacksonville, Fla.

## INLAND

### WILLIAM CARTER

Boatman William Carter, 66, is a North Carolina native. He became an SIU member in 1966. Boatman Carter initially sailed

with Berg Towing Company. He enhanced his skills often at the maritime training center in Piney Point, Md. Boatman Carter was most recently employed on an Express Marine Inc. vessel. He makes his home in Smyrna, Del.

### ALEX GOLDEN

Boatman Alex Golden, 63, first went to sea in 1973 with Allied Towing. Boatman Golden was born in North Carolina and shipped in the engine department. His last voyage was aboard a Steuart Transportation Company vessel. Boatman Golden settled in Harkers Island, N.C.



### THOMAS HUMPHRY



Boatman Thomas Humphry, 68, started working with the SIU in 1972 from the port of San Francisco. In 2000, he upgraded his skills at the Piney Point school. Boatman Humphry began his career sailing in the deep sea division aboard a States Steamship Company vessel. He primarily shipped as a member of the steward department on a Crowley Towing & Transportation Company vessel. Boatman Humphry is a resident of Compton, Calif.

### JAMES S. MARTIN

Boatman James S. Martin, 52, joined the union in 1975 while attending classes in Piney Point,

## 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.

Md. He enhanced his seafaring abilities frequently at the Paul Hall Center. Boatman Martin was born in California and worked in the engine department. His final trip to sea was with Crowley Towing & Transportation of Wilmington.

### DWIGHT PIERCE

Boatman Dwight Pierce, 62, launched his seafaring profession in 1972. He was employed with Dixie Carriers for the duration of his career. Boatman Pierce calls Collinsville, Miss. home.



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

### LAWRENCE CHAPMAN



Brother Lawrence Chapman, 63, joined the NMU ranks in 1968 in the port of New York. He first sailed on the *Ocean Evelyn* as a member of the steward department. Brother Chapman was born in Mobile, Ala. He most recently worked aboard the *Cape Knox*.

### JAMES DILLON

Brother James Dillon, 63, donned



his NMU colors in 1967 while in the port of New Orleans. He initially shipped on the *Texaco Montana*. Brother

Dillon was born in Tylertown, Miss. His final voyage was aboard the *Philadelphia Express*. Brother Dillon sailed in the steward department.

### WAYNE LOBO

Brother Wayne Lobo, 64, was born in New Bedford, Mass. He became an NMU member in 1984. Brother Lobo worked in the engine department. Both his first and last voyages were on board the *Authority*.



### JAMES STANFORD



Brother James Stanford, 55, began sailing with the NMU in 1978. He originally worked on the *David D. Irwin*. Brother Stanford was a member of the steward department. He is a native of Galveston, Texas. Brother Stanford's last ship was the *Chelsea*.

Reprinted from past issues of the Seafarers LOG

### 1945

SIU members in New York threw a celebration for five fellow SIU members who returned home after being held prisoner by Nazi Germany. All of the repatriated brothers had stories of privation and hardships to tell. Three of them, Ralph Piehet, William Weaver and Rufus Stough, were torpedoed on the *Sturgis* in February 1943. The other two, Paul Petro and John F. Monteverde, were sunk on the *SS Honomu* on July 5, 1942.

All were prisoners since their capture, living on German subs, prison ships and in German prison camps.

### 1958

The return of representatives on Robin Line ships is producing dividends in overtime payments for SIU members aboard the vessels. SIU patrolmen who covered the payoff of the *Robin Kirk* in New York secured payment of 764 hours of disputed overtime for the crew, under the SIU contract, following a six-hour beef session with company offi-

cial. The settlement amounted to some \$1,500 in extra pay to be split among the crewmembers involved.

### 1963

The SIU-manned *Floridian* became the first American merchant ship fired on by Cuban MIG jets about 50 miles north of Cuba. The jets circled the ship for 20 minutes before firing. The attack came in the same waters between Cuba and Florida where MIGs attacked an American shrimp boat earlier in the year.

### 1991

Calling the sealift industry "the bedrock of America's defense transportation system," the head of the U.S. Transportation Command, Air Force General Hansford T. Johnson, gave high praise to the men and women crewing the U.S.-flag ships that carried soldiers, tanks, ammunition and other military materiel to support Operations Desert Shield and Desert Storm, during a Maritime Trades Department meeting. "America's maritime industry is the lifeline for America's armed forces serving in Southeast Asia," he said.

## This Month In SIU History

# Final Departures

## DEEP SEA

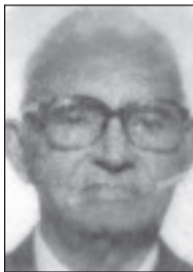
### BENJAMIN BUCK

Pensioner Benjamin Buck, 79, passed away Sept. 9. Brother Buck became a union member in 1951, initially sailing from the port of Baltimore aboard the *Santore*. He was born in Mayesville, S.C. and shipped in the deck department. Brother Buck's final excursion was on CSX Lines' *Seattle*. He retired in 1984 and made his home in Bedford, Pa.



### EDUVIGIS DEJESUS

Pensioner Eduvigis DeJesus, 88, died Oct. 10. Brother DeJesus joined the SIU in 1951 while in the port of Philadelphia. He was first employed aboard the *Emilia* as a member of the engine department. Brother DeJesus was born in Fajardo, P.R. His last trip to sea was on the *Houston*. Brother DeJesus started collecting his pension in 1975 and continued to live in Puerto Rico.



### KELLEY GRAHAM

Pensioner Kelley Graham, 68, passed away Sept. 19. Brother Graham embarked on his seafaring career in 1964. The engine department member originally shipped on the *Topa Topa*. Brother Graham was born in Odessa, Texas. His last voyage was on the *Liberty Star*. Brother Graham went on pension in 2001 and called Livingston, Texas, home.



