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The Seafarers Log

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Seafarers Mobilize for Haiti Relief

Numerous Vessels Activated; Union Reopens Disaster Aid Fund

The SIU quickly sprang into action for relief operations following the 7.0-magnitude earthquake that struck Haiti on Jan. 12. At press time, no fewer than a dozen Seafarers-crewed ships had taken part in humanitarian efforts aimed at helping the devastated nation. Also, the union reactivated its disaster relief fund to facilitate charitable donations. Pictured from left to right: The U.S. Military Sealift Command hospital ship *USNS Comfort* is shown in Baltimore shortly before departing for Haiti. Bosun Gerald Butch (left) and AB Doug Ruby help prepare the *Comfort* for its mission. An aerial view of downtown Port-au-Prince on Jan. 16 reveals some of the damage (U.S. Air Force photo by MSgt. Jeremy Lock). Pages 2, 7.



New RO/RO Joins SIU Fleet

SIU-contracted American Roll-On/Roll-Off Carrier (ARC) in January announced the latest addition to its fleet: the *Endurance* (above). Formerly named the *Taronga*, the 860-foot vessel will enroll in the U.S. Maritime Security Program. The ship, to be operated for ARC by Crowley, is an outright addition to the union's fleet. Page 3.

LMSR Contracts go To AMSEA, Patriot

Union jobs were retained as American Overseas Marine (AMSEA) and American Ship Management/Patriot Contract Services last month were awarded operating contracts for a total of 11 large, medium-speed, roll-on/roll-off ships (LMSRs). Page 3.



SIU Supports Military Families Via 'Santa's Castle' Program

Dozens of Seafarers in the Tacoma, Wash., area helped brighten the holidays for military families through a philanthropic program called Santa's Castle. At left, Capt. Brian Anderson from nearby Ft. Lewis helps load some of the goodies that were donated at the SIU hall in Tacoma. Page 24.

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President's Report

From the Hudson to Haiti

In the days leading up to the event, I read about plans for a happy reunion of many of the people who were involved in the Miracle on Hudson, including some of our own SIU members from NY Waterway ferries.

Last month, they went on to celebrate the first anniversary of an improbably joyful ending – one that saw all hands saved following an airplane's crash-landing in the Hudson River on January 15, 2009.



Michael Sacco

I remain proud of our members' quick, effective responses on that day. And I also have been proud on those occasional opportunities to tell people that Seafarers were first on the scene for the rescue. What happened that day was, to say the least, challenging and unusual, but it helped remind people about the importance and reliability of well-trained U.S. mariners.

Almost one year to the day later, America got another such reminder, only this time the situation proved horribly tragic. The earthquake that demolished much of Haiti left all of us sympathetic, upset and wanting to help. Once again, SIU members are doing their part, sailing ships for the relief mission as part of Operation Unified Response. Members also are donating their own money to further help the cause. The union is stepping up, too – we are contributing to the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign.

The overwhelming concern here is for the earthquake victims. The scope of the tragedy is so large it's hard to comprehend. Recovery operations will take years. At the same time, I appreciated the words of U.S. Secretary of Transportation Ray LaHood when he cited the U.S. Merchant Marine's rapid response. He correctly pointed out that our vessels are on a lifesaving mission – not just the hospital ship *Comfort*, but all of our ships that have been deployed. That's something to keep in mind when weighing the ongoing need for, and enormous value of the American-flag fleet and the loyal, dedicated mariners who deliver the goods.

Jobs and More

While legislators continue debating the merits of health insurance reform legislation, the AFL-CIO is pushing for badly needed growth in my favorite subject: jobs, jobs, jobs!

Recently I told you about the federation's five-point program aimed at creating more than 4 million jobs. It's a proposal that includes extending unemployment benefits, including COBRA, plus expanding federal infrastructure and "green jobs" investments. It calls for substantially boosting federal aid to state and local governments and for direct job creation where practical. It also makes the case for direct lending of TARP money to small and medium-sized businesses that can't get credit due to the financial crisis.

This is the right plan at the right time, and it will go a long way towards helping relieve the double-digit unemployment currently plaguing our country.

At the same time, the AFL-CIO and its member unions, including the SIU, certainly have not abandoned our efforts to further educate legislators and the administration about our position on health care. Seafarers know that the fight over health insurance reform is a big one, and it's complicated. However it turns out, it's unlikely that any one party will get 100 percent of what they wanted. What is certain is that health care costs too much, and decent, affordable care should be available to everyone. We'll continue working toward that end for however long it takes.

Another ongoing effort of the SIU and other maritime unions involves anti-piracy measures and steps to protect our crews (as well as those of other nations). Partly due to security reasons, we rarely go into detail about what's already been done or about our latest endeavors. But we remain very active in this most important struggle, both on Capitol Hill and in the international maritime community. The protection of our crews is a must. On that point, there's no room for negotiations.



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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.



Members arrive at the SIU hall in Oakland, Calif., as the RRF tanker *Petersburg* is activated.

SIU Members Answer Call For Haiti Relief Operations

Seafarers Help Mobilize Ships, Donate to Earthquake Victims

Following a magnitude-7 earthquake that struck Haiti on Jan. 12, the SIU quickly stepped up to assist in what promises to be a very lengthy and challenging relief mission.

At press time, no fewer than a dozen Seafarers-crewed vessels were involved in the Haiti action, officially titled Operation Unified Response. Additionally, the union reactivated its Seafarers Disaster Relief Fund (SDRF), partly in response to requests from members who wanted to donate money to the humanitarian cause (See related story on Page 7).

The overall devastation in Haiti is difficult to quantify, but on Jan. 25 the Haitian government increased the confirmed death toll to 150,000. Officials also said that the number undoubtedly will grow, possibly to 200,000.

Within the first few days after the earthquake, several Seafarers-contracted ships were activated for the relief mission, and several others (already in full operating status) were assigned to it. They included the hospital ship *USNS Comfort*, the rescue and salvage vessel *USNS Grasp*, the dry cargo/ammunition ship *USNS Sacagawea* and the replenishment oiler *USNS Big Horn* – all crewed in the unlicensed positions by members of the SIU Government Services Division. Also mobilized were the oceanographic ships *USNS Henson* and *USNS Sumner* (operated by 3PSC), the prepositioning vessels *1st Lt. Jack Lummus* and *PFC Dwayne T. Williams* (American Overseas Marine) and, from the Ready Reserve Force, the crane ships *Gopher State* and *Cornhusker State* (Interocean American Shipping), the tanker *Petersburg* (also Interocean American Shipping) and the heavy-lift vessel *Cape May* (Ocean Ships).

When those vessels and others were sent to help the earthquake victims, U.S. Secretary of Transportation Ray LaHood stated, "It is another example of why our country's merchant marine is so important. Sending these ships will help those on the front line of this effort save as many lives in Haiti as possible. These ships will add crucial capabilities by supporting operations to move large volumes of people and cargo."

Maritime Administrator David Matsuda added, "Once again the U.S. Merchant Marine is answer-



The Seafarers-crewed hospital ship *USNS Comfort* is seen off the coast of Haiti on Jan. 20. (U.S. Navy photo by Mass Communication Specialist 2nd Class Daniel Barker)

ing the call for assistance, as it has done since our nation began. These ships and skilled crews are ideally suited to assist in Haiti by providing unique capabilities. One cargo ship can carry as much as 400 fully loaded cargo planes."

While most of the ships blended into the enor-

See *Mariners*, Page 7



The prepositioning vessel *1st Lt. Jack Lummus* on Jan. 18 receives relief cargo from the U.S. Agency for International Development and the U.S. Marine Corps at Blount Island Command in Jacksonville, Fla.

New RO/RO Joins SIU-Contracted Fleet

Seafarers-contracted American Roll-on Roll-off Carrier (ARC) on Jan. 22 announced its purchase of and reflag to the Stars and Stripes of the *MV Endurance* (formerly the *Taronga*). The vessel, which will be operated by Crowley for ARC, is an outright addition to the union's fleet.

The *Endurance* is expected to enter service in mid-February. ARC described the 860-foot vessel as "the largest and most militarily useful, multi-purpose RO/RO ship in the U.S.-flag commercial fleet."

SIU Vice President Contracts George Tricker said the reflag "is a credit to our SIU crews and to the companies involved. It's good news any time we're able to welcome new tonnage, but that's especially true in light of the current economic climate."

ARC announced that the appropriate entities – including the U.S. Transportation Command (on behalf of the Defense Department) and the U.S. Maritime Administration (on behalf of the Transportation Department) – have approved the *Endurance* as the replacement for the *MV Liberty* in the U.S. Maritime Security Program (MSP). However, the *Liberty* will remain under the American flag and will join the company's Middle East liner service.

Delivered by Mitsubishi Heavy Industries in December 1996, the *Endurance* "is well suited for high and heavy and project cargoes," according to ARC. "She is a unique RO/RO vessel with no sister ships and is among the largest



Originally named the *Taronga*, the newly acquired ARC ship is reflagging American and changing its name to *Endurance*.

RO/RO vessels in the world.... *Endurance* has nine decks that can be configured to carry over 260,000 square feet of high and heavy cargo such as CH-47s (helicopters), MRAPs (mine-resistant, ambush-protected vehicles), MATVs (all-terrain vehicles), tracked vehicles, construction equipment and generators; 130,000 square feet of additional high-side vehicle (SUV) space; and approximately 200 containers. Her quarter ramp weight capacity of 320 tons exceeds that of any vessel in the

U.S.-flag commercial fleet."

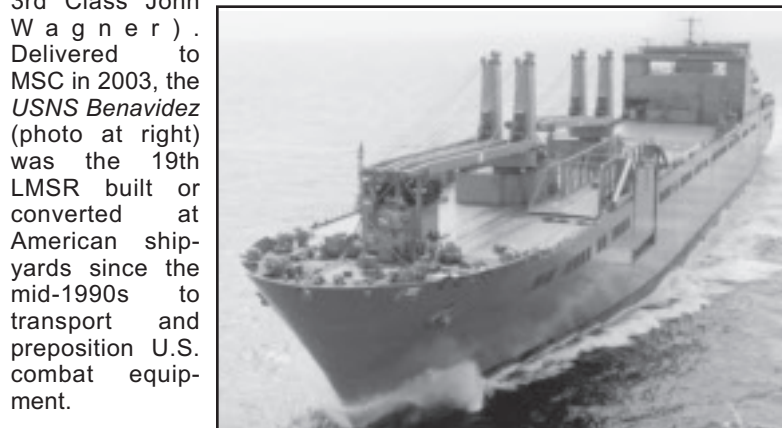
The MSP helps ensure that U.S.-flag vessels and well-trained, dependable American crews are available to the U.S. military during times of crisis. It also gives the military access to a modern, technologically advanced intermodal network that spans the globe.

Overall, the program provides for a fleet of up to 60 ships. Those vessels, many of them crewed by SIU members, help enable the government to provide sealift for U.S.

armed forces utilizing the resources of the U.S.-flag commercial fleet. In addition, a U.S.-flag commercial fleet operating in international trade enables the government to provide global economic and agricultural assistance programs, and provides the crews that are used to sail government reserve vessels in time of need. The MSP fleet provides this national security asset at a substantially lower cost than the government owning and maintaining an equivalent capability.



AMSEA will continue operating the *USNS Piliilau* (shown above during an exercise in the Pacific Ocean in 2008) and sister ships supporting the U.S. military. (U.S. Navy photo by Mass Communication Specialist 3rd Class John Wagner)



Delivered to MSC in 2003, the *USNS Benavidez* (photo at right) was the 19th LMSR built or converted at American shipyards since the mid-1990s to transport and preposition U.S. combat equipment.



The fleet of Bob Hope-class LMSRs includes the *USNS Seay*, pictured near Camp Lejeune, N.C., last year during a military exercise. (U.S. Navy photo by Mass Communication Specialist 2nd Class John Stratton)

Defense Dept. Awards LMSR Contracts To American Overseas Marine, Patriot

SIU jobs were retained as American Overseas Marine (AMSEA) and American Ship Management/Patriot Contract Services, respectively, last month were awarded operating contracts for a total of 11 large, medium-speed, roll-on/roll-off ships (LMSRs). The U.S. Defense Department selected AMSEA to operate the seven Bob Hope-class LMSRs and also selected Patriot as the operator of four converted LMSRs.

The SIU represents all unlicensed mariners aboard the Bob Hope ships: the *USNS Bob Hope*, *USNS Fisher*, *USNS Seay*, *USNS Mendonca*, *USNS Piliilau*, *USNS Brittin* and *USNS Benavidez*. The union represents steward-department mariners on the other four ships covered by last month's awards: the *USNS Gordon*, *USNS Gilliland*, *USNS Shughart* and *USNS Yano*.

The operating agreement for the Bob Hope ships has options which, if fully exercised, would extend the contract to the year 2017. The operating agreement for the other four vessels also includes options potentially lasting to 2017, and consisting of a series of one-year options. Turnover on the converted vessels was expected to begin in late January. AMSEA already operated the Bob Hope ships.

SIU officials pointed out that while these 11 vessels already were part of the union's fleet, as with any contract bid, there were no guarantees that the

new awards would go to Seafarers-contracted companies.

Meanwhile, Capt. Thomas Merrell, president of AMSEA, stated that his company "has successfully operated the vessels in this program for the last five years and looks forward to continuing our superior service for our customer under this new contract."

The company further noted that the U.S. Military Sealift Command's LMSR program "significantly enhances the U.S. sealift capability for the new millennium. LMSRs have been the primary movers of U.S. military equipment during Operation Enduring Freedom and Operation Iraqi Freedom. Each LMSR can carry an entire U.S. Army Task Force, including 58 tanks and 48 other tracked vehicles, as well as more than 900 trucks and other wheeled vehicles."

The Bob Hope ships were built at Avondale in New Orleans and were delivered from 1998 to 2003. The *Shughart* and *Yano* were converted at NASSCO in San Diego, while the *Gordon* and *Gilliland* were converted at Newport News (Va.) Shipbuilding. The converted vessels were containerhips. They were delivered to MSC by late 1997.

MSC lists two main missions – prepositioning and surge sealift – for its LMSRs, including eight Seafarers-crewed Watson-class vessels. The ships vary in length from about 900 feet to approximately 950 feet.

Maritime Icon Roman Gralewicz Retires

Respected Leader Served as SIU of Canada President for 38 Years

The SIUNA-affiliated Seafarers International Union of Canada recently announced the retirement of its longtime president, Roman Gralewicz.

Additionally, the SIU of Canada Executive Board elected Michel Desjardins as Gralewicz's successor. Desjardins had been serving as the union's executive vice president.

Gralewicz, 79, was president of the Canadian union for 38 years. He earned a reputation as a tough, fair, tireless and effective leader.

"Roman Gralewicz is a true champion of the rank-and-file membership, a great labor leader and a trusted friend," said SIU President Michael Sacco. "He came up through the ranks during difficult times. He successfully guided his union through one battle after another. And whether those fights took place on picket lines, in board rooms or within the halls of government, Roman always got the job done.... His guidance has benefited countless mariners and has inspired people from every segment of the industry."

Desjardins pointed out that Gralewicz has been part of the union for more than 60 years.

"His passion and drive for improving the wages, benefits and working conditions of seafarers over the years was a personal battle for him and a victory for our brothers and sisters," Desjardins added. "His knowledge and experience are invaluable to us all, and for this reason we have asked him to remain as advisor, a request he was kind enough to accept."

In a book published in late 2008, Paul Martin, a past owner



A recent magazine profile describes Roman Gralewicz (right) as "a larger-than-life figure, with a blunt tongue and big heart." His successor as president of the SIU of Canada, Michel Desjardins (left), had been serving as the union's executive vice president.

of Canada Steamship Lines who served as Canada's prime minister from 2003-06, wrote that interacting with Gralewicz was "not for the faint of heart. We fought like hell, but over time, I acquired a great deal of respect for him. His members were lucky to have him, but the truth is, so was the industry."

In his final president's column

in the SIU of Canada newspaper, Gralewicz said, "I wish to thank the membership for their loyalty and support during my years as a union officer and president of our great union.... Nothing comes easy; we fought together to get good wages and safe working conditions and proved to people that a sailor is a first-class citizen and must be treated as one."

APL Announces 'Landmark' Clean-Air Plan in Oakland

Seafarers-contracted APL and the San Francisco Bay Area Air Quality Management District in mid-December announced what they called a "landmark" multi-million dollar project "to cut vessel emissions and improve this city's air quality starting in 2010."

The company said it will use \$4.8 million in air quality grants to retrofit its terminal and vessels to begin "cold ironing" in December 2010 at the Port of Oakland, Calif. Cold ironing is an industry term for turning off a ship's engines at berth and connecting instead to electrical sources ashore. This process, also sometimes called alternative marine power (AMP), enables vessels to maintain power in port while eliminating exhaust emissions.

In a news release, APL said its efforts will "cut more than 50,000 pounds of nitrogen oxides emissions – a leading component of smog – from ships berthed in Oakland and 1,500 pounds of particulate matter annually. APL will be the first and only carrier or terminal operator at the port to cold iron vessels."

Regulations mandating cold ironing in California take effect in 2014.

