



The Seafarers Log

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

National Glory Joins SIU Fleet



Seafarers recently climbed the gangway to the newly contracted *National Glory*, pictured in Busan, South Korea in late September. In photo above, SIU Guam Port Agent Jeff Turkus (third from left) met with crew members when the ship docked in Guam. Shown from left are Chief Cook Victor Wolf, Chief Steward John Rapoza, Turkus, STOS Mohamed Mazid, Recertified Bosun Donald Rezendes and AB Dave Seeman. Page 4.

CIVMARS Sailing On USNS Safeguard

Seafarers in the union's Government Services Division gained more shipboard jobs recently as the U.S. Navy rescue and salvage vessel *Safeguard* (pictured at right) was decommissioned and transferred to the Military Sealift Command (MSC). Page 4.



Union Testifies on Manpower, Training

SIU Executive Vice President Augie Tellez (above) presented testimony Oct. 17 to the U.S. House Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation. Chaired by Rep. Elijah Cummings (D-Md.), the Subcommittee conducted a hearing "to receive testimony on trends and innovations in mariner education and to assess how growing workforce shortages will affect the maritime industry as trade continues to increase." Page 3.



OSG Ship Order Increases to 12

Aker American Shipping ASA and SIU-contracted Overseas Shipholding Group, Inc. (OSG) recently announced that they have signed an agreement under which Aker Philadelphia Shipyard will construct two additional Veteran Class MT-46 Jones Act product tankers. Also, the keel-laying ceremony for the fifth tanker in the 12-vessel series took place Oct. 8 in the yard's building dock (left). Page 3.

Paul Hall Center's Apprentice Program Still Going Strong 10 Years after Revamp



In 1997, the Seafarers-affiliated Paul Hall Center for Maritime Training and Education instituted a major restructuring of its program for entry-level mariners (a curriculum which, more recently, attracted the trainee at left, getting pointers from an upgrading bosun). Ten years later, the results are sterling. Page 9.

President's Report

Educational Opportunities for Everyone

My message this month is a bit off the beaten path, but it's important to Seafarers and their dependents who definitely want to attend college or who may want to attend some day.



Michael Sacco

Within the SIU, we often emphasize the educational opportunities available at our affiliated Paul Hall Center in Piney Point, Md. as well as through the annual Seafarers Health and Benefits Plan scholarships. Additionally, Seafarers and their dependents may have chances to take advantage of scholarships offered through Union Plus, an organization founded by the AFL-CIO.

In the bigger picture, through our affiliation with the AFL-CIO, the SIU also is promoting educational opportunities for working families all across the country. The federation's executive council, on which I serve, recently adopted a resolution in which we committed that the AFL-CIO and its affiliates will lead a national effort to help ensure that all Americans have full access to a diverse range of excellent, affordable higher education opportunities.

This is an important commitment partly because we recognize that higher education will be increasingly vital for workers in the 21st century economy. But it's also important because America's higher education system—once the best and most accessible in the world—is in danger of becoming unattainable for working families. Some feel it's also in danger of losing its quality edge.

America's higher education system was built on an important public policy consensus. Specifically, it was built on the shared belief that investing in higher education is good for everyone. Going back as far as the years immediately following World War II and up through the 1970s, policy consensus resulted in strong state support for public institutions and an impressive array of two-year, four-year and graduate programs, as well as an extensive system of federal financial aid to equalize educational opportunity.

Not coincidentally, from the mid-1960s to the mid-1990s, the share of the American work force possessing at least a bachelor's degree doubled. The boost in education also helped to increase wages and combat unemployment. (The export of blue-collar jobs is a separate issue and a topic for another day.)

Over time, though, there's been some erosion in the public policies that supported the American higher education system, and working families' access to college has declined as a result. As reported by the AFL-CIO, adjusted for inflation, state and local funding per student at public colleges and universities last year reached its lowest level in 25 years. Cuts in state aid have caused tuition and fees at four-year public universities to increase 52 percent over the past 10 years, while median family income increased only 3 percent. Frankly, in some ways it reminds me of the health-care crisis.

In our resolution, the council noted, "The system for awarding student financial aid now is skewed against working students and provides little support for part-time students.... More students need to take out loans to attend college, and graduates now average debts of \$15,000 for attending public institutions, \$19,000 for private institutions and \$24,000 for attending for-profit colleges."

What must not be lost in those numbers is their effect on low-income families and prospective students. Right now in the U.S., a low-achieving, high-income student is just as likely to attend college as the highest-achieving, low-income student. I understand the realities of money in society, but we're also supposed to be an equal-opportunity society. When it comes to education, the numbers say something else.

There is another component to this story. Reductions in state spending on higher education have had a big impact on the academic workplace. Less than one-third of the instructional personnel consist of full-time tenured professors. The rest work from one term or academic year to the next. At the same time, according to the AFL-CIO, graduate students and other faculty without either tenure or collective bargaining rights are staffing more and more classes. Most of them receive extremely low salaries (less than \$200 a week for teaching a 15-week course) and few if any benefits.

In the maritime industry, we understand the importance of keeping up with technology and learning as much as possible to help us do the best job possible. I'm also proud to remind everyone that our affiliated school in Piney Point, Md. offers college credits for many courses and college degree programs. The opportunities are plentiful for anyone who wants to start or advance their career.