### ROGER LINASAN

Brother Roger Linasan, 59, died Oct. 17. He began sailing with the Marine Cooks & Stewards (MC&S) in 1970 from the port of San Francisco. Brother Linasan was a native of the Philippines and he worked in the steward department. His most recent voyage was aboard the *Manulani*. Brother Linasan lived in Las Vegas, Nev.



### LEON LOHMAN

Pensioner Leon Lohman, 67, passed away Sept. 13. Brother Lohman donned the SIU colors in 1977 while in the port of New Orleans. His first ship was the *Manhattan*; his last the *Aquarius*. Brother Lohman was born in Louisiana. He sailed in the deck department. Brother Lohman began receiving his pension in 2005 and resided in Violet, La.

### ROBERT MARTIN

Pensioner Robert Martin, 56, died Oct. 22. Brother Martin joined the

union in 1974. His first voyage was on CSX Lines' *Jacksonville*. Brother Martin was born in Brooklyn, N.Y., and shipped as a member of the engine department. His final trip was aboard the *Elizabeth*. Brother Martin became a pensioner in 2005 and settled in Hazlet, N.J.



### AURELIO MARTINEZ

Pensioner Aurelio Martinez, 86, passed away Sept. 4. Brother Martinez was born in Florida. He started sailing with the Seafarers in 1952. Brother Martinez was first employed with A.H. Bull Steamship Company. The steward department member's last voyage was on the *Cove Ranger*. Brother Martinez was a resident of Cambridge, Md., and retired in 1981.



### ANIBAL MATOS

Brother Anibal Matos, 50, died Oct. 19. He joined the SIU ranks in 1979 while in Piney Point, Md. Brother Matos was born in San Juan, P.R., and shipped in the deck department. His last journey was aboard the *Horizon Producer*. Brother Matos continued to live in Puerto Rico.

### TEDDY MCDUFFIE

Pensioner Teddy McDuffie, 63, passed away Sept. 12. Brother McDuffie became a union member in 1965. His earliest trip to sea was aboard the *Fairwind*. Brother McDuffie was born in Alabama and shipped in the deck department. He went on pension in 1990 and called Mobile, Ala., home.

### MICHAEL MCERLEAN

Brother Michael McErlean, 33, died Sept. 17. He donned the SIU colors in 2000 while in Piney Point, Md. Brother McErlean initially sailed on the *USNS Dahl*. The deck department member was born in Dayton, Ohio. Brother McErlean most recently worked aboard the *Louis J. Hauge Jr.* He was a resident of Leonardtown, Md.

### WILLIAM MILES

Pensioner William Miles, 80, passed away Sept. 25. Brother Miles joined the MC&S in 1953 while in the port of San Francisco. His first ship was the *President Kennedy*; his last was the *Lurline*. Brother Miles shipped in the steward department. He started collecting his retirement compensation in 1992 and continued to reside in his native state of Georgia.

### LUIS MIRANDA

Pensioner Luis Miranda, 95, died Sept. 23. Brother Miranda was born in Ponce, P.R. He joined the SIU in 1942. Brother Miranda originally worked on a vessel operated by Waterman Steamship Corporation as a member of the deck department. He retired in 1978 and settled in Miami, Fla.



### GEORGE O'BERRY

Pensioner George O'Berry, 79, passed away Sept. 25. Brother O'Berry embarked on his seafaring career in 1946. His first voyage was aboard the *De Soto*. Brother O'Berry was born in Florida and sailed in the steward department. His final trip to sea was on the *Del Valle*. Brother O'Berry became a pensioner in 1983. He was a resident of Philadelphia, Miss.



### MICHAEL OKUTANI

Pensioner Michael Okutani, 87, died Oct. 24. Brother Okutani joined the union in 1953 while in the port of San Francisco. During his seafaring career, he sailed aboard vessels operated by American Ship Management to include the *President Taft* and the *Chief Gadao*. Brother Okutani worked in the steward department. He was born in Hawaii but called Newberg, Ore., home. Brother Okutani went on pension in 1985.



### OLE POULSEN

Pensioner Ole Poulsen, 74, passed away Oct. 4. Brother Poulsen joined the union in 1961. His maiden voyage was on a Colonial Steamship Company vessel. Brother Poulsen was a member of the engine department. He most recently sailed on the *Tacoma*. Brother Poulsen made his home in Seattle and began receiving his pension in 1997.



### JOHN TOBIN

Pensioner John Tobin, 89, died Oct. 27. Brother Tobin became an SIU member in 1952. His first voyage was aboard the *Sea Georgia*. Brother Tobin was born in Surry, N.C., and shipped in the engine department. His last voyage was on the *Boston*. Brother Tobin retired in 1981 and lived in Mount Airy, N.C.



### DAVID VAN NATTER

Brother David Van Natter, 56, passed away Aug. 2. He joined the SIU ranks in 1967 while in the port of Norfolk, Va. Brother Van Natter, who was born in Virginia, initially sailed on a Rye Marine Corporation vessel. He worked in the engine department. Brother Van Natter's final trip was aboard the *Resolve*. He was a resident of Cheriton, Va.



### ALBERT WESTBROOK

Pensioner Albert Westbrook, 82, died Oct. 5. Brother Westbrook began shipping with the union in 1966, initially from the port of San Francisco. His first ship was the *Los Angeles*; his last was the *Horizon Trader*. Brother Westbrook was a Texas native and sailed as a member of the steward department. He became a pensioner in 1996 and resided in San Francisco.



### JACK WINLEY

Pensioner Jack Winley, 78, passed away Sept. 24. Brother Winley launched his seafaring career in 1947. The Michigan-born mariner's earliest trip to sea was aboard the *Steel Chemist*. Brother Winley worked in the deck department. His final voyage was aboard the *Ultra Max*. Brother Winley went on pension in 1984 and settled in Myrtle Beach, S.C.