"APL is getting a head start to reduce emissions well before the state deadline," said Jack Broadbent, executive officer of the Bay Area Air Quality Management District.

The Air District will fund two grants being provided to APL. They include \$2.8 million to electrify berths at Global Gateway Central and \$2 million to equip the first three containerships for cold ironing.

Altogether, the vessels APL will retrofit make more than 50 calls to Oakland annually.

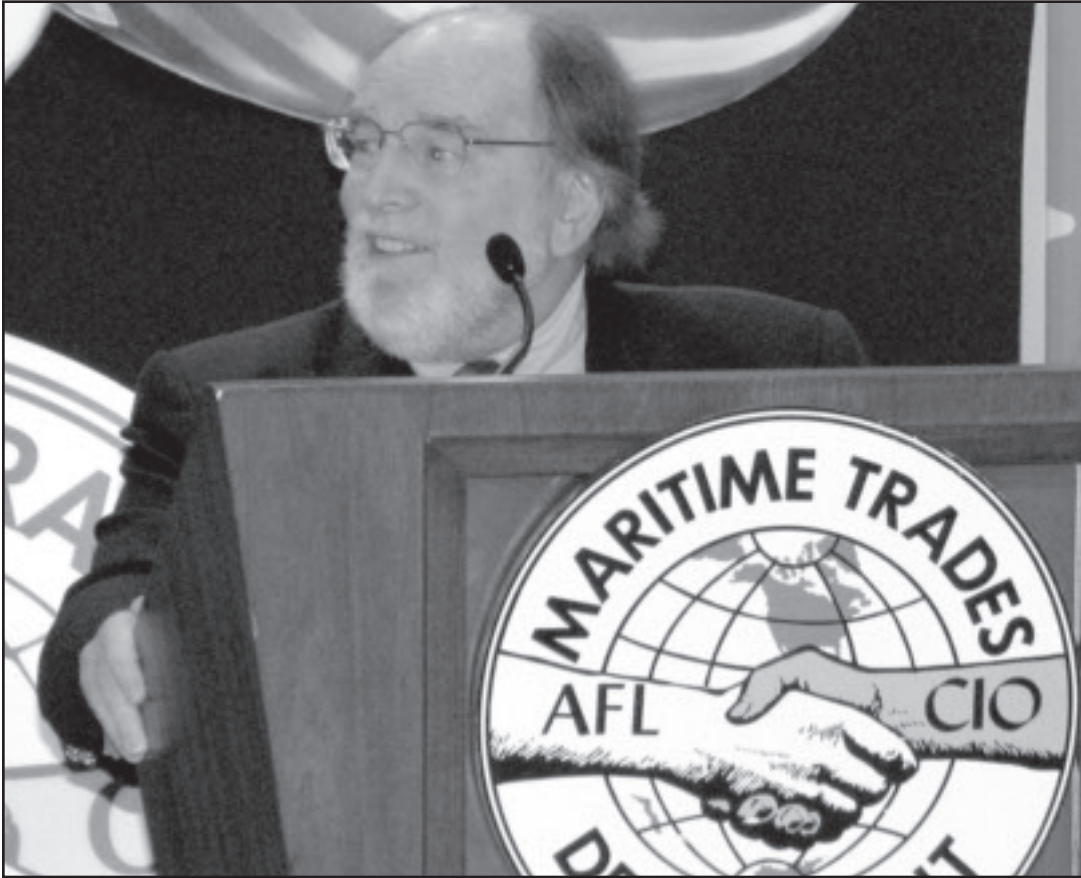


Labor-Backed Candidate Wins in Houston

Houston-area Seafarers (some of whom are pictured above) were part of an effective grassroots campaign which helped Annise Parker (right in photo at left, with SIU VP Gulf Coast Dean Corgey) win a mayoral runoff election last December. "I've never seen the members so energized and excited by a campaign," Corgey said. "They all realized this was a true grassroots effort. Of particular value to the campaign were the efforts of our bilingual members who made phone calls in Spanish and worked the Hispanic precincts. Bosun/AB Victor Medina voluntarily ran our Latino outreach program with the help of dozens of Hispanic SIU members primarily of Honduran descent. My hat is off to this membership. We look forward to working with the new administration on labor and maritime issues."



SIU Asst. VP Nick Celona (center) is pictured with APL Americas President John Bowe (left) and Terminal Operations Director Steve Hessenauer after a Dec. 18 press conference in Oakland where the cold-ironing plan was announced.



U.S. Rep. Neil Abercrombie is an outspoken advocate of the U.S. Merchant Marine.

Rep. Abercrombie Ready to Vie For Hawaii Gubernatorial Seat

U.S. Rep. Neil Abercrombie, a longtime backer of the U.S. Merchant Marine, early last month officially announced his plans to step down from the U.S. House of Representatives on Feb. 28. He is resigning from the House so he can fully focus on his campaign for governor of Hawaii.

The congressman pointed out that in mid-December he first announced his intention to resign "in order to devote all my efforts to the 2010 campaign for governor of the State of Hawaii – a decision that followed a tremendous amount of thought and careful consideration. It was a decision inspired by the thousands of people who are frustrated by a collapse of leadership in our community but are encouraged by the opportunity in this New Year for a change in direction for our people and our state."

He continued, "Since announcing my intentions, I have consulted closely with the people I have worked with during my 19 years in Congress, including members of the Hawaii congressional delegation, House Speaker Nancy Pelosi, and the chairmen of two of my committees, the House Armed Services Committee and the Natural Resources

Committee. These discussions have helped me to ensure that I will be able to fulfill the remaining duties requiring my presence in the House.... As a result of these discussions, I can now set the effective date of my resignation for February 28, 2010, which will enable state elections officials to plan for a timely and cost-effective special election for the First Congressional District to select a successor who will carry on the work of the people."

He concluded, "The past few weeks have reminded me that my 19 years in Washington, D.C., as a U.S. Representative from Hawaii have allowed me to build strong, lasting, and lifelong relationships with many colleagues on both sides of the aisle on Capitol Hill and throughout the federal government. Most of all, I have been privileged to be a part of an effective Hawaii congressional delegation which has accomplished so much to improve the quality of life for the people of Hawaii and nation. I take all of these experiences and friendships with me into the future, as part of a proven partnership involving the state government, Congress, and now the White House, to change the direction and leadership of our state."

IMO Designates 2010 'Year of the Seafarer'

The International Maritime Organization (IMO) has declared 2010 the "Year of the Seafarer," as the theme for World Maritime Day.

"Our intention is to pay tribute to you, the world's 1.5 million seafarers – men and women from all over the globe – for the unique, and all-too-often overlooked, contribution you make to the wellbeing of all of us," said IMO Secretary-General Efthimios E. Mitropoulos.

Every year, the IMO and many of its member states celebrate World Maritime Day. The exact date is left to individual governments but usually is observed during the last week in September. According to the agency, the day is used to focus attention on the importance of shipping safety, maritime security and the marine environment and to emphasize a particular aspect of IMO's work.

For 2010, the IMO is planning numerous activities tied in with the "Year of the Seafarer" theme – not just in September, but throughout the year.

In announcing its plans, the agency described mariners as "extraordinary professionals who work in dangerous conditions delivering sustenance to more than 6.5 billion people of the world. Seafarers deliver the wheat that makes our daily bread, the gas and oil that warms our homes or moves our vehicles."

Mitropoulos pointed out that seafarers are responsible for moving more than 90 percent of the world's trade and sustaining human development.

"At IMO, we are ever-conscious of the important role you play in helping us achieve safe,

secure and efficient shipping on clean oceans," he noted. "And so, we will celebrate next year's World Maritime Day theme with much pride in your contribution to our objectives. At IMO we understand the extreme pressures that you face and that, as a result, we approach our own tasks with a genuine sympathy for the work that you carry out."

Mitropoulos also said the IMO developed its "Go to Sea!" campaign that it launched in November 2008 to add more awareness to maritime careers and to attract new entrants to the shipping industry by "becoming the seafarers of tomorrow." The IMO launched the campaign in association with the International Labor Organization, the "Round Table" of shipping industry organizations (International Chamber of Shipping, International Shipping Federation, BIMCO, International Association of

Independent Tanker Owners and International Association of Dry Cargo Shipowners) and the International Transport Workers' Federation.

"Seafarers the world over deserve our respect, recognition and gratitude and, during 2010 we at IMO are resolved to ensure that the world does take notice of your exceptional role and contribution and of the special debt that all of us owe to you," Mitropoulos added.

The IMO is a specialized agency of the United Nations which is responsible for measures to improve the safety and security of international shipping and to prevent marine pollution from ships. It is also involved in legal matters, including liability and compensation issues and the facilitation of international maritime traffic.



The IMO produced this logo in recognition of World Maritime Day 2010.



SIU Snapshots from the Port of Jacksonville, Fla.

Mitch Oakley (left in photo above), an instructor at the SIU-affiliated Paul Hall Center for Maritime Training and Education, went to the union hall in Jacksonville, Fla., to give a general security awareness and vessel safety presentation to interested Seafarers, some of whom are pictured above. The presentation took place Dec. 16. Prior to the safety and security presentation, Seafarers (from left in photo at right above) Chief Cook Jose Norales, SA Erasmo Guevara and AB Emil Guevara Norales arrive at the union hall. Erasmo is Emil's father; Jose is Emil's uncle. SIU Asst. VP Archie Ware (left in photo at right) offers a "welcome ashore, good luck and congratulations on a job well done" to Chief Cook Ossie Statham, who recently retired. Sister Statham's last ship was the *Guayama*.



Retired Port Agent Joe Perez Dies at 76

Retired SIU Port Agent Jose "Joe" Perez, a colorful character who actively served the membership for nearly 40 years, passed away Dec. 31 at North Austin (Texas) Medical Center, following an illness. He was 76.

A native of Robstown, Texas, Perez earned an honorable discharge after serving in the U.S. Army from 1954-57. He began his career with the labor movement as an organizer in Houston for the Retail Clerks (now the United Food and Commercial Workers). He started working for the SIU in 1959 at the Houston hall, reporting to Port Agent Robert Matthews.

In the ensuing years, Perez served in various capacities including those of field representative and safety director. He transferred to New Orleans in 1990 and was elected port agent there in 1992. Perez was reelected to that post in 1996 before retiring in 1998.

In addition to his work with the SIU, Perez was actively involved with the Greater New Orleans Central Labor Council, the Louisiana AFL-CIO and the Port Maritime Council of Greater New Orleans and Vicinity. He kept in touch with union members and officials long after retiring, and remained an asset not only to the SIU but to organized labor as a whole.

SIU Executive Vice President Augie Tellez knew Perez since 1978.

"You could always count on Joe to give you a hand," Tellez said. "He became a stalwart in the Gulf. He was a good guy and he had a great sense of humor."

Perez's upbeat personality is what stands out to SIU Secretary-Treasurer David Heindel.

"He always had a smile on his face and seemed to be happy with life," Heindel



Joe Perez worked for the union from 1959 to 1998 but stayed involved even after retiring.

said. "He never had an unkind word to say about anybody."

SIU Gulf Coast Vice President Dean Corgey remembered that Perez "gave me my first job, back in 1973. Joe started many a career of young men and women going to sea. He was a dedicated trade unionist and a soldier in many battles that set the stage for jobs, benefits and working conditions that we all enjoy to this day."

SIU Assistant Vice President Jim McGee said Perez "helped break me in, back in 1977. Joe helped show me how things were done. He was a great guy and a straight shooter and a good union representative. Joe was a real advocate for the membership and he also was a good friend. He'll be missed."

Chris Westbrook, SIU port agent in New Orleans, recalled first meeting Perez "when I was an employee at

E.N. Bisso and Son, and we were going through a pretty contentious organizing drive. I remember Joe was available all the time, for anything we needed out there. The other thing about Joe was he had a very calming presence. His demeanor, in tense situations, was cool. Knowing him later and coming into the organization, he was always there for anything you needed, almost like an uncle who took you under his wing. He stayed in touch all the way up to the end - he genuinely cared about the members and the organization."

Survivors include his wife, three children and four grandchildren. Donations in Perez's memory may be made to Hospice Austin, 4107 Spicewood Springs Rd., Suite 100, Austin, TX 78759 or to the St. Vincent de Paul Society c/o Queen of Angels Chapel, P.O. Box 448, Spicewood, TX 78669.



Veterans and children alike (photo at left) join in the memorial dedication. SIU Assistant VP Chet Wheeler (above) brought his 3-year-old granddaughter, Alexandra Hansen, to the ceremony.

Calif. Memorial Recognizes U.S. Merchant Mariners

A new veterans' memorial in Calistoga, Calif., pays tribute to the U.S. Merchant Marine along with members of the armed services.

Located in Calistoga's Logvy Park, the memorial was dedicated on Veterans' Day 2009, with SIU officials, members and retirees among the hundreds in attendance. SIU Assistant Vice President Government Services Chet Wheeler formally represented the union; he took part in the official ceremony.

The project itself was 10 years in the making, according to those familiar with it. The memorial, a 2,500-square-foot plaza, was built on contributed land and through a public fund-raiser. Marble spires rise from the memorial park's center; they feature the names of local veterans. One of the spires is dedicated to merchant mariners.

"It's a fitting tribute to all merchant mariners who have bravely sailed in harm's way when our nation has needed them," said Wheeler.

Retired Seafarer Robert "Rocky" Schindler, 75, was part of the SIU contingent at the dedication.

"I couldn't have been more proud as a mariner to see so many people from our community come out to show their respect to those who have served our nation," said the former AB, who sailed during the Vietnam War. "We found that a lot of folks here don't know about the sacrifices that mariners have made for our nation, so we think the memorial will go a long way in teaching the community, especially the kids."

According to Schindler, local citizens, businesses and an American Legion post came out in droves to participate in the memorial's primary fundraiser on Independence Day 2009. That effort included raising money to help ensure upkeep for the memorial. Published reports indicate that approximately \$250,000 was raised, not counting additional donated services and labor.

On Veterans' Day, under sparkling blue skies, the community unfurled the American, military branch and the U.S. Merchant Marine flags over the marble monuments to patriotic tunes and a salute from a color guard from nearby Travis Air Force Base.



Oiler Jackson Earns Safety Award

Seafarer Brian Jackson (right) late last year received a safety award from Capt. Jan Kummernes (left) aboard the *MV Honor*. Kummernes credited the oiler for his "alert watch-standing" which included "early detection of smoke coming from #3 diesel generator shaft seal." The captain further reported that Jackson "immediately notified the first engineer, who was able to secure the generator and prevent significant damage to the equipment, and avert what could have possibly been a crankcase explosion." The *Honor* is managed by Interocean American Shipping for American Roll-On/Roll-Off Carrier.

UAs Impress Maersk Virginia Shipmates

Recertified Bosun Credits Phase II Apprentices for Job Well Done

Recertified Bosun Ray Henderson recently let the union and its affiliated Paul Hall Center for Maritime Training and Education know about the fine work performed by a pair of "Phase II" unlicensed apprentices aboard the *Maersk Virginia*.

In a communication dated Dec. 27, Henderson saluted UAs Matthew Caradimos and Jason Bimle.

"When Matt and Jason first came aboard the *Maersk Virginia* they ... took what the instructors from Piney Point (Md.) had taught them and were ready and able to work," the bosun wrote. "They also took all shipboard drills and the company's safety policy very seriously. I would like to thank the instructors down at the school for instilling this into both of them. The apprentices took their time on board the *Maersk Virginia* very seriously and understood how much they could learn from all of the crew."

For example, Henderson pointed out, "If given a simple task like cleaning or chipping paint, Matt and Jason's mindset was

always to do it without hesitation or complaint, do it right and do it efficiently. When given the opportunity to, for example, weld, work in tanks, operate cranes or just doing plain old deck maintenance, it was always evident that they wanted to know more than what was needed just to get by. They took much interest in learning and understanding what they were doing, how the machinery and equipment worked, and how to spot any problems that might occur."

The bosun concluded that the initial phase of the apprentice program (12 weeks at the Paul Hall Center campus) left Caradimos and Bimle well-prepared for the shipboard segment. That phase lasts 90 days and includes stints in each shipboard department.

"They came on board with a more than decent knowledge of ship terms, machinery, safety and emergency procedures, and the basics of life on board a merchant vessel," Henderson said. "I attribute it to their months at Piney Point."

Seafarers Disaster Relief Fund Accepts Donations for Haiti

In order to assist in the Haitian relief effort, the union is accepting donations to the Seafarers Disaster Relief Fund (SDRF). Money collected by the SDRF will be presented to the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign. With limited exceptions, anyone may donate through the SDRF – you don't have to be an SIU member. (The SDRF cannot accept contributions from a service provider for the union or the SIU Plans, or from a Seafarers-contracted company or any of such a company's representatives.)

Checks should be made payable to Seafarers Disaster Relief Fund. Donations by check or money order may be made at SIU halls or may be mailed to:

Seafarers Disaster Relief Fund
c/o Secretary-Treasurer's Office
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Additionally, cash donations may be made at the halls. Anyone making a cash donation will receive a receipt.

Please note that donations are not tax-deductible.

Mariners Rally to Aid of Quake Victims

Continued from Page 2

mous operation, the *Comfort* attracted immediate attention, partly because its services are so desperately needed. The floating hospital received its first Haitian patients late at night Jan. 19, delivered by a helicopter from the *USS Carl Vinson*. Hours later, the *Comfort* dropped anchor off the coast of Port-au-Prince, Haiti. Since then, there's been no slowdown aboard the 894-foot vessel, which has had multiple operating rooms running 24 hours a day.

According to the U.S. Military Sealift Command (MSC), the *Comfort* usually is kept in reduced operating status in Baltimore, with a "caretaking crew" of 18 CIVMARS "and about 60 Navy medical personnel who maintain the shipboard medical facilities, equipment and supplies." The vessel has a five-day activation period, but for the Haiti mission, shipboard personnel had the *Comfort* ready to sail in three days.

MSC reported that the vessel is carrying a crew of 67 CIVMARS,

560 medical workers "and an approximately 110-person contingent of support personnel."

The *Comfort* also was in the news last year, when it sailed in Operation Continuing Promise from April to

July. That mission involved civic assistance in Haiti, the Dominican Republic, Antigua and Barbuda, Panama, Colombia, El Salvador and Nicaragua. More than 100,000 patients were treated.



When the union's disaster relief fund was reactivated, AB Alvin Clark (left) and QMED David Watkins (right) were the first to donate at the hall in Piney Point, Md. Accepting the donations on behalf of the fund is Port Agent Pat Vandegrift (center).

Ocean Atlas Delivers Subway Cars

Intermarine's Seafarers-crewed heavy-lift ship *Ocean Atlas* on Jan. 6 delivered 40 subway car bodies and components to the Port of Baltimore for the New York City Transit Authority. The cargo originated in Brazil.

Overall, the *Ocean Atlas* – operated by Pacific-Gulf Marine (PGM) – has hauled a total of 1,202 subway cars and components from South America and the Pacific during 18 voyages throughout Intermarine's contract with New York.

The vessel reflagged under the Stars and Stripes in 2002.

"The uniqueness of these heavy lift vessels in the U.S.-flag sector demands a well-trained crew, with everyone on board working together as a team," said PGM President Todd Johnson. "From the time she was reflagged to the present, the SIU and those sailing aboard the *Ocean Atlas* have made significant contributions toward achieving a successful operation."

The recent delivery in Baltimore coincided with a ceremony celebrating all of the successful transfers under this agreement. Attendees included officials from the SIU, Maritime Administration, Federal Transit Administration and New York City Transit Authority as well as dignitaries including former Maryland congresswoman and former Federal Maritime Commission chair Helen Bentley.

During the ceremony, Bentley thanked "the SIU and other unions for what you do to keep the U.S. flag flying on the high seas."

Seafarers aboard the ship during the Jan. 6 delivery included Recertified Bosun **Jimmie Scheck**, ABs **Edgar Elegino**, **Kevin Montiero** and **Eleazar Lozano**, QEE **Daniel Avery**, GUDE **Tino Guity**, Steward/Baker **Wayne Wilson** and ACU **Carlton McMiller**.



The Seafarers-crewed *Ocean Atlas* was built in 2000.



Attendees at the *Ocean Atlas* ceremony included (left to right in photo above) Dennis Brennan, Mike O'Rear and Jan Downing of the Maritime Administration; Leo Bonser, head of U.S.-flag services for Intermarine; Jim Matthews of the New York City Transit Authority; Chuck Comer of Alstom Transport; Quinn Bond of Kawasaki Rail Car; Thomas Harrelson of MarAd; Cynthia Burman of the Port of Baltimore; Andre Grikitis, president and chief executive of Intermarine; Stephane Chabeau of Geodis Wilson freight management; and William Coleman of Alstom Transport. Apprentices from the SIU-affiliated Paul Hall Center (photo at right) observed cargo operations from the bridge. They were joined by Baltimore Port Agent Elizabeth Brown (front, second from left) and Piney Point Port Agent Pat Vandegrift (third from left).



Steward/Baker Wayne Wilson prepares lunch.



The vessel offloads one of 40 subway car bodies (photo above) in Baltimore. The subway car bodies eventually were slated for transport to New York City (below).



College Program Aids in Turnaround

AB Frank Recommends Paul Hall Center Curriculums to Fellow Seafarers

Ten years ago, deep sea Able Seaman **Ernest Frank** could not have dreamed that he'd be six months away from earning his Associate of Applied Science Degree let alone be in position to parlay his knowledge into a U.S. Coast Guard-approved mate's license.

Thanks to the college degree program at the SIU-affiliated Paul Hall Center for Maritime Training and Education, however, that's precisely his reality today. The Circleville, West Va., native, who served five years in the U.S. Army Rangers at Fort Lewis, Washington, is on pace to complete his requirements for a two-year degree in Nautical Technology later this year.

"God willing, after finishing the work for my degree, I will get my mate's license get a job in the tug industry with the ATBs," Frank said. "That will provide me with some stability, a steady routine and good pay. Of course I look forward to someday returning to the beach and starting a family."

But Frank's future was not always quite as promising. To the contrary, it was rather daunting. "I finished the 10th grade, but then dropped out of high school and did nothing except hang around the farm until I was 17," he said. Shortly after turning 17, Frank met with Army Recruiter Jim Nethkan, who took him under wing and made all the arrangements for him to meet the Army's induction requirements—including testing for and obtaining a West Virginia state GED in 1978.

Frank, however, who described himself at that juncture as "a young man who was too cool for school," continued to make bad choices in his life, even while in the military. "I still struggled with a narrow temper and a

broad ego," he admitted. Consequently, he ended a promising military career in 1984 under unplanned and less-than-ideal circumstances. A short time later, he commenced his civilian life in prison.

Upon his release from incarceration, Frank left the state of Washington for Missouri. Once in Missouri, he worked part-time for a roofing contractor. He also took a full-time course load at Calvary Bible College in preparation for service as a foreign missionary to tribal peoples.

Despite three semesters of successful academic work at Calvary, that pursuit ultimately didn't work out.

Frank confessed, "I began to understand late in life that hard work and determination alone were not enough. I saw that in addition to a strong body, it was critical for a man to use his self discipline to carve out a solid character and to cultivate a consistent positive attitude. I constantly ask God to help me with this."

Frank then returned to his home state where from 1987 to 2000 he worked in residential construction and took classes at both Fairmont State College and West Virginia University. "Major stretches of this period were spent living out of my truck," Frank noted. "Non-union pay rates in a rural part of one of the poorest states in the union simply were not enough to cover both living and school expenses. Something had to be sacrificed."

Fortunately for him, his fate was about to change. In 2000, Frank left residential construction and joined the United Brotherhood of Carpenters (UBC) and Local 604, as a fully

qualified Journeyman. He then began doing commercial and industrial construction work. "I was involved mostly in heavy and highway contracts such as bridges and (ironically) prisons."

The UBC disaffiliated from the AFL-CIO in 2001, citing concerns about organizing. During this disaffiliation process, the UBC reorganized itself into regions. Because of this shake-up, Frank said, many of the men who were working in West Va. fell on hard times. Finding steady work became a real challenge.

"At that time I was about 42 and a buddy of mine who had been a Seafarer with the SIU for 38 years had retired," Frank recalled. "He told me that I was still young enough to make a career change and that I might like shipping."

"Knowing him as I did and what he had done over the years," Frank continued, "I decided to join the SIU." Frank entered the unlicensed apprentice program at Piney Point in 2005 and graduated as a proud member of Class 670. "That was my first year here," he said. "Looking back over my life since then, I can tell you that choosing the maritime industry as my profession was one of the best decisions that I have ever made." Frank has since gone to sea aboard several union-contracted vessels, working in the Deep Sea Division. He has returned to Piney Point on more than a few occasions to upgrade his skills.

"The facility here [the SIU-affiliated Paul Hall Center] is a fantastic opportunity for everyone in the union," he continued. "It's unbelievable when you consider all that this union has done and the extent to which it has gone to ensure the success of its members."

Frank lauded the role which the union's officials over the years have played in the continued success and growth of the school. "The leadership has done everything possible to make it easy and convenient for members to further their careers, improve their skill sets and stay current with the needs of the industry," he said. "In my estimation, this school has been one of Mike's [SIU President Michael Sacco] real successes."

"He has had the vision to maintain a place like this where members can come to, with their families, and get the education and experience they need in order to remain competitive in today's maritime marketplace," Frank said. "And of course, from the signatories [SIU-contracted companies] point of view, that's exactly what they want to see.... They want to see a membership that they can tap into on demand... a membership competent and current in its skills."

Despite the union's best efforts to make advancing one's career less challenging, Frank feels that far too few of his brothers and sisters take advantage of it. "Members often do not take the time to improve themselves," he said. "They see the opportunities for advancement when they are aboard the

ships but often fail to follow through while on the beach by doing the things they really need to do to enhance their skill sets here at the school.

"I've tried to get as many people interested in the school as possible because the union is expending a lot of energy to keep this program going.... I sincerely want to see more members take advantage of it," Frank concluded.

Paul Hall Center Offers Courses Which Lead To Degrees, Certificates

In addition to its nationally acclaimed unlicensed apprentice training program for seafarers and boatmen, the SIU-affiliated Paul Hall Center for Maritime Training and Education offers curriculums leading to two-year college degrees and certificates.

Associate of Applied Science programs are available for deck as well as engine department students. Both degrees offer concentrations in the deep sea or inland divisions of the maritime industry. Successful students will need to complete general education courses as well as vocational courses specific to the department in which they ship. The Nautical Certificate program is available to those who complete the school's unlicensed apprentice program and start both their upgrading and college programs. Certificates are offered in maritime technology with concentrations in nautical science or maritime engineering.

Collectively, the foregoing programs are designed to provide the opportunity for seafarers to earn college degrees or certificates in their occupational areas. An added benefit is that these programs provide students with solid academic foundations in general education subjects.

To be accepted for either of the college degree or certificate programs, candidates must meet the following criteria:

- Be a member of the SIU in good standing;
- Receive a passing score on the American College Testing program standardized test;
- Possess the prerequisite maritime background for courses (have upgraded at least once in their department);
- Provide an essay describing personal education goals; and
- Have earned a high school diploma or GED.

Seafarers who are interested in either of these programs should contact the Paul Hall Center Academic Department at (301) 994-0010, ext 5411.



AB Ernest Frank, left, discusses a college degree program issue with Dale Rausch, Paul Hall Center academic registrar. Frank is on the verge of completing requirements for his Associate of Applied Science Degree at the SIU-affiliated school in Piney Point, Md.

April 15 Deadline Nears for Scholarship Application

Annual Program Offers Up to \$132,000 In Grants For Members, Dependents

Time is running out for Seafarers and dependents who are interested in furthering their education through the Seafarers Health and Benefits Plan (SHBP) 2010 Scholarship Program. The application deadline is April 15.

Planned as a vehicle through which the financial challenges of college and vocational studies can be diminished, the 2010 iteration of the annual SHBP program offers eight awards. Three of these offerings specifically are designated for Seafarers; five have been targeted for spouses and dependents. One of the Seafarers scholarships totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. Two other awards are for \$6,000 each and are designed as two-year grants for study at a post-secondary vocational school or community college. The remaining five scholarships are for spouses and dependents. Each is worth \$20,000.

The first step in the application process is to send for the 2010 SHBP Scholarship Program booklet. The package contains eligibility information, procedures for applying for the scholarships and an application form. To obtain a copy of this handout, interested individuals need only complete the form which appears (location) and return it to the address provided. The packages also are available at SIU halls.

Once the scholarship booklet has been received, applicants should check the eligibility criteria to determine if they are eligible to participate. They should also begin collecting and assembling the remainder of the paperwork needed to submit

with the full application. All required materials must be received by the SHBP Scholarship Program Office by April 15.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – also should be included as part of the application package. A

high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements. Prior winners also may apply.

Please send me the 2010 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Mariner's Social Security Number.....

Street Address.....

City, State, Zip Code

Telephone Number().....

This application is for: Self Dependent

Mail this completed form to:

Scholarship Program
Seafarers Health and Benefits Plan
5201 Auth Way, Camp Springs, MD 20746

Questions & Answers About QMED

Who is a QMED-Any Rating?

■ Anyone who has a Merchant Mariner Credential that states Rating Forming Part of an Engine Room Watch (QMED-Any Rating) on the International pages of their MMC (also known as the '95 STCW pages) AND who is endorsed accordingly on the Domestic pages (also known as MMD pages) as Qualified

Member of the Engine Dept – Any Rating. Must be listed in both sections.

■ OR have QMED-Any Rating on the old MMD and '95 STCW certificate. It must be endorsed on both documents.

How does a mariner become a QMED-Any Rating?

The following are the endorsements a mariner must

have in order to receive QMED-Any Rating on their MMC or MMD and the '95 STCW. A mariner must have all of them and their document will reflect QMED-Any Rating. The first eight require written exams; Deck Engine Mechanic and Engineman do not require exams.

- Refrigeration Engineer
- Oiler
- Deck Engineer

- Fireman/Watertender
- Junior Engineer
- Electrician
- Machinist
- Pumpman
- Deck Engine Mechanic
- Engineman
- Deck Engine Mechanic

How does a mariner get Deck Engine Mechanic and Engineman if there is no exam?

■ Deck Engine Mechanic – While holding QMED-Junior Engineer must sail six months (180 days) as QMED-JE on steam vessels of at least 4,000 horse power OR show satisfactory completion of at least four weeks of indoctrination and training in the engine department of an automated steam vessel of at least 4,000 hp.

■ Engineman – While holding QMED-Fireman/Watertender, Oiler or Junior Engineer must sail six months (180 days) in any one or combination of QMED-FWT, Oiler or JE on steam vessels of at least 4,000 hp OR show satisfactory completion of at least two weeks of introduction and training in the engine department of a partially automated steam vessel of at least 4,000 hp.

According to the SIU standard contract, what is the QMED classification system?

■ The classification system can be found in the SIU standard contract and is a rate of pay based on training within the engine department.

■ According to the SIU standard contract as of January 1, 1985 all QMEDs shall be classified subject to verification of having satisfactorily completed the following specified Paul Hall Center/Seafarers Harry Lundeberg School of Seamanship (SHLSS) specialty courses:

■ Class #4 – SHLSS JE/DE course or old QMED-Any Rating (SHLSS) course

■ Class #3 – QMED JE/DE (SHLSS) or Any Rating (SHLSS) with two or three specialty courses

■ Class #2 – QMED JE/DE (SHLSS) or Any Rating (SHLSS) with four or five specialty courses

■ Class #1 – QMED JE/DE (SHLSS or Any Rating (SHLSS) with six or more specialty courses

What are the SHLSS specialty courses?

- Automation
- Marine Electrical Maintenance or Marine Electrician
- Marine Electronics

- Welding
- Refer Systems Maintenance and Ops or Marine Refer Tech
- Pumproom Maintenance and Ops or Pumpman
- Machinist
- Diesel Engine Tech
- Hydraulics
- Hagglund Crane Maintenance
- Advanced Refer Containers
- Conveyorman

How do I know what classification the mariner is?

■ Anyone who is in the QMED classification system should have a yellow highlighted sticker in the miscellaneous pages of their Training Record Book (TRB).

■ If there is no sticker the person either is NOT in the classification system or may call Paul Hall Center Admissions to verify classification (1-877-235-3275).

■ If someone has not taken the JE/DE course at the Paul Hall Center/SHLSS or the old QMED-Any Rating course they will NOT have a classification sticker and must attend the school. Only mariners who have been given an equivalency test or evaluation (for practical experience) by the Paul Hall Center director of training may be granted a class #4 status without attending the school.

Who can sail as QMED-Any Rating according to the SIU contract?