### JOHN WOLFE

Pensioner John Wolfe, 55, died Oct. 10. Brother Wolfe donned the SIU colors in 1968. He originally shipped in the deck department of the *Steel Artisan*. Brother Wolfe was born in Elizabeth, N.J. He most recently sailed on the *Horizon Hawaii*. Brother Wolfe retired in 2007 and continued to live in his native state.



## INLAND

### LORENZO BEVERLY

Pensioner Lorenzo Beverly, 79, passed away Sept. 20. Boatman Beverly was born in Florida. The steward department member joined the union in 1972. Boatman Beverly was initially employed aboard a Transit Oil Corporation vessel. Prior to his retirement in 1993, he sailed with Maritrans Operating Company. Boatman Beverly called Norfolk, Va., home.



### BENJAMIN BOLLI SR.

Boatman Benjamin Bolli Sr., 52, died Sept. 19. He joined the union in 1974 in Philadelphia. Boatman Bolli first shipped with IBC Company. He was born in New Jersey. Boatman Bolli's final voyage was aboard an Interstate Oil Transportation Company vessel. He made his home in Galloway, N.J.



### BRYAN FERNIZ

Boatman Bryan Ferniz, 46, passed away Oct. 2. The Louisiana-born mariner became an SIU member in 1981. During his seafaring career, Boatman Ferniz sailed on vessels operated by Crescent Towing & Savage Company. He was a resident of New Orleans.



### MORRIS FORREST

Pensioner Morris Forrest, 83, died Oct. 19. Boatman Forrest started his SIU career in 1965, joining the union in Norfolk, Va. His first vessel was operated by Moore's Towing Lines. Boatman Forrest was born in Mathews, Va. His last SIU shipboard job was aboard an Allied Transportation vessel. Boatman Forrest retired in 1989 and resided in Millsboro, Del.



### WALTER GRIMES

Pensioner Walter Grimes, 78, passed away Sept. 11. Boatman Grimes joined the union in 1963. His first SIU-contracted job was on an Ellis Towing & Transportation Company vessel. Boatman Grimes was the born in Marquez, Texas. The deck department member's final trip to sea was with Higan Barge Lines. Boatman Grimes became a pensioner in 1990 and settled in Orange, Texas.



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

Name	Age	DOD
Abner, Clarence	90	Aug. 16
Aldafari, Mohamed	83	July 10
Apson, Bernard	86	Aug. 1
Blair, John	72	July 5
Blanco, Martin	82	Aug. 7
Brackins, Frazier	90	July 5
Burgess, William	84	July 10
Burrell, Charles	81	Aug. 14
Calderon, Pablo	92	Aug. 16
Choy, Cheng	93	July 23
Coleman, John	72	Aug. 20
Creason, Thomas	81	Aug. 28
Dunlavey, Jack	80	July 25
Eubanks, Haywood	77	July 4
Falinski, Jozef	95	Aug. 14
Faulcon, Earlie	90	Aug. 28
Fortes, Joseph	77	July 29
Frei, Lyn	64	July 14
Gandara, Joseph	54	Aug. 30
Hebner, Kermit	79	Aug. 27
Jenkins, William Sr.	92	July 7
Johnson, Orville	77	Aug. 31
Jones, Carl	68	Aug. 30
Kelly, Marvin	69	Aug. 20
King, Clinton	88	Aug. 12
Lamb, Clarence	78	July 15
Lara, Francisco	90	July 15
Lawrence, Eric	85	July 22
Littlefield, Louis	76	July 8
Lopez, Alejandro	90	Aug. 10
Martin, Richard	82	July 14
Millet, Frank	81	Aug. 28
Moody, Willard	75	Aug. 17
Morgan, Gard	73	July 14
Morris, Versie	85	Aug. 27
Nieves, Heliodoro	72	July 18
Ocasio, William	84	Aug. 3
Olivo, Ramon	81	Aug. 19
Parkins, Edmund	92	Aug. 8
Ricci, Anthony	79	July 18
Sakellariou, Antonios	85	Aug. 18
Sarvis, Juan	87	Aug. 23
Serrao, Gregory	92	July 12
Shafer, George	82	Aug. 12
Vasquez, David	79	July 1
Webb, Jack	76	July 20
Wielb, Stanley	87	July 31

## 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.

**CLEVELAND** (Sealift Inc.), Dec. 30 — Chairman **Fareed A. Khan**, Secretary **Cynthia L. Caster**, Engine Delegate **Mahmoud F. Khalil**, Steward Delegate **Bridgett L. McIntosh**. Chairman reported a good, hard-working crew. He urged them to check z-card expiration dates and to keep paperwork updated. They were also advised to look into educational opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Secretary asked Seafarers to leave rooms clean and supplied with fresh linen for next member. No beefs or disputed OT reported. Steward department was thanked for their hard work and great food. Next ports: Houston; Alexandria, Egypt; and Djibouti, Ethiopia.

**COMET** (Maersk Line, Limited), Dec. 16 — Chairman **Rudy A. Santos**, Secretary **Patricia J. Geras**, Educational Director **James P. Meyers**, Deck Delegate **Kleber J. Ureta**. Chairman stated payoff to take place Dec. 22 in Los Angeles. He reminded crew to clean rooms before departing vessel. Educational director encouraged Seafarers to upgrade skills at the union-affiliated school. No beefs or disputed OT reported. Crew members would like fans in rooms, new radio and DVD player to be fixed.

**COMMITMENT** (Maersk Line, Limited), Dec. 30 — Chairman **Ion Irimia**, Secretary **Stanley J.**

**Krystosiak**, Educational Director **Brian J. Sengelaub**, Deck Delegate **Korron Richardson**. Chairman reported crew worked well together. Educational director urged members to stay up-to-date on TWIC information and reminded them to watch their surroundings to help avoid accidents. No beefs or disputed OT reported. It was noted that a new dryer had been ordered for crew laundry. Vote of thanks was given to the steward department.