■ Anyone endorsed as QMED-Any Rating on their MMC (correct pages) or on their MMD and '95 STCW OR anyone with QMED-Class #4 or higher sticker in their Training Record Book (TRB)

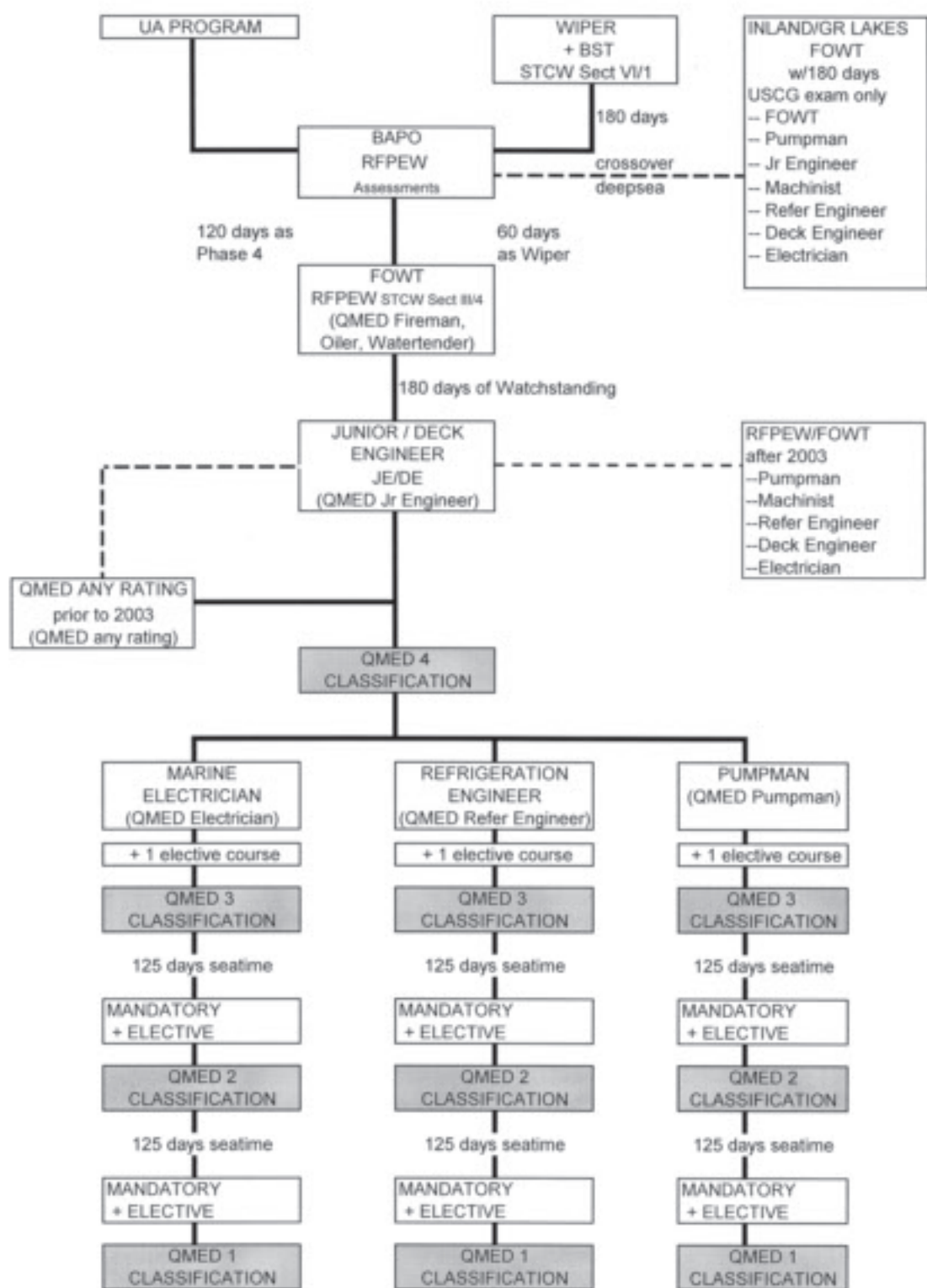
What can I sail as if I am not an Any Rating or never attended SHLSS JE/DE courses, but have QMED ratings on my MMC or MMD/'95 STCW?

■ In the positions listed on the MMC or MMD/'95 STCW as long as they are NOT QMED positions. For example: Someone with the electrician endorsement can sail as an electrician or chief electrician if they meet the SIU contract requirements, but NOT as a QMED-Electrician

If I am endorsed as Oiler and/or Fireman/Watertender can I sail as a QMED?

■ No. You can only sail as Oiler, FWT, OMU or FOWT Questions may be directed to the admissions office at the Paul Hall Center at 1-877-235-3275.

Notice/Reminder Engine Department Career Path



Engine Department Career Path Key

UA – Unlicensed Apprentice
 BST – Basic Safety Training
 STCW – Standards of Training, Certification and Watchkeeping
 BAPO – Basic Auxiliary Plant Operations
 RFPEW – Ratings Forming Part of an Engine Room Watch
 FOWT – Firemen, Oiler, Watertender

Holidays With Seafarers



On the Paul Hall Center Campus

Upgraders and unlicensed apprentices pitched in to prepare a Thanksgiving feast for fellow students to enjoy. Among those going "above and beyond" in the preparations were (from left in photo above) Charles Burnham, Lamond Fulton, Bernard Lawes, Valerie Russo and Chris Coston. At that time, Burnham was in Phase I of the unlicensed apprentice program, while Fulton was in Phase III. Lawes and Coston were enrolled in the certified chief cook class and Russo was completing advanced galley operations.



Chief Steward Elrick Archer (third from left) starts filling his plate while fellow SIU members (from left) Miguel Santos and Marco Figueroa eagerly await their respective turns.

At the Hall In Ft. Lauderdale, Fla.

Dozens of Seafarers, retirees and family members showed up Dec. 23 for a holiday barbeque at the hall in Ft. Lauderdale, Fla.



AB Eugenio Lopez



Pictured from left to right are Secretary Clara Rampersadsingh, Port Agent Kris Hopkins and Patrolman Kevin Marchand.

Aboard the Golden State

Just two days before Christmas, Seafarers aboard the tanker *Golden State* submitted these photos to SIU Tacoma Safety Director Ryan Palmer during a vessel visit in Ferndale, Wash. At that time, **Kevin Stewart** and **Damario Carr** were on board for the second phase of the Paul Hall Center's unlicensed apprentice program. "Kevin and Damario are well-regarded by the crew as well as the captain and chief engineer, who praised the hard work and positive attitude shown by both," Palmer noted.



Pictured from left to right in photo at right are Oiler Alexis Frederick, UA Kevin Stewart, Bosun Cris Tizon, AB Clifton Ayars, ACU Jamie Serrano, SREC Veronika Cardenas, AB Morgan Piper and Chief Pumpman Dan Daligcon. UA Damario Carr (left) puts the finishing touches on the crew's Christmas Tree.



Holidays With Seafarers



Aboard the Global Sentinel

These photos were submitted by Recertified Bosun **Lee Hardman** from the cable ship *Global Sentinel*. They were taken in December while the vessel was in Portland, Ore.



Aboard the MV Freedom

The recently concluded holiday season was a festive period for Seafarers during their off-duty time aboard the *MV Freedom*. In the photo above, crew members join for a group shot. Pictured (front, from left) are AB Luis Garcia, 3rd A/E Kern, 3rd Mate Phillips, STOS Michael Merrell, AB Mercurio Talictic, Oiler Steven Myrick, STOS Clayton Walker, (standing) BREC William Barrett, SREC Artis Pilgrim, C/E Hibl, 2nd Mate Elliot, 1st A/E Barto, 2nd A/E Fisher, Oiler Charles Gaitu, Chief Cook Mary Brayman, Oiler Michael Callahan, Capt. Hagerty and Chief Mate Champion. In the photo at right are Chief Steward Frank Starling, Chief Cook Mary Brayman and SA Frank Toth. The group photo was taken on Christmas day, while the other two were taken on Thanksgiving.



At the Hall in Wilmington, Calif.

Seafarers, retirees and family members turned out for a Christmas luncheon at the union hall in Wilmington, Calif. Port Agent Jeff Turkus and Retiree Mary Lou Lopez submitted these photos from the gathering. "It was a terrific event," Lopez said. "I can safely say that everyone, including the active and retired members, thoroughly enjoyed the meal and wonderful decorations. Thanks to Jeff and his staff for doing a great job." Some of those who participated in the activities (clockwise from above left, from left to right) included: Pristine Cartera-Turkus (wife of Port Agent Jeff Turkus), Port Secretary Lorraine Nuno; Retired Recertified Bosun Dirk Adams, Port Agent Jeff Turkus, Los Angeles County Labor Federation Representative Hector Saldivar and Dispatcher Nick Rios; AB Frank Gill Jr., and Retired Dispatcher Jesse Solis and Retirees Mary Lou Lopez, Aloa Agostino and Grace Woodman. At left is Bosun Gerry Gianan.



WHAT'S NEW FOR 2009?

Following are some of the changes that will take effect in 2009, along with changes that remain in effect from 2008. Please check www.irs.gov before filing your return.

E-File Opens for 2009 - This year, the IRS and its partners in the Free File Alliance are offering a new option, Free File Fillable Tax Forms, which allows free electronic filing of tax returns for virtually everyone. Taxpayers who use e-file and who choose direct deposit can receive their refund in as few as 10 days. That's because with e-file, there's no paper return going to the IRS. IRS e-file allows taxpayers to file their returns now and pay later if they owe taxes. It allows taxpayers to file both federal and most state returns at the same time.

Exemption - The amount you can deduct for each exemption has increased from \$3,500 in 2008 to \$3,650 in 2009. You lose part of the benefit of your exemptions if your adjusted gross income is above a certain amount. The amount at which the phase-out begins depends on your filing status. For 2009, the phase-out begins at:

- \$250,200 for married people filing jointly and qualified widow(er) with dependent children,
- \$208,500 for a head of household,
- \$166,800 for single taxpayers; and
- \$125,100 for married persons filing separately.

Standard Deduction - For 2009, three additional items may be added to the standard deduction amount:

- State and local real estate taxes paid up to \$500
- State and local excise taxes (or equivalent fees in states without a sales tax) on a new vehicle purchased after February 15, 2009 and before January 1, 2010
- Net disaster losses claimed on Form 4684

To claim any of these amounts, taxpayers must file new Schedule L with their return.

The Standard Deduction for a dependent is the greater of \$950 or the sum of \$300 and the dependent's earned income, not to exceed \$5,700 (plus \$1,400 if age 65 or blind).

Economic Recovery Payment - There is a new one-time payment of \$250 for certain eligible individuals who collect social security benefits, railroad retirement benefits, veterans benefits, and/or supplement security income (SSI).

This payment will be automatic for those individuals who qualify. Only one payment is allowed per person even if you collect more than one of the benefits listed above. You do not need to file a tax return to get this onetime payment. This payment is not taxable.

Making Work Pay Credit - You may be able to take this credit if you have earned income from work. Even if your federal income tax withholding is reduced during 2009 because of the credit, you must claim the credit on your return to benefit from it.

- You cannot take the credit if:
- Your modified AGI is \$95,000 (\$190,000 if married filing jointly) or more,
 - You are a nonresident alien, or
 - You can be claimed as a dependent on someone else's return.

The credit is 6.2% of your earned income but cannot be more than \$400 (\$800 if married filing jointly). The credit will be reduced if:

- You receive a \$250 economic recovery payment during 2009,
- Your modified AGI is more than \$75,000 (\$150,000 if married filing jointly), or
- You take the Government Retiree Credit

Government Retiree Credit - This credit is available for taxpayers receiving pension or annuity payments in 2009 from services performed for the Federal, state or local government that is not covered by social security. The credit is \$250 per taxpayer but may not be taken if the economic recovery payment was received.

Both the Making Work Pay and Government Retiree credits are refundable and computed on new Schedule M.

Earned Income Credit (EIC) - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax.

The maximum amount of income you can earn and credit available increased for 2009.

- Credit of \$5,657 if you have three or more qualifying children and you earn less than \$43,279 (\$48,279 if married filing jointly)
- Credit of \$5,028 if you have two qualifying children and you earn less than \$40,295 (\$45,295 if married filing jointly),
- Credit of \$3,043 if you have one qualifying child and you earn less than \$35,463 (\$40,463 if married filing jointly), or
- Credit of \$457 if you do not have a qualifying child and you earn less than \$13,440 (\$18,440 if married filing jointly).

The maximum amount of investment income you can have and still get the credit has increased to \$3,100 for 2009. If you get advance payments of the credit from your employer with your pay, the total advance payments you get during 2009 can be as much as \$1,826.

Some Unemployment Compensation Non-Taxable - For tax year 2009, the first \$2,400 of unemployment compensation benefits are excluded from income.

Social Security and Medicare Taxes - The maximum amount of wages subject to the social security tax for 2009 and 2010 is \$106,800. There is no limit on the amount of wages subject to the Medicare tax.

Kiddie Tax - The limit on the so-called "kiddie tax" increased to \$950 in 2009. Children will pay no income tax on the first \$950 of unearned income, such as capital gains or interest from a savings account, and will be taxed at their own rate (most likely 10%) on the next \$950 (0% for long-term capital gains). Unearned income over \$1,900 is taxed at the parents' rate.

For tax year 2009, the kiddie tax will apply not only to children under the age of 18 at the close of the tax year but to any children who continue to qualify to be claimed as a dependent and who are not contributing more than 50% of their own support under the age

of 19. The age increases to 24 if the child is a full time student.

Qualified Dividend and Capital Gains Tax Rate - The 0% and 15% maximum tax rates on qualified dividends and net capital gains remains in effect from last year.

Refundable Child Tax Credit - For 2009, if the total Child Tax Credit exceeds the amount of tax liability, the excess credit is refundable to the extent of the smaller of -

- The amount of the Child Tax Credit remaining after reducing regular tax or AMT to "0", or
- 15% of the taxpayer's earned income in excess of \$3,000.

Adoption Benefits Increased - For 2009, the maximum adoption credit and exclusion from income for benefits under an employer's adoption assistance program has increased to \$12,150. These amounts are phased out if your modified AGI is between \$182,180 and \$222,180.

Educator Expenses - The deduction for eligible educator expenses, \$250, remains unchanged for 2009.

Education Credits - For tax years 2009 and 2010, there is a new credit, "The American Opportunity Tax Credit", which is a modification to the HOPE credit.

The credit can be up to \$2,500 and up to \$1,000 of that credit amount may be refundable. The credit now applies to the first 4 years (previously 2) of post-secondary education in a degree or certificate program.

The credit is calculated by taking 100% of the first \$2,000 of qualified tuition and related educational expenses and 25% of the next \$2,000 of such expenses. The credit is gradually reduced if your:

- Modified AGI of \$80,000 to \$90,000 for Single, Head of Household, and Qualifying Widow(er)
- Modified AGI of \$160,000 to \$180,000 for Married Filing Joint

The original HOPE credit may only be used in 2009 if an eligible student is attending an eligible institution in a Midwestern disaster area. The HOPE and Lifetime Learning credits are available to single filers with Modified AGI between \$50,000 and \$60,000 and \$100,000 and \$120,000 for joint filers.

Tuition and Fees Deductions - Taxpayers who choose to claim the tuition and fees deduction must fill out and attach Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19. The maximum amount of the deduction is \$4,000.

Student Loan Interest Deduction - For 2009, the amount of the student loan interest deduction is phased out if your filing status is married filing jointly and your modified AGI is between \$120,000 and \$150,000. For all other filing statuses, your student loan interest deduction is phased out if your modified AGI is between \$60,000 and \$75,000. No deduction is available for Married Filing Separate taxpayers.

Education Savings Bond - Individuals who redeem qualified US Savings bonds to pay for higher education may be able to exclude the interest income earned. The interest exclusion is phased out for joint filers with AGI between \$104,900 and \$134,900. For all other filers the phase out occurs between \$69,950 and \$84,950.

Individual Retirement Accounts:

■ **Education IRAs** - (Coverdell Education Savings Account) - Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, expenses used to claim the HOPE credit or the Lifetime Learning Credit will not qualify for tax-free treatment.

■ **Traditional IRAs** - The contribution limit to a traditional IRA in 2009 is \$5,000 (increased to \$6,000 for taxpayers age 50 or older at the end of 2009). Modified Adjusted Gross Income (AGI) phase-out range increased to \$55,000-\$65,000 for single, head of household, and \$89,000-\$109,000 for married couples filing jointly or qualifying widow(er) when a taxpayer is covered by an employer's retirement plan at any time during the year. Also, solely for the purpose of figuring the \$100,000 modified AGI limit on eligibility to make qualified rollover distributions from a Traditional IRA to Roth IRA, minimum required distributions from IRAs and other qualified plans received in tax year beginning with 2006 are excluded from modified AGI.

■ **Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$5,000. If a taxpayer reaches age 50 before 2009, the most that can be contributed will be \$6,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$105,000 and \$120,000, for joint filers and qualifying widow(er) with an AGI between \$166,000 and \$176,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

■ **Penalty-Free IRA Distributions** - The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax penalty also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only \$10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose. Also, the tax penalty does not apply to distributions for an individual's disability, medical care, or to a beneficiary after death of the individual.

■ **First-Time Homebuyer** - A new law that went into effect November 6, 2009 extends the first-time homebuyer credit five months and expands the eligibility requirements for purchasers.

For 2008 purchases, the credit of \$7,500 is still similar to a no

TAX TIPS FOR

HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

■ Income Records. These include any Forms W-2, W-2G and 1099.

■ Itemized deductions and tax credits.

■ Medical and dental payment records.

■ Real estate and personal property tax receipts.

■ Interest payment records for items such as a home mortgage or home equity loan.

■ Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 titled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-888-729-1040 or visit web sites www.official-payments.com or www.pay1040.com. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

Fast Refund: Taxpayers are able to request direct deposit of their tax refunds by filling out lines 73b, 73c and 73d on their Form 1040. Line 73b is for the bank's routing number. Line 73c indicates the type of account, and line 73d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. Beginning in 2009, individuals that prepare his or her own return can access most commonly used Federal tax forms from the IRS website

and directly submit electronically. Free electronic filing is subject to any income tax liability. For more information, visit www.irs.gov.

WHAT ARE CREDITS AND DEDUCTIONS?

Personal Exemption

A deduction for each individual, his or her spouse, and dependent children has increased. In 2009, the exemption for high income taxpayers is reduced or eliminated if the taxpayer's gross income exceeds certain amounts. A child exemption on his or her behalf may qualify for a higher education credit. A child's parents claim an exemption for their child.

Standard Deduction

Increased: The standard deduction amount that is taxed, has increased for people (see box on page 12) of this increase, it may be an individual's benefit to take the deduction this year even if you itemized deductions.

Personal Interest

In 2009, personal interest is not deducted. Personal interest on car loans, personal loans and tax on

Interest on

Deductible: Interest on investments is deductible.

Union Dues

Dues, including work-related dues, are deductible only if they are paid out of adjusted gross income. Only the portion over \$100 is deductible. SPADA dues have never been deductible.

Club Dues

Deduction is permitted for dues paid to professional organizations for business reasons.

Deductions Subject to

Adjusted Gross Income

investment advisor fees, administrative fees, are paid to produce unreimbursed employment expenses, deposit box rental fees.

Deducting

Expenses: Expenses for a seaman's work may be deductible. However, expenses deducted for which you are reimbursed by the union hall to cover the union's designated expenses are not deductible. Examples of work-related but not deductible expenses are company. Members may deduct the cost of other equipment that is used when on a ship or work duties. The cost of work-related clothing and as it is truly for work-related purposes, the employer, are deductible.

Deducting Work-Related

Expenses: Use of a

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is blind, there are additional standard deductions (\$1,100 for a married "spouse" or \$1,400 for an unmarried person). Note that the personal exemption deduction is \$3,650.

Filing Status

Single and Married filing separate.....	St
Married filing joint return or qualifying widow(er) with dependent children.....	
Head of household.....	

For 2009, taxpayers who claim the standard deduction and who owners may add the lesser of state and local property taxes paid on the case of joint filers) to the above amounts.

Continued on Page 14

OR MARINERS

submit the forms electronically. For more information on electronic filing, visit the IRS web site at www.irs.gov.

ARE YOU CONSIDERED AN EXEMPTED TAXPAYER AND CREDITS

Exemption Amount: The amount of the exemption—based on the taxpayer's income—is \$3,650 per dependent. The exemption deduction for dependent taxpayers may be claimed if their adjusted gross income does not exceed certain thresholds. A child cannot claim an exemption on his or her return or qualify for the education credit if the taxpayer claims a dependency exemption for the child.

Deduction: Has the standard deduction, or that which reduces the amount of taxable income (as discussed on this page). Because it may be to an individual, the standard deduction even if that person has been a dependent in the past.

Interest Deductions: For a personal interest cannot be deducted. Personal interest includes interest on loans, credit cards, personal tax deficiencies.

Home Secured Loans: Interest paid on mortgages is 100 percent deductible.

Charitable Deduction: Union dues, if they exceed 2 percent of adjusted gross income. If they do, the amount over the 2 percent is not deductible.

Professional Deduction: No deduction for club dues; however, professional or public services are deductible for seafarers.

Subject to 2 Percent of Adjusted Gross Income: These include advisory fees, trustee's fees, legal expenses that produce taxable income, employee expenses, safe deposit and tax preparation fees.

Work-Related Expenses: Expenses associated with a dependent may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to and from the vessel to register or travel to the vessel's medical facility to receive physical and drug tests and expenses which are not reimbursed by the employer. The costs of the galley crew and the costs of knives and tools they personally own on a ship performing their duties. The purchase of work-related tools and other gear, as long as they are not paid for by the employer, are likely to be considered deductible.

Work-Related Car: Expenses for a personally owned

automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate. The rate is 55 cents in 2009. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

The IRS recommends keeping a log book or diary listing all expenses related to travel, for both the standard mileage rate and actual cost method, to ensure accurate records. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling:

You can use a special standard meal allowance if you work in the transportation industry. You are in the transportation industry if your work:

- Directly involves moving people or goods by airplane, barge, bus, ship, train, or truck, and

- Regularly requires you to travel away from home and, during any single trip, usually involves travel to areas eligible for different standard meal allowance rates.

If this applies to you, you can claim a standard meal allowance of \$52 a day (\$58 for travel outside the continental United States) from January 1 through September 30, 2009 and \$59 a day (\$65 for travel outside the continental United States) from October 1 through December 31, 2009.

Using special rates for transportation workers eliminates the need for you to determine the standard meal allowance for every area where you stop for sleep or rest. If you choose to use the special rate for any trip, you must use the special rate (and not use the regular standard meal allowance rates) for all trips you take that year.

Limit on Itemized Deductions: In 2009, itemized deductions may be limited for individuals earning more than \$166,800 of federal adjusted gross income (or \$83,400 if married and filing separately).

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may get a SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive a SSN.

Refundable Child Tax Credit – For tax years 2009 and 2010, the refundable portion of tax credit will be calculated using earned income in excess of \$3,000.

In 2009, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old are entitled to the child tax credit. The amount of the credit is \$1,000 per child. The credit begins to phase out when modified Adjusted Gross Income (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or \$55,000 for married taxpayers filing separately.

Student Loan Interest: Taxpayers may be able to deduct up to \$2,500 of interest paid for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income. The phase-out ranges for deducting student loan interest are:

- Modified AGI of \$60,000 to \$75,000 for Single, Head of Household and Qualifying Widow(er)

- Modified AGI of \$120,000 to \$150,000 for Married Filing Joint
- No deduction is allowed for Married Filing Separate.

OTHER TAX INFORMATION

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order.

WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 2009, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Canceled debts.
- State income tax refunds.
- Rents.
- Repayments.
- Royalties.
- Unemployment benefits.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raf-

files, lottery and gambling winnings).

- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, and medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

FILING AN EXTENSION

Taxpayers can get an automatic 6-month extension if, no later than April 15, 2010, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

WHERE IS MY REFUND?

In 2004, the IRS launched a new program that allows taxpayers to trace their refunds online. If taxpayers have not received a refund check within 28 days from the original IRS mailing date, information can be accessed through the web site at www.irs.gov. To get the refund status, taxpayers will need to provide the information from their tax returns. You should know your Social Security Number (or IRS Individual Taxpayer Identification Number), Filing Status (Single, Married Filing Joint Return, Married Filing Separate Return, Head of Household, or Qualifying Widow(er)) and the refund amount. It is important to enter the refund amount exactly as it is shown on your return.

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pur-

OVERSEAS AT TAX TIME

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; Tokyo, Japan.

suant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state.

If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

WHERE TO GET INFORMATION

General Information: 1-800-829-1040 may be called for general information. IRS staff answers questions 24 hours a day.

Publications: Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

Walk-In Help: IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help: The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone,

the number "9" will repeat the topic and the number "2" will cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund. This telephone service is available 24 hours a day, 7 days a week.

Personal Computer: Access the IRS's internet web site at www.irs.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, check the status of your refund, send the IRS comments or requests for help via e-mail; and sign up to receive local and national tax news by e-mail.

Send IRS Written Questions: Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

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taxpayer is 65 or older or a married person or a dependent.

Standard Deduction

Single taxpayers under 65 and not blind or disabled: \$5,700

Single taxpayers 65 or older and blind or disabled: \$6,000

Married taxpayers: \$8,350

Married taxpayers who are also homebound or blind or disabled: \$8,500

Married taxpayers who are also homebound or blind or disabled and aged 65 or older: \$8,500

All Hands Notice

Interocean American Shipping Corp. Obligated to Pay Monies To Current, Former Seafarers

The following list contains names of current and former SIU members who are owed money by Interocean American Shipping Corporation. The company asks that these individuals contact either Tom Foskett, vice president of finance, or Lisa Leuzzi, accounting manager, at Interocean American Shipping, 3 Harper Drive, Moorestown, NJ 08057, telephone (856) 770-1600, to claim payment.

Abobaker, Mohamed
Abrams, Reginald
Acord, Floyd
Agosto, Jose A.
Aldridge, Larry L.
Alexander, Robert M.
Alvarado, Santiago R.

Alwashie, Adel A.
Ames, Therman E.
Arnold, Krista
Arzu, Julio C.
Baldwin, Walter C.
Banks, Troy D.
Barrineau, William O.
Battiste, Leo M.
Bedford, Anthony P.
Bennet, Andre
Bohannon, Oliver L.
Bravo, Enrique
Brinn, Edward L.
Brown, Joseph H.
Cameron, James E.
Cates, Laura L.
Cintorino, Fred
Clifford, Robert H.
Collier, Herbert
Copeland, Miles S.
Cotterman, Christopher W.
Cruz, Daniel
Danao, Norman F.
Davis, Envie

Dinos, Dennis
Dunn, Matthew
Edmonds, Ralph T.
Eldridge, Thomas
Fadiga, Jamal
Falcon, Alberto
Faller, Kenneth J.
Flynn, James
Foster, Stephen R.
Gatling, Kevin M.
George, Adele
Gray, David W.
Greene, Al Antonio
Hall, Douglas R.
Hansen, Sarah R.
Hardy, Ross A.
Hargrave, Scott C.
Harkleroad, Roger J.
Harrell, Brehon S.
Hernandez, Edric
Holle, Alan
Jackson, Barrow W.
Jackson, Darryl D.
Jackson, John

Jackson, Timothy J.
Jennings, Antoine
Johnson, Joseph
Jones, Wilfred
Kelly, Donald L.
Kem, John D.
Kicsak, John A.
Kifle, Mike
Laidler, Robert E.
Langley, Ricky K.
Letang, Joseph A.
Ligon, Keith
Linnette, Antonio
Lopez, Arnold
MacFarlane, Dean
Mack, Troy
Manning, Henry
Marsh, Bobby
Martin, Herman
Martin, Kim
McDavitt, Sean M.
McDonald, James A.
McIntyre, Charles S.
Messick, David R.

Meyers, Jacqueline
Mohamed, Munassar
Morales, Luis R.
Morawski, Jan
Natter, David W.
Ngo, Luong
Nolte, Dwaine R.
Noto, Phillip A.
Pak, Errol F.
Payne, Charles A.
Pelington, Bernabe S.
Pennick, John D.
Perham, Stephen J.
Phelps, Robert
Phillips, John H.
Prazeres, Antonio C.
Rice, Dale L.
Richardson, Mark
Robertson, Angela
Rodil, Augusto B.
Rodriguez, Jesus
Rolon, Rosario
Saari, Timothy
Santiago, Felix A.
Savage, Kendra
Sheriff, Samuel K.
Short, Christine
Sierra, Orlando J.
Silva-Sampaio, Michael A.
Simpler, Ken
Sims, Ray F.
Smith, David W.
Smith, Jerome
Smith, Teddy H.
Stanley, Benjamin
Steinberg, David E.
Stephens, Joseph W.



Sykes, Christopher
Teferi, Alula L.
Thompson, Charles W.
Torgren, George C.
Trahan, Robert H.
Trahan, Robert J.
Vega, Fernando L.
Viola, Larry R.
Wallis, George E.
Walters, Winston
Watson, Michael G.
Weatherspoon, Edrick A.
Webster, Daniel B.
Weirauch, Jon N.
Werner, Claiborne B.
Whitehouse, Joel V.
Wiley, Jason
Williams, James
Williams, Michael
Williams, Wallace J.
Williams, Washington H. Jr.
Woods, William
Worrell, Robert J.
Yazidi, Mahmoud A.
Zena, Rodolfo W.
Zene, Andre
Zindani, Mutee

Various Changes Take Effect for 2009 Tax Season

Continued from Page 12

interest loan and must be repaid in 15 equal annual installments beginning in 2010.

Several Acts in 2009 extend the deadline for qualifying home purchases from November 30, 2009, to April 30, 2010. Additionally, if a buyer enters into a binding contract by April 30, 2010, the buyer has until June 30, 2010, to settle on the purchase. The credit for 2009 purchases increased to \$8,000 for a first-time homebuyer — that is, a buyer who has not owned a primary residence during the three years up to the date of purchase. Additionally, the credit does not have to be repaid unless the home ceases to be the primary residence within 3 years of the purchase.

For all qualifying purchases in 2010, taxpayers have the option of claiming the credit on either their 2009 or 2010 tax returns using the new version of the Form 5405. Taxpayers who claim the credit on their 2009 tax return will not be able to file electronically but instead will need to file a paper return. A taxpayer who purchased a home on or before Nov. 6 and chooses to claim the credit on an original or amended 2008 return may continue to use the current version of Form 5405.

For homes purchased prior to Nov. 7, 2009, existing MAGI limits remain in place. The full credit is available to taxpayers with MAGI up to \$75,000, or \$150,000 for joint filers. Those with MAGI between \$75,000 and \$95,000, or \$150,000 and \$170,000 for joint filers, are eligible for a reduced credit. Those with higher incomes do not qualify.

For purchases after November 6, the full credit will be available to taxpayers with modified adjusted gross incomes (MAGI) up to \$125,000, or \$225,000 for joint filers. Those with MAGI between \$125,000 and \$145,000, or \$225,000 and \$245,000 for joint filers, are eligible for a reduced credit. Those with higher incomes do not qualify.

There are new restrictions on purchases that occur after November 6:

- Dependents are not eligible to claim the credit.
- No credit is available if the purchase price of a home is more than \$800,000.
- A purchaser must be at least 18 years of age on the date of purchase.

Members of the Armed Forces and certain federal employees serving outside the U.S. have an extra year to buy a principal residence in the U.S. and still qualify for the credit. An eligible taxpayer must buy or enter into a binding contract to buy a home by April 30, 2011, and settle on the purchase by June 30, 2011.

The new law also provides a "long-time resident" credit of up to \$6,500 to others who do not qualify as "first-time homebuyers." To qualify this way, a buyer must have owned and used the same home as a principal or primary residence for at least five consecutive years of the eight-year period ending on the date of purchase of a new home as a primary residence.

Mortgage Insurance Premiums May Be Deductible - Many homeowners are paying mortgage insurance premiums which are now deductible as part of the mortgage interest deduction. This deduction begins at the start of 2007 and expires at the end of 2010. Mortgage insurance provided by the Veterans Administration, the Federal Housing Administration, the Rural Housing Administration, and private mortgage insurance companies all qualify for the deduction.

Nonbusiness Energy Property Credit - This credit equals 30

percent of what a homeowner spends on eligible energy-saving improvements, up to a maximum tax credit of \$1,500 for the combined 2009 and 2010 tax years.

The cost of certain high-efficiency heating and air conditioning systems, water heaters and stoves that burn biomass all qualify, along with labor costs for installing these items. In addition, the cost of energy-efficient windows and skylights, energy-efficient doors, qualifying insulation and certain roofs also qualify for the credit, though the cost of installing these items does not count. It should be noted that qualified property should be expected to remain in use for at least 5 years.

Residential Energy Efficient Property Credit - This credit also equals 30 percent of what a homeowner spends on qualifying property such as solar electric systems, solar hot water heaters, geothermal heat pumps, wind turbines, and fuel cell property. Generally, labor costs are included when calculating this credit. Also, no cap exists on the amount of credit available except in the case of fuel cell property, which is \$500 for each one half kilowatt of capacity.

Not all energy-efficient improvements qualify for these tax credits. For that reason, homeowners should check the manufacturer's tax credit certification statement before purchasing or installing any of these improvements. The IRS cautions that the manufacturer's certification is different from the Department of Energy's Energy Star label, and not all Energy Star labeled products qualify for the tax credits.

Eligible homeowners can claim both of these credits when they file their 2009 federal income tax return.

New Sales Tax Deduction for Vehicle Purchases - Taxpayers who bought a new car or several other types of motor vehicles between February 16, 2009 and before January 1, 2010 may be entitled to a special tax deduction on their 2009 federal tax return as part of the American Recovery and Reinvestment Act of 2009. State and local sales and excise taxes imposed on up to the first \$49,500 of a qualified vehicle (passenger auto, light truck, motorcycle or motor home) may be deducted. The deductible amount may either be added to your standard deduction or taken as an itemized deduction in lieu of state and local income taxes. For states that do not charge a sales tax, equivalent fees may be used for the purpose of this deduction.

Standard Mileage Rates - The 2009 rate for business use of your vehicle is 55 cents a mile. The 2009 rate for use of your vehicle to get medical care or for travel related to deductible moving expenses reported on Form 3903 is 24 cents a mile. The 2009 rate for charitable services remain at 14 cents a mile.

The Alternative Minimum Tax (AMT) - The AMT is a parallel tax calculation method. Unlike the regular tax computation, certain items become taxable, some deductions are disregarded, and the exemption amount is larger. The following is updated for 2009 returns.

■ The AMT exemption amount has increased to \$46,700 for single filers, \$70,950 if married filing jointly or qualifying widow(er) and \$35,475 if married filing separately.

■ The AMT exemption amount for a child whose unearned income is taxed at the parent's tax rate has increased to \$6,700.

■ State or local sales or excise tax on the purchase of a new motor vehicle is also allowed as a deduction for the AMT.

■ Tax-exempt interest on specified private activity bonds issued in 2009 or 2010 is not an item of tax preference and therefore is not subject to the AMT.

Charitable Contributions - Publication 78, Cumulative List

of Organizations described in Section 170(c) of the Internal Revenue Code of 1986, is a list of organizations eligible to receive tax-deductible charitable contributions. The IRS now features an online version to help you conduct a more efficient search of these organizations at: www.irs.gov/app/pub-78/.