**LIBERTY EAGLE** (Liberty Maritime), Dec. 9 — Chairman **Juan M. Rivas**, Secretary **Tyler N. Laffitte**, Educational Director **Bruce M. Korte**. Chairman requested that everyone leave cabins clean for next mariner. Educational director recommended that all Seafarers check expiration dates on all necessary sailing documents. No beefs or disputed OT reported. Suggestions were made pertaining to medical benefits. New washer and dryer were requested for crew laundry along with fans for crew rooms. Mariners thanked steward department for the Thanksgiving feast they prepared.

**LIBERTY GRACE** (Liberty Maritime), Dec. 2 — Chairman **Kenneth A. Abrahamson**, Secretary **Edgardo G. Ombac**, Educational Director **John R. Parkhurst**. Chairman announced payoff in Portland, Ore., on Dec. 10. He advised members to have their rooms clean and also have

## Snapshots from Overseas Houston



Efficiently getting the job done aboard the OSG tanker *Overseas Houston* are Recertified Steward Ekow Doffoh (above, setting up the dessert table) and Chief Cook Hazel Johnson.

union books ready for patrolman. Secretary stated that fresh linen would be issued for departing crew. Treasurer reported \$400 in ship's fund. No beefs or disputed OT reported. Crew members inquired about getting direct deposit for vacation benefit checks. Crew expressed gratitude to the steward department for excellent food. It was noted that the voyage was long but the company was great. Next ports: Portland, Ore., and Bangladesh.

**LIGHTNING** (Maersk Line, Limited), Dec. 16 — Chairman **Romeo L. Lugtu**, Secretary **Ernest Polk**, Educational Director **Mark Campbell**, Engine Delegate **Peter E. Sternberg**. Bosun reported smooth sailing during voyage. Secretary thanked members for help keeping ship clean. Educational director urged crew to check out what the Piney Point school has to offer. Treasurer noted \$3,401 in the ship's fund; money will be used to purchase a flat-screen TV for crew messhall. No beefs or disputed OT reported. Crew would like more comfortable chairs. Steward department was thanked for good meals and a clean ship.

**MAERSK OHIO** (Maersk Line, Limited), Dec. 27 — Chairman **Thomas P. Flanagan**, Secretary **Robert J. Bostick**, Educational Director **Louis A. Santiago**. Chairman thanked crew members for working well together, especially since they were still working out all the kinks in the vessel. Secretary stated that the food-order issue has been resolved with Maersk port steward. Educational director encouraged mariners to take advantage of opportunities available at the union-affiliated school in Piney Point, Md. He also urged them to keep credentials current. No beefs or disputed OT reported. Crew members sent their prayers to family and friends of Brother **Johnny Kemper**, who recently passed away. Next ports: Charleston, S.C. and Norfolk, Va.

**OVERSEAS DILIGENCE** (OSG Ship Management), Dec. 27 — Chairman **Reginald A. Watkins**, Secretary **Mary L. Smith**, Educational Director **James L. McDaniel**, Engine Delegate **Alton P. Hickman Jr.** Chairman reported patrolman to come aboard in Mississippi. Secretary stated that the chief cook would be departing the vessel in the next port; she thanked him for great food especially at Christmas. Educational director advised

Seafarers to enhance skills at the maritime training center in Piney Point, Md. No beefs or disputed OT reported. Clarification was requested about how to withdraw money from the SMPPP (Seafarers Money Purchase Pension Plan). Recommendations were made regarding medical and dental benefits. Next port: Pascagoula, Miss.

**WESTWARD VENTURE** (Interocean American Shipping), Dec. 16 — Chairman **Donnie W. Collins**, Secretary **Catherine M. Hays**, Educational Director **Lowell R. Lemm**, Deck Delegate **Michael Duggan**, Engine Delegate **Gregory H. Holsey Jr.**, Steward Delegate **Peter Hernandez**. Chairman stated safety issue regarding paint would be brought up with patrolman in Beaumont, Texas. Secretary asked seamen to place dirty linen in bags ASAP and stated that new linen package would be placed outside door for arriving crew. Treasurer reported \$490 in ship's fund. No beefs or disputed OT reported. It was noted that a new TV antenna would be installed along with a new computer for crew e-mail. The computer will be placed in the crew lounge. Next port: Beaumont, Texas.

**WILSON** (Sealift Inc.), Dec. 27 — Chairman **Paul C. Sharo**, Secretary **Arturo A. Rodriguez**. Chairman reported safe voyage and announced payoff on Jan. 2 in Houston. Secretary thanked all members for helping keep ship clean. Departing crew members were asked to leave rooms clean and supplied with fresh linen for

reliefs. Educational director encouraged mariners to enhance seafaring abilities whenever possible at the Paul Hall Center. No beefs or disputed OT reported. Bosun thanked steward department for a job well done.

**HONOR** (Interocean American Shipping), Jan. 6 — Chairman **Billy G. Hill Sr.**, Deck Delegate **Wilbert Pantin**, Steward Delegate **Sean M. Sullivan**. Chairman expressed his gratitude to steward department for excellent holiday meals. He stated that trip to the Middle East went smoothly. Crew was informed of pay raise which took place on Jan. 1. Secretary advised members to keep up-to-date on TWIC information by reading the *Seafarers LOG*. No beefs or disputed OT reported. Next ports: Beaumont, Texas; Houston; Jacksonville, Fla.; Charleston, S.C., and Baltimore, Md.

**RHODE ISLAND** (Maersk Line, Limited), Jan. 2 — Chairman **Daniel Laitinen Jr.**, Secretary **Gregory G. Keene**, Educational Director **Marcelino V. Cayabyab**, Deck Delegate **Lawrence Dahalhouse**, Engine Delegate **Matthew D. Wright**, Steward Delegate **Lucic Zlatko**. Chairman reminded crew to wear personal protective equipment (PPE) when at work. Secretary suggested mariners check out what Piney Point has to offer and also advised them to keep documents current. Educational director discussed latest TWIC information. No beefs or disputed OT reported. Next port: Guam.