Donations of Automobiles - There is a limit on the charitable contribution of used motor vehicles (with a claimed value in excess of \$500) to the gross sales price received by the charity for the subsequent sale of the donated vehicle, rather than the fair market value. A charitable organization must provide the donor with Form 1098-C.

Debt Forgiveness - Taxpayers can exclude up to \$2 million of debt forgiven on their principal residence. The limit is \$1 million for a married person filing a separate return. This provision applies to debt forgiven in 2007, 2008 or 2009. Debt reduced through mortgage restructuring, as well as mortgage debt forgiven in connection with a foreclosure qualifies for this relief. Use Form 982 to claim the exclusion.

Deduction for Credit or Debit Card Convenience Fees - If you pay your income tax (including estimated tax payments) by credit or debit card, you can deduct the convenience fee you are charged by the card processor. The deduction is claimed for the year in which the fee was charged to your card as a miscellaneous itemized deduction subject to the 2% of AGI floor.

Penalty for Failure to File Income Tax Return Increased - If you do not file your return by the due date (including extensions) you may have to pay a failure-to-file penalty. For returns filed more than 60 days after the due date (including extensions) the penalty is increased to the smaller of \$135 or 100% of the unpaid tax.

Uniform Definition of a Qualifying Child - In 2005, to simplify the tax law, the definition of a "qualified child" changed for taxpayers who claim a child as a dependent, elect Head of Household status, or take the Earned Income Credit, Child Tax Credit, Child or Dependent Care Credit. To meet this new definition, the person needs to be your child, sibling (or descendent of either), adopted or foster child. The child must be under either (1) age 19; (2) under age 24 if a student, or (3) any age if permanently and totally disabled. Also, the child must be either a citizen, resident or national of the United States and must have the same principal place of abode as the taxpayer for more than one-half of the year. The child must not provide more than one-half of his/her own support for the year.

Consumer Alert - The IRS warns taxpayers to be on the alert for e-mails and phone calls they may receive which claim to come from the IRS or other federal agency and which mention their tax refund or economic stimulus payment.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The e-mails and calls usually state that the IRS needs the information to process a refund or stimulus payment or deposit it into the taxpayer's bank account. The e-mails often contain links or attachments to what appears to be the IRS Web site or an IRS "refund application form." However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

The IRS does not send taxpayers e-mails about their tax accounts. Additionally, the way to get a tax refund or stimulus payment, or to arrange for a direct deposit, is to file a tax return.

Notice/Reminder

Seafarers Must Renew TWICs

Seafarers are reminded to renew their Transportation Worker Identification Credentials (TWIC) so that the respective expiration dates do not adversely affect members' ability to ship. In particular, mariners who signed up for reduced-fee TWICs are urged to check the expiration dates on those cards. The union is aware of recent instances in which members' TWICs were set to expire while those mariners would have been at sea – a circumstance that prevented them from immediately shipping out.

Reduced-fee TWICs were available in part so that mariners could arrange for both their z-cards/merchant mariner documents (MMD) and TWICs to expire at the same time. While a TWIC normally is valid for five years, a TWIC issued for a reduced fee would be valid for a shorter period; the exact time depends on individual variables.

Mariners may begin the TWIC renewal process up to 180 days prior to expiration of their TWIC.

Call the Transportation Security Administration (TSA) "TWIC Enrollment Hotline" at 1-866-347-8942 to commence the renewal process.

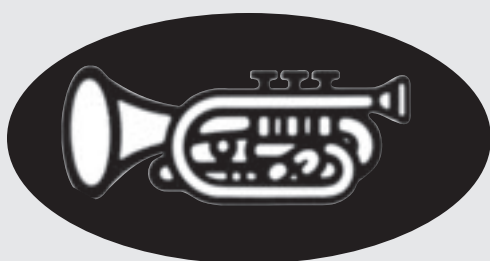
March & April

2010 Membership Meetings

Piney Point.....	Monday: March 8, April 5
Algonac.....	Friday: March 12, April 9
Baltimore.....	Thursday: March 11, April 8
Guam.....	Thursday: March 25, April 22
Honolulu.....	Friday: March 19, April 16
Houston.....	Monday: March 15, April 12
Jacksonville.....	Thursday: March 11, April 8
Joliet.....	Thursday: March 18, April 15
Mobile.....	Wednesday: March 17, April 14
New Orleans.....	Tuesday: March 16, April 13
New York.....	Tuesday: March 9, April 6
Norfolk.....	Thursday: March 11, April 8
Oakland.....	Thursday: March 18, April 15
Philadelphia.....	Wednesday: March 10, April 7
Port Everglades.....	Thursday: March 18, April 15
San Juan.....	Thursday: March 11, April 8
St. Louis.....	Friday: March 19, April 16
Tacoma.....	Friday: March 26, April 23
Wilmington.....	Monday: March 22, April 19

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

Attention: Seafarers



**WHO TRUMPETS
MARITIME INTERESTS?
SPAD DOES!**

*Contribute to the
Seafarers Political
Action Donation
(SPAD)*

Dispatchers' Report for Deep Sea

December 16, 2009 – January 16, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	19	8	1	1	5	1	1	40	16	2
Anchorage	0	2	0	0	2	1	1	0	2	1
Baltimore	3	2	1	3	4	2	0	5	4	1
Fort Lauderdale	18	10	2	5	5	2	3	33	26	7
Guam	5	6	0	3	1	0	0	3	8	0
Honolulu	11	11	0	4	5	0	0	21	16	0
Houston	56	23	3	34	15	1	17	119	46	7
Jacksonville	32	23	2	21	16	1	11	60	46	7
Joliet	2	8	1	3	1	1	1	1	10	2
Mobile	7	6	1	10	2	0	6	19	12	5
New Orleans	19	2	2	7	4	0	4	26	11	5
New York	34	19	5	28	16	4	10	80	38	13
Norfolk	21	21	4	11	9	6	3	32	49	11
Oakland	22	12	2	14	5	0	8	51	25	3
Philadelphia	3	9	1	1	3	0	2	10	8	2
Piney Point	2	5	14	0	2	14	1	2	9	3
Puerto Rico	10	8	1	3	8	0	2	16	11	0
Seattle	31	23	6	21	12	1	9	68	46	8
St. Louis	2	3	0	4	1	0	0	5	8	0
Wilmington	25	16	5	22	16	1	12	59	48	14
TOTALS	322	217	51	195	132	35	91	650	439	91

Engine Department										
Algonac	2	0	1	1	0	0	0	5	4	1
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	4	5	0	4	2	0	1	9	5	0
Fort Lauderdale	3	10	2	4	2	0	1	10	16	3
Guam	1	3	2	1	0	0	0	1	5	2
Honolulu	11	5	0	3	1	0	1	18	8	0
Houston	21	14	1	13	5	0	9	37	28	3
Jacksonville	19	18	0	14	11	0	6	42	31	3
Joliet	2	2	0	0	0	0	0	4	3	0
Mobile	6	2	1	7	1	0	1	12	6	1
New Orleans	7	1	0	3	1	0	1	11	2	0
New York	18	18	2	7	8	1	6	36	19	7
Norfolk	11	11	0	5	10	0	4	30	36	0
Oakland	6	5	2	3	2	1	1	19	17	4
Philadelphia	2	4	0	1	2	0	1	2	2	0
Piney Point	2	1	0	0	0	0	0	3	4	0
Puerto Rico	4	7	0	3	1	0	1	5	14	0
Seattle	9	13	1	9	7	1	6	22	23	1
St. Louis	1	5	0	0	0	0	0	2	9	2
Wilmington	10	10	0	5	8	1	1	34	26	5
TOTALS	139	134	12	83	62	4	40	302	259	32

Steward Department										
Algonac	0	4	0	0	4	0	0	3	5	1
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	2	2	0	2	2	0	0	6	0	0
Fort Lauderdale	14	10	1	5	9	1	7	16	10	2
Guam	1	2	0	2	1	0	0	4	6	0
Honolulu	6	0	0	5	1	0	4	27	3	1
Houston	22	6	0	19	6	0	10	41	8	0
Jacksonville	15	4	0	10	2	0	5	28	8	3
Joliet	1	1	0	1	0	0	0	1	3	0
Mobile	4	3	0	2	2	0	3	14	3	0
New Orleans	9	1	0	5	3	0	1	12	2	0
New York	23	4	1	18	3	0	4	44	13	1
Norfolk	6	11	0	7	10	2	4	11	21	5
Oakland	12	2	0	10	0	0	3	39	7	0
Philadelphia	1	0	1	0	0	0	1	3	0	1
Piney Point	5	1	0	2	1	0	1	5	2	0
Puerto Rico	2	1	0	0	0	0	1	4	1	0
Seattle	15	5	0	9	8	0	7	26	9	0
St. Louis	0	4	0	0	0	0	0	2	4	1
Wilmington	20	3	0	18	2	2	5	58	10	0
TOTALS	158	65	3	115	55	5	56	344	115	15

Entry Department										
Algonac	2	8	1	0	3	0	0	4	22	2
Anchorage	0	0	0	0	0	0	0	0	3	1
Baltimore	0	2	1	0	1	0	0	2	7	3
Fort Lauderdale	0	2	3	0	4	2	1	0	12	9
Guam	0	1	2	0	1	0	0	0	3	1
Honolulu	3	7	2	1	2	2	0	7	17	5
Houston	3	18	1	3	9	0	0	11	45	7
Jacksonville	3	20	8	3	3	0	0	6	44	22
Joliet	0	2	2	0	1	0	0	0	4	1
Mobile	1	10	4	1	4	1	0	1	18	6
New Orleans	1	3	5	0	0	0	0	2	6	10
New York	5	28	9	2	18	2	1	10	62	17
Norfolk	0	15	11	0	12	2	0	0	31	22
Oakland	2	14	5	2	8	2	1	10	45	20
Philadelphia	0	1	3	0	0	1	0	0	1	2
Piney Point	0	6	26	0	6	25	0	0	0	7
Puerto Rico	1	1	0	0	0	0	0	1	4	0
Seattle	6	6	3	7	6	1	5	9	33	8
St. Louis	0	0	0	0	0	0	0	0	2	0
Wilmington	4	9	2	2	3	1	1	10	37	26
TOTALS	31	153	88	21	81	39	9	73	396	169

Grand Totals:	650	569	154	414	330	83	196	1,369	1,209	307
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Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

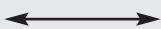
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was asked in Ft. Lauderdale, Fla.

Question: What are some of the things you look forward to in the New Year?

Joe Caruso
Recertified Bosun

I'd like to see the health care bill passed, without the taxation.



Other than that, I work steady and I love the union. Right now I sail relief on the

OSG tankers and I enjoy the new ships. Everything works out really well here in south Florida – except for the weather lately!

Ronald Webb
AB

I'm looking forward to being recertified one day. For the New Year, hopefully we



can get more work, more contracts and improve our benefits. Basically I'm hoping for prosperity for

the union. I've been in the union since 1986 and it has gotten better. At the same time, I'm looking forward to even more improvements.

Victor Cooper
Bosun

What I'd like to see is a few things. I think there should be

more ABs on the ships. I don't know if the union can do anything about that, but that

would give us some more jobs and it would be easier on the guys who spend a lot of time on the wheel. The time for your benefits – I'd like to see that drop a little bit. Also I



would like to get into the recertified bosun class. That's a very important thing for me.

Edward Tennyson
AB

I've been in the union since 1997. Joining the SIU



is one of the best things that ever happened to me. I'd like to see better contracts on some of the ships. I know

our officials work hard and try to get us the best contracts they can get. I'd also like to see health care reform pass. It's tough when you have children and have to take them to the doctor – it can be costly.

Thomas Brooks
AB

I would like to see some changes in the deck department when it comes to manpower. I sail on many differ-



ent kinds of ships and I believe if we had more ABs, it would improve safety.

Otherwise, everything is good. The pay is good; the overtime is good.

Virgilio Rosales
Bosun

Our benefits. I think if you can get better coverage it



would be a good thing for the membership. I think our benefits need some work, speaking about the

medical benefits, including dental. The insurance only covers so much. I think that's something that should be worked on. Personally, I'd also like to get into that recertified class.

Pics-From-The-Past



These file photos were taken during the general strike of 1946. The men holding the picket sign are in Boston; the other photo shows members at the SIU hall in New York. Reports from that era note that the SIU, "after consultations with all unions in maritime, called the first general strike in maritime history. Every ship in every port was immobilized, whether American-flag or foreign-flag. After eight days, on orders from President Truman, the Wage Stabilization Board reversed itself and approved SIU agreements. The strike was then called off and the waterfront returned to normal." (Prior to the strike, the union had submitted two separate contracts to the board, then part of the Labor Department, for approval.)

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

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently

retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

MELECIO AGPAOA

Brother Melecio Agpaoa, 71, joined the union in 1996. He initially sailed on the *Independence*. Brother Agpaoa was born in Manila, Philippines, and shipped in the steward department. He frequently visited the Paul Hall Center in Piney Point, Md., to upgrade his skills. Brother Agpaoa's final ship was the *RJ Pfeiffer*. He is a resident of Ewa Beach, Hawaii.



MATTHEW CARROLL

Brother Matthew Carroll, 65, became an SIU member in 1965. His first ship was the *Producer*; his last was the *Defender*. Brother Carroll attended classes on two occasions at the Seafarers-affiliated school in Piney Point, Md. The deck department member was born in New York and now lives in El Paso, Texas.



RONALD GORDON

Brother Ronald Gordon, 55, graduated from the trainee program in Piney Point, Md., in 1980. The Alabama native sailed mostly aboard vessels operated by Alaska Tanker Company. Brother Gordon was a frequent upgrader at the union-affiliated school in Piney Point. He sailed in the engine department. Brother Gordon resides in Mobile, Ala.



ARNULFO LACAYO

Brother Arnulfo Lacayo, 65, started sailing with the Seafarers in 1990 while in the port of New Orleans. His first voyage was aboard the *Independence*. Brother Lacayo, who sailed in the steward department, was born in Honduras. He upgraded often at the maritime training center in Piney Point, Md. Brother Lacayo was last employed on the *APL Balboa*. He makes his home in Fort Lauderdale, Fla.



ALI MOHAMED

Brother Ali Mohamed, 57, signed on with the Marine Cooks & Stewards in 1979 while in the port of San Francisco. His earliest voyage was aboard the *Del Oro*. Brother Mohamed visited the union-affiliated school in Piney Point, Md., on two occasions. His most recent trip was on the *APL Korea*. Brother Mohamed was born in Yemen and worked in the steward department. He now calls Garden Grove, Calif., home.



TOM ONEYEAR

Brother Tom Oneyear, 65, donned the SIU colors in 1994 while in the port of New Orleans. He originally shipped aboard the *USNS Persistent*. Brother Oneyear attended classes on two occasions at the Paul Hall Center. He was a member of the deck department. Brother Oneyear's final voyage was on the *SSG Edward A. Carter Jr.* He is a resident of Elizabeth City, N.C.



INLAND

DAVID WARDINGLEY

Brother David Wardingley, 62, joined the SIU in 1999 while in the port of Fort Lauderdale, Fla. He initially sailed on the *USNS Kane*. Brother Wardingley was born in Illinois and worked as a member of the deck department. In 2001 and 2004, he upgraded his skills at the maritime training center in Piney Point, Md. Brother Wardingley's most recent trip was aboard the *Padre Island*. He calls Casselberry, Fla., home.

GREAT LAKES

JACK POVASER

Brother Jack Povaser, 71, was born in Wisconsin. He began sailing with the union in 1987. Brother Povaser, a member of the steward department, was originally employed with Great Lakes Associates. In 2002, he enhanced his seafaring abilities at the Paul Hall Center. Brother Povaser's final trip was on the *Indiana Harbor*. He is a resident of Superior, Wisc.

DORIS SABIN

Sister Doris Sabin, 66, became a Seafarer in 1994 in the port of Detroit. Her first ship was the

Steel T.

Crapo; her last was the *Sam Laud*. Sister Sabin was born in Alpena, Mich. The steward department member attended classes at the Piney Point school in 1995. Sister Sabin lives in Rogers City, Mich.



NATIONAL MARITIME UNION

JOSE BEOF

Brother Jose Beof, 72, was born in Pennsylvania. The deck department member upgraded at the Paul Hall Center in 2002 and 2003. Brother Beof's final voyage was aboard the *Maersk Carolina*. He settled in Temecula, Calif.



ADRIANO COUTINHO

Brother Adriano Coutinho, 65, joined the NMU before it merged with the SIU in 2001. He



was born in Cape Verde, Honduras, and worked in the deck department. Brother Coutinho most recently sailed on the *Maersk Wyoming*. He is a resident of Pawtucket, R.I.

EDWARD GAILLARD

Brother Edward Gaillard, 65, began shipping with the NMU before the merger in 2001. He enhanced his skills frequently at the Piney Point school. Brother Gaillard was born in California. His last trip to sea was aboard the *C.P. Navigator*. Brother Gaillard makes his home in Charleston, S.C.



ELVIS MCLURE

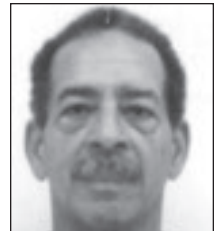
Brother Elvis McLure, 65, became an NMU member before the 2001 merger with the SIU. He was born in Philipsburg, Mont., and upgraded on two occasions at the maritime training center in Piney Point, Md. Prior



to his retirement, Brother McLure worked on the *Comet* as a member of the deck department. He calls Wilmington, Calif., home.

ROBERT TAYLOR

Pensioner Robert Taylor, 65, started his NMU career before the 2001 merger. The deck department member was born in Texas. In 2004, Brother Taylor took advantage of educational opportunities available at the Paul Hall Center. His final ship was the *Achiever*. Brother Taylor continues to live in Texas.



This Month In SIU History

Reprinted from past issues of the Seafarers LOG

1939

A new agreement was signed with the Ocean Steamship Company of Savannah (Savannah Line). The new contract included hiring through the union hall, overtime, safety conditions, nine holidays, room and meal allowance, first-class transportation and subsistence and raises in pay for some members of the steward and engines departments. It also provided for overtime to be paid for all work performed in port on Saturday afternoons, Sundays and holidays.

1942

Early on the morning of January 25, the ore carrier *S.S. Venore* was torpedoed off the Carolina coast and went down with the loss of the skipper, the radio operator and 18 SIU crew members. The 21 survivors of the *Venore*, after spending 38 hours in an open lifeboat were picked up by a rescue vessel and taken to Norfolk. The submarine masqueraded as a lightship and blinked a code message for the *Venore* to come closer. When the unsuspecting ship got within range, the submarine fired two torpedoes and then shelled her with a deck gun. In spite of recent promises that all ships would be armed, this ship did not even have a cap pistol aboard – she was a sitting duck.

1943

Maximo Murphy, SIU Able Seaman, was decorated Feb. 13 by Capt. Edward Macauley of the U.S. Maritime Commission in Washington. Brother Murphy received the Merchant Marine Distinguished Service Medal, the highest honor to be given seamen.

Murphy's ship was sunk last year in the Caribbean. He pulled 21 crew members aboard a raft, navigated it to land and then plunged through the jungle for 18 hours to reach civilization and bring aid to his union brothers. After being repatriated to the U.S., Murphy joined the Army "to avenge my father." His father was ship's carpenter on a vessel that was lost about the time Murphy was torpedoed.

1961

The SIU scored a most important victory for all American seamen when the National Labor Relations Board decided to take over jurisdiction over American-owned ships flying runaway flags, if these ships operate regularly out of U.S. ports. The ruling came in a case which had been universally recognized as a landmark in American maritime unions' efforts to organize runaway-flag shipping. In fact, the case was considered so important that enormous pressure had been brought to bear on the Board to rule against the union. Those appearing in opposition to the SIU included the State Department, the Defense Department and a committee representing the giant steel, oil and aluminum com-



Final Departures



DEEP SEA

ARCHIBALD BELL

Pensioner Archibald Bell, 81, died Aug. 20. Brother Bell began shipping with the SIU in 1953. The engine department member was born in Iowa. Brother Bell originally sailed on the *Oremar*. His last ship was the *Express*. Brother Bell started receiving his retirement compensation in 1996. He called Ocean Park, Wash., home.



GERALD CORELLI

Pensioner Gerald Corelli, 73, passed away Sept. 1. Brother Corelli signed on with the union in 1961. He initially sailed on the *Del Norte* in the deck department. Brother Corelli was born in Bronx, N.Y. His final voyage was aboard the *Stonewall Jackson*. Brother Corelli went on pension in 1997. He was a resident of Pensacola, Fla.



CARLITO FABIO

Brother Carlito Fabia, 49, died July 30. He was born in Manila, Philippines. Brother Fabio became a Seafarer in 1988. His first ship was the *Independence*; his last was the *Long Lines*. Brother Fabio worked as a member of the steward department. He continued to reside in the Philippines.



WILLIAM KRATSAS

Pensioner William Kratsas, 67, passed away Oct. 21. Brother Kratsas joined the SIU in 1959 while in the port of Baltimore. He originally sailed on the *Dorothy*. Brother Kratsas, who sailed in the deck department, was born in Baltimore. Prior to his retirement in 2006, he shipped aboard the *Eugene A. Obregon*. Brother Kratsas settled in LaPlace, La.



GEORGE PAPAMANOLIS

Pensioner George Papamanolis, 85, died Feb. 24. Brother Papamanolis, a member of the deck department, began sailing with the Seafarers in 1964. His first trip was with Pacific Seafarers Inc. Brother Papamanolis was born in Karpathos, Greece. He was last employed aboard the *El Faro*. Brother

Papmanolis started collecting his pension in 1988 and lived in Greece.

JOHN ROBINSON

Pensioner John Robinson, 87, passed away Sept. 11. Brother Robinson started sailing with the union in 1951 while in the port of New York. He was born in Louisiana. Brother Robinson's earliest trip was on a Delta Steamship Line vessel. He shipped in the steward department. Brother Robinson's final voyage took place aboard the *Sam Houston*. He retired in 1986 and called Huntsville, Ala., home.



INLAND

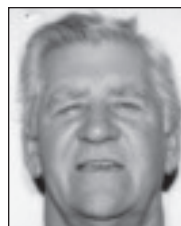
JAMES AMBROSE

Pensioner James Ambrose, 62, died Sept. 1. Brother Ambrose joined the union in 1976. He primarily sailed with Allied Transportation Company. Brother Ambrose was born in Virginia and worked in the steward department. He started receiving his pension in 2001. Brother Ambrose made his home in Hayes, Va.



NORMAN DAWSON

Pensioner Norman Dawson, 77, passed away Aug. 1. Brother Dawson was born in Brooklyn, N.Y. He first donned the SIU colors in 1951 while in New York. Brother Dawson initially sailed aboard a New York Dock Railway vessel. He was most recently employed with Moran Towing of Maryland. Brother Dawson went on pension in 1997 and resided in Crystal River, Fla.



JAMES GLYNN

Pensioner James Glynn, 85, died Sept. 2. Brother Glynn began his Seafaring career in 1978 while in Wilmington, Calif. He was mainly employed with Crowley Towing & Transportation of Wilmington. Brother Glynn was a native of Illinois. In 1995, he retired and settled in San Diego.

WILLIAM KRAJEWSKI

Pensioner William Krajewski, 94, passed away Sept. 21. He started sailing with the SIU in 1960. Brother Krajewski was born in Connecticut. His final trip was with Penn Central Transportation Company. Brother Krajewski became a pensioner in 1973. He called New Brunswick, N.J., home.

JOHN LANE

Brother John Lane, 52, died Sept. 18. He signed on with the SIU in 1998. Brother Lane primarily worked with Crescent Towing & Salvage Company. The Alabama native sailed in the deck department. Brother Lane lived in Bloomingdale, Ga.

GREAT LAKES

ROBERT WERDA

Pensioner Robert Werda, 63, passed away Sept. 14. Brother Werda began sailing with the union in 1964 in the port of Fort Lauderdale, Fla. He first worked with American Steamship Company. Brother Werda, a member of the deck department, most recently shipped aboard the *JAW Iglehart*. He went on pension in 2002. Brother Werda continued to reside in his native state of Michigan.



NATIONAL MARITIME UNION

JULIO ALAMO

Pensioner Julio Alamo, 91, passed away Aug. 7. Brother Alamo was born in Peru. He became a pensioner in 1987 and settled in New York State.

JOSEPH BELL

Pensioner Joseph Bell, 69, died Aug. 25. Brother Bell was a Garland, La., native. He retired in 2002 and called Port Arthur, Texas, home.

ROBERT CANTRELL

Pensioner Robert Cantrell, 81, passed away Aug. 5. The Oklahoma native started collecting his retirement pay in 1990. Brother Cantrell resided in Henderson, Nev.

FELIX CASTRO

Pensioner Felix Castro, 90, died Sept. 19. Brother Castro was born in Honduras. He went on pension in 1984. Brother Castro lived in Galveston, Texas.



GEORGE CORDES

Pensioner George Cordes, 81, passed away Aug. 2. Brother Cordes was a native of New York. He began receiving his retirement pay in 1966. Brother Cordes resided in Jacksonville Beach, Fla.



WINSTON DANIEL

Pensioner Winston Daniel, 91, died Aug. 5. The New York-born mariner became a pensioner in 1983. Brother Daniel made his home in Bronx, N.Y.



JOSE DEJESUS

Pensioner Jose DeJesus, 95, passed away Aug. 7. Brother DeJesus was born in Yabucoa, P.R. He retired in 1980. Brother DeJesus called New York home.

JAMES EARNHEART

Pensioner James Earnheart, 80, died August 21. Brother Earnheart was a native of Maury City, Tenn. He started collecting his retirement compensation in 1973.



Brother Earnheart made his home in Conroe, Texas.

RAFAEL FIGUEROA

Pensioner Rafael Figueroa, 76, passed away Sept. 18. Brother Figueroa was a resident of New York. He went on pension in 1993.



ADRIAN GABRIEL

Pensioner Adrian Gabriel, 83, died Sept. 3. Brother Gabriel was born in New Bedford, Mass. He became a pensioner in 1996 and continued to reside in New Bedford.



HAROLD GOODRUM

Pensioner Harold Goodrum, 71, passed away Aug. 3. The Tennessee-born mariner retired in 1997. Brother Goodrum resided in Tyler, Texas.



ERNEST HISTING

Pensioner Ernest Histing, 79, died Aug. 10. Brother Histing was a native of Philadelphia. He began receiving his pension in



1985. Brother Histing lived in New Jersey.

CHARLES JAPNGIE

Pensioner Charles Japngie, 72, passed away July 11. Brother Japngie was a native of Brooklyn, N.Y. He started collecting his retirement compensation in 1973. Brother Japngie made his home in Brooksville, Fla.



MAX LONG

Pensioner Max Long, 78, died Sept. 14. Brother Long, a native of Georgia, retired in 1987. He called Hinesville, Ga., home.



WALTER MARCHINKO

Pensioner Walter Marchinko, 88, passed away Aug. 15. The Boston-born mariner went on pension in 1985. Brother Marchinko made his home in Hampton, N.H.



CORNELIUS MOSS

Pensioner Cornelius Moss, 69, died Aug. 21. Brother Moss was born in Port Arthur, Texas. He became a pensioner in 1999 and settled in New York.

Name	Age	DOD
Alves, Joseph	96	Sept. 9
Anderson, William	84	July 10
Barboza, John	81	Aug. 19
Collins, Angus	92	July 28
Dewar, George	98	Aug. 16
El-Emanuel, Eloah	80	Sept. 27
Emanuele, Maria	93	Sept. 24
Glick, Leo	92	Sept. 12
Jones, Charles	82	July 12
Lacayo, Mariano	72	Aug. 31
Mahon, Rufus	94	July 3
Martinez, Moises	86	July 3
McCauley, Charlie	90	Aug. 24
McCloud, Leroy	86	Aug. 28
McGhee, Roy	86	July 12
Notargicico, Ralph	84	June 22
Papakoulos, Apostolos	94	Sept. 1
Ramey, Ralph	75	July 2
Rondeau, Adrian	89	July 23
Santos, Luis	90	July 11
Torres, Jose	86	July 3



Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

AMERICAN SPIRIT (American Steamship Company), December 29 – Chairman **Paul Gohs**, Secretary **Joyce Sufak**, Educational Director **Michael Kruse**, Deck Delegate **Ronald Bocek**, Steward Delegate **James R. Beaudry**. Chairman put copies of scholarship applications booklets in crew recreation room for members to see what requirements are needed to apply. He reminded mariners to renew all documents that may expire over winter lay-up. Educational director encouraged crew members to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He posted classes from the January *Seafarers LOG* on the bulletin board. Crew discussed beef over vessel restriction in Silver Bay, Minn. They are pleased with the union's response and look forward to a resolution. Deck department members were reminded to dress properly for severe cold and watch for signs of frostbite. Next port: Silver Bay, Minn.

BURNS HARBOR (American Steamship Company), December 31 – Chairman **Stanley Gurney**, Secretary **Joel E. Markle**, Educational Director **Ricardas Juska**. Chairman informed members that he is available any time for questions or concerns regarding departments, contract or union business. Secretary notified crew that he has union forms available for anyone who needs them. Educational director talked about the importance of enhancing seafaring abilities at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. 2nd Cook requested new mattress. Next port: Superior, Wis.

GREEN DALE (Waterman Steamship Company), December 6 – Chairman **Donald Rezendes**, Secretary **Strode V. Call**, Engine Delegate **Connie Adejado**, Steward Delegate **Sally Santiago**. Chairman reported safety meeting that was held on Nov. 12 went smoothly and was easy to understand. Secretary advised all mariners to attend classes at the SIU-affiliated training center. Mariners were encouraged to contribute to SPAD (Seafarers Political Activity Donation); when they do, they are helping themselves as well as their union brothers and sisters. No beefs or disputed OT reported. Mariners were advised

to keep all necessary seafaring documents current and start renewal process early. Thanks were given to the steward department for great food.

HONOR (Interocean American Shipping), December 20 – Chairman **Billy Hill Sr.**, Secretary **Patricia Sullivan**, Deck Delegate **Billy Hill Jr.**, Engine Delegate **Vorden Ferguson**, Steward Delegate **Allen Van Buren**. Bosun reported payoff upon arrival in Jacksonville, Fla. on Dec. 26. Crowley is taking over as company manager. The SIU welcomes them aboard. Secretary noted room inspections went well and asked crew to have new linen ready for replacements. Educational director reiterated the need for mariners to make sure all shipping-related documents are up-to-date and keep dues current. He also advised all mariners to attend classes at the SIU-affiliated training center. Treasurer reported \$2,500 in ship's fund. No beefs or disputed OT reported. It was noted that crew dryer and duty mess fridge had been installed during voyage. The new pay scale goes into effect on Jan. 1. Solar window tint has been placed on all windows to help reduce heat inside. Steward department was thanked for great holiday spreads and barbecues. Next ports: Galveston, Texas; Charleston, S.C.; and Baltimore.

HORIZON EAGLE (Horizon Lines), December 29 – Chairman **Rufino Giray**, Secretary **Rang V. Nguyen**, Educational Director **David M. Parker**, Deck Delegate **Lou Cabano**, Engine Delegate **Prentiss Smith**, Steward Delegate **Muckbil A. Shabi**. Chairman expressed his gratitude to crew members for a smooth voyage. Secretary urged members to contribute to SPAD. He also asked those departing vessel to leave rooms clean and supplied with fresh linen. Educational director urged mariners to upgrade whenever possible to improve skills and better their chances of moving up. No beefs or disputed OT reported. Vote of thanks was given to the steward department. Next ports: Los Angeles and Oakland, Calif.

MAERSK CAROLINA (Maersk Line, Limited), December 7 – Chairman **Cecil Yearwood**, Secretary

With Seafarers Aboard the Coast Range



Members of the deck gang include ABs (from left) Mike Cousin, Leonard Welcome, Tibby Clotter and Rick Wiemer.



Chief Cook Bernard Butts tends to the grill.



Recertified Bosun Greg Jenkins mixes paint aboard the tanker while the vessel is in Halifax, Nova Scotia.

Meeting aboard Matson's Mahimahi



Pictured aboard the Matson containership *Mahimahi* are (from left) Chief Cook Lito Acosta, SIU Oakland Dispatcher Nick Marrone II and Chief Steward Sivasa Laupati.

Alexander Banky, Educational Director **Kevin Cooper**, Deck Delegate **Abdul Gharama**, Steward Delegate **Saeed Alahmadi**. Chairman reported another safe trip with no lost-time injuries. Crew members praised Apprentice **Marvin Kirby** as a good worker and an asset to the SIU. Secretary announced payoff in Newark, N.J., on Dec. 14. He advised mariners to have all receipts turned in and check their vouchers. Members were advised to read the *Seafarers LOG* to stay informed about changes to benefits and shipping rules. Educational director reminded crew members to empty pockets when doing laundry so the machines do not get broken. No beefs or disputed OT reported. It was noted that the TV in crew lounge is out-of-date; they need a converter box and antenna. Motion was made to have shore gang reliefs and increase pension benefits. Members would also like the medical plan to send out notifications when benefits are about to expire and let them know how much it will cost per month to keep their benefits. Next ports: Newark, N.J.; Charleston, S.C.; and Norfolk, Va.

OVERSEAS BOSTON (OSG Ship Management), December 27 – Chairman **Christopher Kickey**, Secretary **Stephen Avallone**,

Educational Director **Thomas Woerner**, Deck Delegate **Carlo Balajadia**, Engine Delegate **Shawn Alexander**, Steward Delegate **Saeed Shaibi**. Bosun went over ship's itinerary and encouraged mariners to donate to SPAD. Members were reminded to secure possessions in rooms for sea travel and clean rooms for reliefs. Educational director urged mariners to upgrade whenever possible to improve skills. No beefs or disputed OT reported. Clarification was requested concerning cash draws. Members would also like new mattresses. Next port: Anacortes, Wash.