## Aboard the Sealand Motivator



Pictured aboard the *Sealand Motivator* are (top photo, from left) Stewards **Chris Sykes** and **Max Hassell** and (bottom photo) Recertified Steward **Judi Chester** along with SIU Norfolk, Va., Port Agent **Georg Kenny**, who noted that he and **Judi Chester** formerly worked together aboard LNG ships.

## Splicing Wire Aboard Coast Range



Recertified Bosun **Marvin Zimbardo** is behind the camera as fellow members of the deck gang take a momentary break from splicing wire aboard the tanker *Coast Range*. Pictured from left are **ABs Travis Stringer**, **Joseph Merriweather**, **Rick Wiemer** and **Michael Cousin** and **Unlicensed Apprentice Gavin Benckert**.

# Letters to the Editor

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

## Inviting Seafarers

### To Join AMMV

The American Merchant Marine Veterans (AMMV) is a nonprofit organization. It was formed more than 25 years ago as a way to gain recognition for what the men of the American Merchant Marine have accomplished for our country in war and peace.

Initially, the AMMV was composed almost entirely of men who served in the United States Merchant Marine during World War II. Many of our original members were sailing the high seas before the war. (Included in the present membership are both licensed and unlicensed seamen.) At the end of World War II in 1945, there were almost 260,000 men serving our merchant fleet that consisted of more than 5,000 ships. Never again will the world see such a fleet of ships, nor such a group of men who sailed them. This is history. This is our proud history.

The AMMV is an active spokesman for merchant marine-related issues. We invite all active or retired men and women of the SIU – whether you sail deep sea, inland or Great Lakes – to become members of the American Merchant Marine Veterans. Also eligible for membership are members of any uniformed United States Armed Service with a DD214.

Purposes of the AMMV include the following:

- Preserving a spirit of comradeship among U.S. Merchant Marine veterans and fellow seamen who served in the merchant fleets of nations allied with the United States;

- Perpetuating the memory of our dead, assisting their widows and helping comrades where possible. The merchant marine is listed among the services in the National World War II Memorial in Washington, D.C. This was a result of organizational efforts.

- Publicizing the services of the U.S. Merchant Marine during World War II, Korea, Vietnam, and now in the Gulf Wars. The organization has successfully gained veterans' recognition for seamen in war-time service and continues promoting the need to recognize civilians who serve in military operations through legislative actions and news media.

- Reminding our nation that it must maintain a modern and strong merchant marine as it is a national military and economic necessity.

Membership in the American Merchant Marine Veterans provides opportunity to participate in memorial events across the country, celebrating not only National Maritime Day and the role of the merchant marine throughout our country's history, but enjoying the nostalgia of sailing again on selected preserved merchant ships of the World War II era. Membership offers opportunities to meet fellow mariners and to help preserve individuals' history of time at sea.

It's also worth mentioning that no group of men is closer to merchant seamen than members of the United States Naval Armed Guard, many of whom are active members of the AMMV.

More information about the AMMV

and how to join may be obtained by contacting any of the individuals listed below. The membership fee is small; the opportunity to enrich your legacy of sea service through membership is great.

The American Merchant Marine Veterans is an organization that works to keep our rich history before the public – to tell the story of life on the seas – and to try to ensure our rightful place in the economic and military history of our country.

You can help keep America strong. Come, join us and be part of the AMMV.

*Donald Trimbath  
Chairman, Government Affairs  
AMMV  
Auburn, California*

### Contacts:

New England and Eastern U.S. – Larry Brooks (508) 295-8257  
Mid-Atlantic and Central U.S. – Robert Downey (412) 466-0250 and Clarence Newcomer (717) 665-3085  
Western U.S. – Frank Mendez (925) 689-2686

## Unionism and Responsibility

After nearly 40 years in the SIU and on the verge of retirement, I thought it about time that I put in writing my thoughts on being a member of a labor union and what it may mean to others who are just starting out.

The very word, union, denotes being unified for and in a common cause – a fraternal brotherhood, in which men and women are protected and not taken advantage of by big business and corporations.

The early history of union organization is marked by conflict but also by remaining united. The SIU in particular remained strong, and today is recognized not only in America but around the world as a model of a fraternal labor organization.

During these past 40 years, I have seen many changes in the leadership of this union and the way it negotiates with the industry. We negotiate in strength, respect, and for the common good of both the companies and the membership with no fear of intimidation on either side. This is a style of management that should be carried down to the shipboard committees of our representatives.

Some members may look on the tasks of ships' chairman and department delegates as something to avoid, because it could bring problems they don't want to deal with (or on the other extreme they see it as just "easy hours"). However, it is these positions on the ships that set the tone of morale and confidence in the union as a whole. They carry responsibility towards their fellow members on board.

The motto of this union is "Brotherhood of the Sea." This is exactly what the shipboard committees must be: a brotherhood. If there is a problem, they are there to address the issue itself without broadcasting it or letting personalities get in the way. Committee members must be consistent in their dealings with fellow members, as fairness and respect are hallmarks of the SIU. This respect should also be carried over to members of other unions.

As I look forward to retirement I also look forward to seeing my union continuing on its course of fair and impartial leadership, both on the national level and the shipboard level. That course will take the SIU into the 21st century with

dignity and respect for ourselves and our fellow members.

*Christopher E. Brady*

## Kudos to Steward

I would like to take a minute to recognize and give thanks to one of our employees for a job well done. Recertified Steward **Pedro Mena** has been aboard the *ITB Baltimore* since mid-May. (This note was written in early October 2007.) Pedro has been here for all phases of operations in preparing and taking the vessel to Veracruz....

The steward's main job is to provide good quality meals. The steward's performance has a big impact on ship's morale. Under normal operations it can be a tough task to try to please everyone's appetite and keep the crew happy.

These past four months have not been normal operations from the viewpoint of the steward department. We have been in a foreign port, in extremely hot weather conditions, and there have been extra personnel on board.

Given the circumstances in which we have continued to work, Pedro has done an excellent job of keeping the ship's crew, contractors, ABS and U.S. Coast Guard personnel well-fed. He has consistently provided good quality and healthy meals throughout the entire shipyard period.

Pedro has had to take extra time to deal with the local ship's chandler and ensuring we are getting quality meats and vegetables. He has been very careful to inspect all the meats before we take delivery. Several times he sent back food items that were not acceptable.

When we talk and think safety on board, we sometimes might overlook the importance of proper food preparation. Yet, Pedro at times has had to take extra precautions in how he was preparing the meats (for example, soaking them in lemon, vinegar and salts to help kill any bacteria before cooking)....

All of the senior officers on board have been through shipyard periods in which there was not a steward or cook on board. During this time, you were left to cook for yourselves or rely upon local commissary-type meals. Everyone on board the *Baltimore* has commented on how nice it has been to keep the steward on board and for the quality of meals we have been provided.

These quality meals have been provided because of a lot of extra hard work and preparation by Mr. Pedro Mena. Throughout this entire time, he has displayed a positive attitude. This is the kind of effort and dedication to a job that, as master of the vessel, you love to see and appreciate.

Thank you, Pedro, for your hard work and a job well done.

*Capt. Ross Mollnow  
ITB Baltimore*

## Push for 'Belated Thank You'

I would like to thank all members of the SIU for their great help in writing and telephoning U.S. representatives to support H.R. 23, the Belated Thank You to the Merchant Mariners of World War II Act. The bill passed in July 2007. It is now in the U.S. Senate Veterans' Affairs Committee.

Please call this toll-free number to the Capitol and ask for the office of the chairman of the Senate Veterans'

Affairs Committee: (800) 614-2803. You will speak with one of his aides. Ask them to have the chairman release the bill so it can go to the Senate floor to be voted on.

We have 57 co-sponsors for the bill, S 961.

Again, I thank all SIU members for your effort and time. May you have calm seas and happy voyages.

*Richard Wiggins  
Kansas City, Missouri*

## Shipboard Memories

During the Korean War, I was serving as second assistant engineer on the *SS African Rainbow*, a post-war-built C3 cargo ship. The ship was owned by Farrell Lines and operated on the South and East African run. However, at the time of this incident, she was chartered to the Military Sea Transportation Service (MSTS) branch of the U.S. Navy.

Eventually, our travels took us to Wonson, North Korea.

As second assistant engineer, the boilers, feed pumps and associated equipment were my responsibilities. It was determined that one of the standby reciprocating feed pumps needed a line on the water end. Alas, we had no hydraulic jack.

Also in port was the *USS Fox*, a destroyer escort. So, we went aboard the *Fox*, which was supplying power ashore. The engineering officer was very kind and understanding about our plight, but he was concerned about getting his jack returned in case one of our ships had to leave suddenly. He asked if one of his men could go with the jack and we readily agreed.

The *SS African Rainbow* had six two-person staterooms and a beautiful officers' and passengers' dining room. So we put the young sailor in one of the plush staterooms and he ate with us in the dining room. Had he been able to spend the time with us, I am sure he would have re-enlisted!

Another courtesy extended to us by the *USS Fox* was our mail. We had no way of getting our mail from the agent in Pusan. *Fox's* mailman would pick it up and deliver it to us.

Once again, thank you, U.S. Navy!

*Eli Rantanes  
Clinton, Ohio  
(The writer sailed at various times with the MFOV, MEBA and AMO)*

## Honoring Dad and Other Mariners

My Dad was one of those unsung heroes of the NMU. He was in the trenches during those early days in the 1930s. He retired in the early 1970s and passed away shortly thereafter. His contribution to the World War II effort was beyond expectations.

I even wrote a poem while I was still in grammar school praising him and his fellow brave NMU members. The lines are still vivid in my memories:

Who are these men in the U.S. Merchant Marine?

Who are these men from 60 to 16?

They are the men who are delivering supplies

To our fighting men and to our Allies

Yet they receive little credit

But someday they will all be

Honored with medals of merit!

*Bernard Saslawsky  
Oceanside, California*



## 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 first few months of 2008. All programs are geared to improving the job skills of Seafarers and to promote the American maritime industry.

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 14 May 26	May 9 June 20
Automatic Radar Plotting Aids (must have radar unlimited)	April 14 June 16	April 18 June 20
21-Hour Bridge Resource Management (1,600 tons or less) (includes First Aid/CPR) (must have valid radar unlimited certificate)	May 12	May 16
Celestial Navigation	June 2	June 27
GMDSS	April 21	May 2
Lifeboatman/Water Survival	March 31 May 12 June 23	April 11 May 23 July 4
Radar	March 31 June 2	April 11 June 13
Radar Renewal (one day)	April 21 June 23	April 21 June 23
Specially Trained Ordinary Seaman	April 28	May 9
Bosun Recertification Course	May 12 October 14	June 2 November 3

### Engine Upgrading Courses

Advanced Container Maintenance (Refer)	March 3	March 28
Basic Auxiliary Plant Ops	March 24 May 19	April 18 June 13
FOWT	April 21 June 16	May 16 July 11
Junior Engineer	July 7	August 29
Machinist	March 17	April 4

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

Course	Start Date	Date of Completion
Marine Electrician	March 31	May 23
Pumpman	April 7	April 18
Welding	April 7 May 5 June 2	April 25 May 23 June 20