RESOLVE (Interocean American Shipping), December 13 – Chairman **Roan Lightfoot**, Secretary **Robert Owens**, Educational Director **Ameon Fuller**, Deck Delegate **Osnan Arriola**, Steward Delegate **Robert Maschmeier**. Chairman reported payoff to take place on Dec. 20 in Beaumont, Texas. Educational director advised members to upgrade, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Steward department was thanked for excellent meals during voyage. Request was made for a treadmill. Next port: Beaumont.

SEABULK ARCTIC (Seabulk Tankers), December 23 – Chairman

Timothy Koebel, Educational Director **Salome Castro**, Deck Delegate **Bruce Landos**, Engine Delegate **Cesar Bugtai**, Steward Delegate **Ernie Lizada**. Chairman stated that Tacoma port agent will call on ship in Anacortes, Wash. He will bring a copy of original agreement signed with company, which is still applicable. No beefs or disputed OT reported. Recommendation was made to increase medical benefits. Kudos to steward department for superb cuisine. Next ports: Anacortes, Wash.; Valdez, Alaska; and Nikiski, Alaska.

USNS SAMUEL L. COBB (Ocean Ships Inc.), December 13 – Chairman **Aristeo Padua**, Secretary **Cesar Dela Cruz**, Educational Director **Randolph Sutton**, Deck Delegate **Johnie Chavez**, Engine Delegate **Damien Bautista**, Steward Delegate **Leonida V. Peligrino**. Chairman went over ship's itinerary and stated payoff would be in Norfolk, Va. on December 22. Secretary led discussion pertaining to new gym equipment and possible fitness room. Treasurer reported \$779 in ship's fund to be used for DVDs and crew recreational activities. No beefs or disputed OT reported. Crew conveyed thanks and compliments to military personnel for protecting the vessel. Next port: Norfolk, Va.

Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Remembering One of Our Own

On Sunday, Nov. 15, 2009, Pumpman Ronnie L. Day reported to the bridge of the *USNS Samuel L. Cobb* with severe chest pains at about 0610, ship's time. He was also having trouble breathing. Capt. William G. McCullough, who has known Ronnie since 1991, was immediately concerned and had Ronnie moved to the ship's hospital. There, Third Mate Justin Hajduk, with the assistance of members of an embarked security team, began tending to Ronnie.



Ronnie L. Day

Unfortunately, he went into cardiac arrest. Despite administering CPR and the use of the automated external defibrillator, he never regained consciousness. The captain was in contact with a shore-based medical service, and it was determined that further efforts would not be effective.

The entire crew and other SIU brothers and sisters of Ronnie L. Day send their heartfelt condolences to the family. He was a good man, a hard worker, and a good shipmate.

Enclosed are two photos of Ronnie taken nine to 10 days earlier.

Rickey D. Yancey
Norfolk, Virginia



Brother Day (right) and fellow crew members pose in the engine room of the *USNS Samuel L. Cobb*.

Thank You and Best Wishes

I hope this letter finds all SIU brothers and sisters in the best of health and safe from harm.

I am writing a few lines to say thank you so much for sending me my pension check early, especially for those holidays like Thanksgiving and Christmas and other special days. It's a great help....

Your understanding and consideration always are greatly appreciated. Merry Christmas and a prosperous New Year to all of you. May God bless our Seafarers International Union.

Plurinus G. Ordansa
Glen Burnie, Maryland

Scholarship Winner Conveys Thanks

This is a long overdue but deeply felt letter of thanks for the financial support granted by the National Maritime Union, which launched me on a career that has been rather unconventional but, I hope you will agree, deserving of investment.

In 1967, I received a \$10,000 scholarship from the NMU that essentially paid for my undergraduate education — three years at Mount Holyoke College and a year at the University of Exeter in England. Although I had majored in political science, I shifted to United States history when I attended graduate school at the University of New Hampshire. I combined the two fields in my dissertation, a study of judicial decision-making in Supreme Court cases involving aid to sectarian schools.

A few years after completing my doctorate, I was awarded a Liberal Arts Fellowship by Harvard Law School. This enabled me to audit classes related to my academic interests and to complete the research for an edited collection of the correspondence between Justice Oliver Wendell Holmes and Felix Frankfurter, who was a professor at Harvard Law School during the time of the correspondence but later joined the Supreme Court. This volume, co-edited with Robert M. Mennel, was subsequently published by the University Press of New England.

The following year, I was a Fulbright

Scholar in Norway, where I held the unique position of "roving scholar." In order to improve instruction in English language and American culture at the upper secondary level, the Norwegian Department of Education sponsors an American scholar to travel throughout the country to give workshops to teachers. I was privileged to be among the first to be given this opportunity. Although I held the position nearly 20 years ago, I have maintained strong connections with some of my professional colleagues in Norway and have returned to participate in conferences and, under the auspices of the United States Embassy, to lecture at the law schools in Bergen and Oslo.

I taught at private secondary schools in New England for five years before completing my graduate work and have, on several occasions, accepted short-term appointments at colleges and universities: Clark University, University of Massachusetts Boston, University of New Hampshire, and Western Washington University. I was the founding director of the National History Education Network and have served as a consultant for the Young Adult and Reference Divisions at Oxford University Press and for the Education Division of the National Endowment for the Humanities. I also wrote a young adult biography of Chief Justice Earl Warren, which was published by Oxford. I am currently working on a history of the North Bennet Street School in Boston and have received a grant from the Craft Research Center in North Carolina to complete the research for that project.

A few years ago, I was given the opportunity to establish a Fellowships Office at Western Washington University. In this position, I assist students who choose to apply for national competitive scholarships — in short, some of the best students at the university. In a very real sense, I see this assignment as bringing my experience full circle. I am grateful to be able to guide students through the challenging process of applying for merit scholarships and, having been a recipient of comparable awards myself, to know what a difference these awards will make in the lives of these talented and hard-working young people.

I am, of course, delighted to know that the Seafarers International Union remains committed to assisting both the members and members' spouses and dependents to further

their educations. As one who has benefited so greatly, I applaud your continuation of this worthwhile program.

Christine L. Compston, Ph.D.
Bellingham, Washington

Seafarers Safe Haven Has Openings for Retired Mariners

Seafarers Safe Haven at the Prospect Park YMCA in Brooklyn has several permanent rooms available for retired seafarers. These rooms are complemented by a communal lounge with cooking facilities, a comfortable seating area and a library.

This shared space fosters a strong community among the seafarers, and a sense of connection with the broader community of the Prospect Park YMCA. Residents can use the recreational facilities at the YMCA, and have access to surrounding institutions including the Brooklyn Botanical Gardens, Brooklyn Public Library and Prospect Park.

The development of the residential facility has served as a springboard for the development of programming for the retired seafarers. Special activities and events are developed based upon the interests of residents, and have included trips to the maritime museum in Mystic, Connecticut, dinners for the residents, movies and discussion groups.

Seafarers Safe Haven currently has several vacancies. Applicants must meet the following eligibility requirements: must be retired from active maritime service; must have at least 10 years of sea time (not including vacation time) documented by discharges and U.S. Coast Guard records; must be receiving Social Security and/or pension benefits, with annual income not exceeding \$28,000; and, must be "clean and sober" and able to handle semi-congregate living.

For more information, please contact Herb Reiss, director of Seamen's House, at (718) 768-7100, extension 122, or write to:

Seamen's House
Prospect Park YMCA
357 9th Street
Brooklyn, NY 11215

Herb Reiss
Brooklyn, New York

Know Your Rights

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

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

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

certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the first months of 2010. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Able Seaman	March 1	March 26
	April 26	May 21
	June 21	July 16
ARPA	April 19	April 23
Bosun Recertification	October 18	November 8
Celestial Navigation	May 24	June 18
Fast Rescue Boat	May 3	May 7
	June 21	June 25
Lifeboatman	June 7	June 18
Radar Observer (Unlimited)	April 5	April 16
Radar Recertification	March 29	March 29
	June 21	June 21
Specially Trained Ordinary Seaman	March 8	March 19
Tank PIC Barge DL	May 10	May 21
	February 15	February 19

Engine Department Upgrading Courses

Basic Auxiliary Plant Operations	March 29	April 23
	May 24	June 18
FOWT	March 1	March 26
	April 26	May 21
Marine Electrician	June 21	July 16
	March 22	May 15
Machinist	February 22	March 12
Welding	March 8	March 26
	April 5	April 23
	May 10	May 28
	June 7	June 25

Safety Upgrading Courses

Basic & Advanced Firefighting	March 8	March 19
	May 31	June 11
BST/Basic Firefighting	February 8	February 12
	March 1	March 5
	April 26	April 30
Medical Care Provider	May 24	May 28
	June 21	June 25
	March 22	March 26

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

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 _____

Home Port _____

E-mail _____

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 _____

Title of Course	Start Date	Date of Completion
Medical Care Provider	April 19	April 23
	June 14	June 18

Steward Department Upgrading Courses

Steward Recertification	April 12	May 3
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 Jan. 25.		

Academic Department Courses

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


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

Online Distance Learning Courses


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

The online courses are: DOD Level 1 Antiterrorism Awareness Training, MSC Environmental Awareness, First Aid Preparation, Global Maritime Distress and Safety System, Hazardous Material Control and Management, Hearing Conservation, Heat Stress Management, Bloodborne Pathogens, Shipboard Pest Management, Respiratory Protection, Back Safety, Fixed Fire Fighting Systems, Shipboard Firefighting, Portable Fire Extinguishers, Fire Fighting Equipment, Shipboard Water Sanitation, Crew Endurance Management, Basic Math Refresher, Intermediate Math Refresher, Marine Engineering Mathematics Preparation, Introduction to Navigational Math, Basic Culinary Skills, and Chief Cook Preparation.

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



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



With this application, COPIES of the following must be sent: One hundred and twenty-five (125) 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 or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seatime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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. Not all classes are reimbursable.

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.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 725 - Thirteen unlicensed apprentices on Oct. 2 completed this 60-hour water survival course. Those graduating (above, in alphabetical order) were: Adalberto Caceres, Damario Carr, Jonathan Green, Daryl Holloway, Leland Jordan, Jason Newsham, Lionel Rivera, Mark Santoli, Charles Searfass, Marcel Soares, Kevin Stewart, Joseph Tucker and James Washington. Their instructor, Ben Cusic, is at right.



Welding - Eight upgraders completed their requirements in this 103-hour course Dec. 18. Those graduating (above, in alphabetical order) were: Efren Bacomo, Jonathyn Bland, Jeremy Birchfield, Michael Brannon, Tony Brinkley, Enchantress Johnson, Orlando Pabon and John Walsh. Buzzy Andrews, their instructor, is sixth from left in the back.



Celestial Navigation - The following upgraders (above, in alphabetical order) completed this 126-hour course Jan. 29: Lou Cabano, Alfred Drake, Christopher Paul, Korron Richardson, James Robinson, Whitney Sheridan, Martin Simons, Troy Tadlock and Anthony Willis.



FOWT - Thirteen upgraders graduated from this course Jan. 29. Completing their requirements (above, in alphabetical order) were: Tellentyre Barmann, Romeo Benidco, Daniel Cortez, Corey Covington, Abdulkarin Ghaleb, Mohamed Ghaleb, Steven Hamilton, Brandon Hess, Douglas McLaughlin, Reina Mendez, Walter Orange, Melvin Smith and Charles Wescott. Tim Achorn, their instructor, is at right. (Note: Not all are pictured.)



Able Seaman - The following individuals (above, in alphabetical order) completed their requirements in this course Jan. 29: James Baldwin, Erik Clausen, Jaysen Cummings, Scott Daly, Jarrell Dorsey, Tyler Egan, James Grant, Lorenzo Hall Jr., Eric Johnson, Aretta Jones, Jeremy Paschke, Justin Spodoni and Jesse Sunga. Their instructor, Bernabe Pelingon, is at right.



Welding - Five individuals completed their training requirements in this 103-hour course Jan. 22. Graduating (above, in alphabetical order) were: Abner Diaz-Torres, Daniel McFarland, Rodolfo Opinaldo, Frank Strong, and Daniel Tapley. Buzzy Andrews, their instructor, is standing left in the back row.

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

Paul Hall Center Classes



Basic & Advanced Firefighting – Eighteen individuals graduated from this 41-hour course Dec. 11. Graduating (above, in alphabetical order) were: Olawale Adegunwa, Ben Anderson, Kenneth Baker, David Brady, Michael Brown, Lewis Coleman, Patrick Devlin, Jonathan Driggers, Oscar Garcia, Nicole Geidemn, Ross Lyle, Alfred Norris, Chester Roberson Jr., Cesar Runatay, Martin Simmons Jr., Daryl Thomas, Aaron Velunta and Donald Wellentin. Their instructor, Steve Stockwell, is at right. (Note: Not all are pictured.)



Junior Engineer – Twenty-five upgraders graduated from this course Dec. 18. Completing their training requirements (photo at left, in alphabetical order) were: Julius Bollozos, Alex Canada, Gregory Carroll, James Demouy, Helbert Esquivel, Michael Evans, Edwin Feliciano, James Glover, Eloy Gutierrez, Rance Hadaway, Demarco Holt, Geoffrey James, Arthur Kately, Frederick Kotoku-Sackson, Noel Magbitang, Latisa May-Christopher, Keith McIntosh, Christopher Mercado, Candido Molina, Victor Quioto, Wayne Roberson, Mikel Tittsworth, David Turley, Justin Valencia and Clarence Verdun. Their instructor, Jay Henderson, is standing at right. (Note: Not all are pictured.)

Medical Care Provider – Two classes of upgraders completed this class December 18. Those graduating (photo at right, in no particular order) were: Ben Anderson, Oscar Garcia, Luis Irias, Korron Richardson, Cesar Runatay, Martin Simmons Jr., Donald Wellentin, Olawale Adegunwa, Jonathan Driggers, Roderick Frazier, Nicole Geideman, Alfred Norris, Robert LaPointe, James Summers and Daryl Thomas. Their instructors, Mark Cates and Mike Roberts, are pictured second from left and at the far right respectively.



Certified Chief Cook - The following individuals (above, from left to right) completed this 12-week course Jan. 12: Victor Jones, Christina Mateer and Obencio Espinoza. Their instructor, John Dobson, is at right.



BST (HAWAII) - The following individuals (above, in no particular order) completed this course Dec. 12 at the Seafarers Training Center in Barbers Point Hawaii: Sunny Baez, Cory McKim, Kyle Blalock, Jessica Bateman, Jennifer Bonawitz, Kiryl Chemyshenka, Victor Cruz, Luz Gonzalez, Brian Healey, Leandra Kim, Duncan MacLeod, Darren McCahill, Abel Mendoza, Alain Nicolas, Siraya Schleis and Nathalie Ventura.



The

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**Holidays
With Seafarers
- Pages 10-11**



A large number of toys and bicycles (photo at left and the one above) were donated to needy military families.

Fourth Arm of Defense Supports Military Families

Tacoma-Area Seafarers Donate Time, Money, More through 'Santa's Castle'

When some military members in the Northwest United States needed a boost during the holidays, 70 volunteers from the Tacoma, Wash., SIU hall swung into action to help support those who do so much for our nation.

Through a program called "Santa's Castle," SIU members and others in the state—along with officers and enlisted personnel at Ft. Lewis, Wash.—come together to collect donations of toys, money and other items in support of the military's lower enlisted ranks – those who are paid the least, but who often are deployed the most. Names of families that are in need of support are submitted to post officials such as chaplains and first sergeants.

During the recent holiday season, Santa's Castle provided gifts to more than 1,600 children from nearly 700 families for a total of about \$125,000 worth of toys. To top off the season's activities, the Tacoma hall sponsored a luncheon for volunteers and families.

"As part of the fourth arm of defense, we wanted to give something back to the families

of those who are on the front lines when our nation calls," said SIU Tacoma Port Agent Joe Vincenzo. "As mariners, we in Tacoma have worked side by side with many of these folks [service members] in various operations in which we deliver the goods. They're like family to us so, it's only fitting that we share the holiday cheer with their families."

"Our families just fell in love with the Seafarers who volunteered," explained Santa's Castle Assistant Vice President Susan Adams. "They contacted us and volunteered. We have a lot of deployments in this area and many of our families have both parents deployed during the holidays. SIU folks helped make the holidays for these families warm and wonderful. And, boy, did they work. SIU folks alone collected more than \$3,500 in donations of toys and money, and helped us run the program. Without our volunteers, there are families who might have had a less cheerful holiday season."



Seafarers including Hernando Basilan, Saleh Ahmed, Josh Luna and Abdullah Ali carry toys for military children participating in the Santa's Castle program.



Among the Army and union volunteers for Santa's Castle from the Tacoma area were (photo at left, back row, left to right) Sergeant Gehlen, Lieutenant Colonel Adams, Captain Anderson, SIU Port Agent Joe Vincenzo, Master Sergeant Crompton, SIU Safety Director Ryan Palmer, Specialist Bacon and SIU Tacoma Administrator Jim Ott. Pictured in the front row are Santa's Castle Asst. VP Susan Adams (left) and Tacoma Secretary Brenda Flesner. The Tacoma SIU hall (photo above) had 70 volunteers for the program.