### Safety Specialty Courses

Advanced Fire Fighting (must have basic fire fighting)	March 10 May 5 June 30	March 21 May 16 July 11
Basic Fire Fighting	March 17 April 14 June 16	March 21 April 18 June 20
Basic Safety Training/STCW	March 24 April 7 May 12 May 26 June 30	March 28 April 11 May 16 May 30 July 4
Fast Rescue Boat	May 12 June 16	May 16 June 20
Government Vessels (Week 1)	March 31 May 19 June 23	April 4 May 23 June 27
Medical Care Provider	March 24 May 19	March 28 May 23
Tankerman Familiarization/Assistant Cargo (DL) (must have basic firefighting)	March 24 June 2	April 4 June 13
Tankerman (PIC) Barge (must have basic firefighting)	April 21	April 25

### 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 March 3.

Steward Recertification Course	March 17 August 18	April 7 September 8
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### Academic Department Courses

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

*With this application, COPIES of the following must be sent: One hundred and fifty (150) days seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. **All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.***

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

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

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

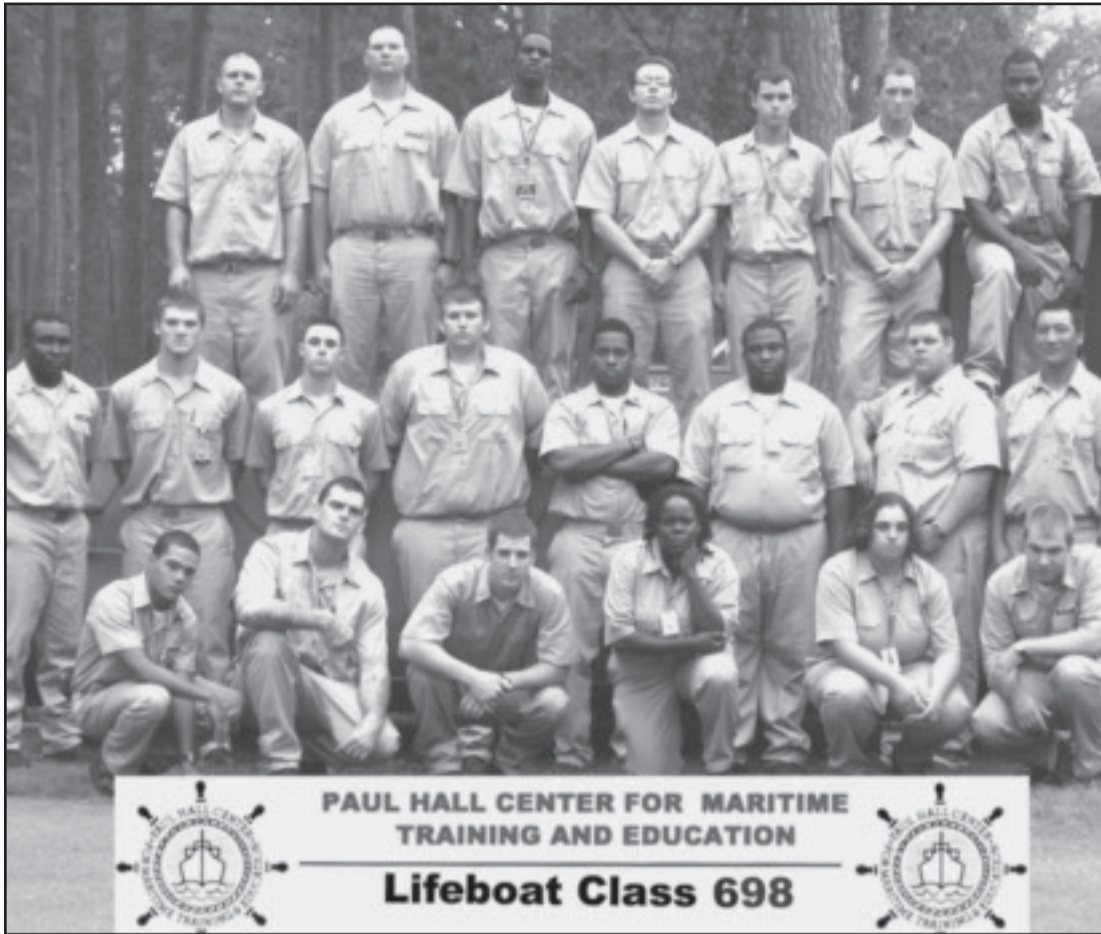
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 3/08

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** – Unlicensed apprentices from Class 698 recently graduated from the water survival course. Those graduating from the course (above, in alphabetical order) were: Jeffrey Amestoy, Tristan Brand, Satchel Caffy, Robert Day Jr., DeMorris Duggins, Winston Franks, Kabir Garcia, Kyle Gibson, Tsawang Gyurme, Spencer Hiruko, Allaina Lampke, Tony Martin, Daniel McDougald, Johnathan McNeil, Frederick Nyarko, Steven Sidler, Troy Smith, William Thompson, Richard Vega, Bernard Wade II and Sean Wilson.



**STCW** - The following individuals (above, in no particular order) completed the STCW class Jan. 25 at the Seafarers Training Center at Barbers Point, Hawaii: Alisha Fox, Christine Hellebrand, Jessica McMillion, Jose Garcia, Leila Wander, Cami Hostetler, Diane Brady, Shawn Turman, Frederick Schroder, and Victoria Esquibel.



**STCW** - Completing this course Jan. 12 in Hawaii, above in no particular order were: Mustafa Lobut, Connie Matlock, Zarifa Holloway, Danielle Barnes, Vincent Davis, Bruce Allen, David Ritter, Kristina Shoemaker, Kristen Blom, Trisha Fincher, Jessica Knoph, Gino Montesi, Andreas Goerres, Hugo Suarez, Eric Smith and Brent Dennis.



**STCW** - Twenty individuals graduated from this course Jan. 19 at the Seafarers Training Center in Hawaii. They were, above, in no particular order, Calvin Lodge, Dindo Guaresma, Derek Holl, Daniel Brandum, Mark Lancaster, Christina Snipes, Christopher Barnett, Michael Alequin, Genet Woldemichael, Jennifer Salazar, Robert Dominy, Eric Sagoe, Kent Barrow, Noel Newcom, Matthew Young, Sara Kannegieter, Lori Hubit, Lindsey Graham, David Larkin and Rachel Browder (Note: Not all are pictured.)



**Medical Care Provider** - Eight individuals completed the medical care provider course on Feb. 1. Graduating (above, in alphabetical order) were: Tawrence Abrams, John Benson, Alshea Dixon, Arnaldo Fernandez, Vincent Figueroa, James Morrison, James Tyson and Barry Williams Jr.



**Tankerman Assistant** – Two classes of Phase III apprentices on Jan. 18 graduated from the tankerman assistant course. Completing the class (above, in alphabetical order) were: Rachel Alarcon, John Albritton, Chris Baum, Jonathan Bennett, Rasheen Breathwaite, Fraya Brown, Matthew Brown, Staley Chancellor, Kevin Copeland, Bobby Dickson, Richard Grushkin, Creg Gumanas, Thomas Halliburton Jr., Santaz Harper, Veronica Hernandez, Anthony Irizarry, Yakan Israel, Joel Jones, Emmanuel Korsah, Theodore Lampke, Christopher Landry, Eileen Mendiola, Denise Mendoza, Aman Mohamed, Fadel Mohamed, Edward Newbegin, Marcos Ramos, William Redinger, Jason Redmon, Cieara Rogers, Andrew Thompson II, Daniel Thompson and Barich Zoran.

# Paul Hall Center Classes



**STCW (Express Marine)** – Twenty boatmen from Express Marine on Jan. 11 completed this course. Graduating (above, in alphabetical order) were: Leslie Anderson, Eric Bankhead, David Callis, Mark Faust, Ronnie Fulcher, George Greggs, Robert Greggs, David Harris, Greg Havens, Tommy Horton, William Hundell, Parran Keane, Albert Keech, Ronald Meadows, Herbert O’Neal, Lewis O’Neal, Robert Perusse, Gil Pruitt, Artie Schwendeman and Oswald Smithwick. Company Rep. Keith Kirkeide is standing second from left in the back row.



**Various Classes (Express Marine)** – Completing various classes on Jan. 11 were the above boatmen from Express Marine. Pictured in alphabetical order are: Eddie Gardner, David Goodwin, Philip Inman, Riley Johnson, Garnett Leary, Sherwood Lewis, Melvin Pendleton, Todd Potter, Clifton Potter, Rob Press, Billy Sawyer, Russel Shores, Timothy Thomas, Larry Tribby, Jesse Voliva and Johnathan West. Company Rep. Keith Kirkeide is standing fifth from right in the back row.



**STCW (Great Lakes)** - Completing this class Jan. 11 were these individuals from Great Lakes Towing shown above. Pictured (in alphabetical order) are: Lawrence Dudek, Jerald Galletta, Walter Harris, Sherwood Johnson, Hussein Qassim, Amy Shunkwiler, James Shupert and Leonard Thomas. Stan Beck, right, was their instructor.



**STCW** - Eighteen individuals completed this class Jan. 19 in Hawaii. They are (above, in no particular order): Sara Seta, Victor Flint, Jeremiah Weise, Josh Lindell, Ryan Smith, Robert Bacaycay, Rasmeithida Chhay, Ryan Kerr, Kevin Kerr, Caleb Wood, Amy Ingram, Jason Fowler, Stacey Eckstein, Genesis Penunuri, Orbelina Zelada, Keith Jackson, Keisha White and Brian Lombard.



**STCW** - Completing this class Jan 12 in Hawaii (above, in no particular order) were: Jose Nunez Ortiz, Roberto Guerra, Gabriele Pena, Adam Valdez, Sean Igoe, Tabitha Maner, Sabrina David, Brett Steinmann, Brandy Alston, Lawrence Hickman III, Robert Martin, Michael Ashline, Ivonne Perez, Michael Sands and Amber Elliott.



## Computer Class Graduates

Three students recently completed computer training classes at the Paul Hall Center. The trio joined Instructor Rick Prucha (center in photo at left, and left in photo at right) to pose with the certificates they earned for their respective accomplishments. Displaying their certificates in photo at left are David Brewster, left, and Devalence Smiley. Leslie McGirt shows off her certificates in photo at right.





The galley gang (from left): Ricky Williams, Instructor Chef Bob Baumgarten, Devalence Smiley, Rene Gil and Robinson Eromosele



The bakery gang (from left): Tereza Padelopoulou, Michael Henry, Adobea Boateng, Darlene Steede, Instructor Ed White, Robinson Eromosele and Chris Hale



Chef Instructor Robert Johnson displays some of his culinary talent.

## Students Sharpen Skills at School

### Seafarer Seibel Shares Photos from Recent Steward Dept. Course

Seafarer **John Seibel** recently submitted these photos of fellow students (and himself) participating in the certified chief cook course at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The photos were taken in October and November 2007.

Seibel gave top marks to the teachers and facilities alike – and to the other upgraders, too.

“They really have great instructors at the school. You can’t say enough about them,” Seibel stated. “Honestly, it’s one of my favorite places. It’s nice and peaceful. You learn a lot and you meet nice people.”



Amy Atterberry works on sauce for a lab project.



John Nunez is pictured in the culinary lab.



Rene Gil (left) and Devalence Smiley trim beef for stew.



Ricky Williams, Amy Shunkwiler and Bob Baumgarten



Tanya Bradley and James Abilad whip up some chili in the culinary lab.



A couple of trainees serve up lunch.



Upgraders take a quick break for this photo.



Two unlicensed apprentices step up for galley duty.