Nationwide, we'll be well-served by adopting similar strategies and a greater commitment to higher education. Even the most highly educated workers need to adopt new skills over their lifetimes.

With that in mind, the AFL-CIO, through its state federations and central labor councils, is focused on restoring state support for higher education and curbing tuition costs. This is a legislative priority for organized labor—one that also will advocate labor-studies programs at public universities.

Unions must and will lead the way in rebuilding America's commitment to ensuring that all citizens have the chance to pursue a college degree.

Meanwhile, I encourage Seafarers to check out the Seafarers Health and Benefits Plan scholarship information on page 14 of this issue of the *LOG*.

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Seafarers 401(k) Plan Announced

A new benefit is being introduced for eligible Seafarers.

As reported during the October membership meetings, a 401(k) plan will be implemented effective Jan. 1, 2008.

"Seafarers has teamed up with Smith Barney and Mass Mutual to provide you with a 401(k) plan which offers world-class benefits and services," Seafarers Plans Administrator Maggie Bowen said in her monthly report. "Smith Barney provides investment and financial consulting services to the 401(k) plan as well as individual family wealth management for participating Seafarers. Mass Mutual is a leading retirement services firm which specializes in the design and administration of retirement plans."

An introduction letter and "welcome kit" is scheduled to be

mailed to participants in the very near future. It will include an enrollment form and a beneficiary designation form along with detailed descriptions of all investment choices and "model portfolios." Also, Seafarers 401(k) Plan forms will be available on line at www.massmutual.com/retire, and a Smith Barney-SIU "hotline" will be available toll-free at 800-421-5127.

Bowen also announced that the existing Seafarers 401(k) Plan—formerly known as the NMU 401(k) Plan—will be rolled over into the new plan as of Jan. 1, 2008. ING no longer will be the investment manager/third party administrator of that plan.

"This change is an improvement over the current plan offering and will provide participants with several advantages, includ-

ing an enhanced selection of mutual fund investment options," she added. "Other advantages include state-of-the-art internet and interactive telephone systems allowing unlimited access to account information and the ability to carry out investment transactions."

There are no employer contributions associated with the new Seafarers 401(k) Plan. Voluntary contributions may be made by participants via payroll deduction through their employer. Several employers already have agreed to implement this system.

Additional information about the new Seafarers 401(k) Plan will be published in an upcoming issue of the *Seafarers LOG* and also will be posted to www.seafarers.org.

Family Health Care Yearly Premiums Now Average More than \$12,000

Report: Costs Have Increased 6.1 Percent This Year

Premiums for employer-sponsored health insurance have increased by an average of 6.1 percent in 2007—less than the 7.7 percent increase reported last year but still higher than the increase in workers' wages (3.7 percent) or the overall inflation rate (2.6 percent), according to the 2007 Employer Health Benefits Survey released Sept. 11 by the Kaiser Family Foundation and Health Research and Educational Trust. Key findings from the survey were also published in the journal *Health Affairs*.

The 6.1 percent average increase this year was the slowest rate of premium growth since 1999, when premiums rose 5.3 percent. Across the nation since 2001, premiums for family coverage have increased 78 percent, while wages have gone up 19 percent and inflation has gone up 17 percent.

The average premium for family coverage in 2007 is \$12,106, and workers on average now pay \$3,281 out of their paychecks to cover their share of the cost of a family policy.

"We're seeing some moderation in health-cost increases, but premiums for family coverage now top \$12,000 annually," Kaiser President and CEO Drew E. Altman, Ph.D. said. "Every year health insurance becomes less affordable for families and businesses. Over the past six years, the amount families pay out of pocket for their share of premiums has increased by about \$1,500."

"The number of options for low wage earners is limited, and the greatest burden of all health care costs falls to this segment of the population," said Health Research and Educational Trust President Mary A. Pittman, Dr. P.H. "Although the economy seems to be strong, between 2005 and 2006 the total number of uninsured still rose by 5 percent, including a 9 percent increase in the number of uninsured children."

The annual Kaiser/HRET survey provides a detailed picture of how employer coverage is changing over time in terms of availability, costs and coverage for the 158 million people nationally who rely on employer-sponsored health insurance. It was conducted between January and May of 2007 and included 3,078 randomly selected, non-federal public and private firms with three or more employees (1,997 of which responded to the full survey and 1,081 of which responded to a single question about offering coverage).

While premiums continue to rise faster than workers' wages, this year's gap of 2.4 percentage points is much smaller than the 10.9 percentage point gap recorded four years ago, when premiums rose 13.9 percent and wages grew just 3 percent.

However, "despite the comparatively low rate of increase in premiums and a strong labor market, the percentage of the workforce obtaining coverage from employer-sponsored plans remained unchanged since 2006," reports the *Health Affairs* article by Kaiser's Gary Claxton and co-authors. The 60 percent of firms offering health benefits to at least some of their workers is statistically unchanged from last year's offer rate (61 percent). The offer rate remains significantly lower than it was in 2000,

when 69 percent of firms offered health benefits. Nearly all (99 percent) large businesses with at least 200 workers offer health benefits to their workers this year, but fewer than half (45 percent) of the smallest firms with three to nine workers do so.

Meanwhile, in spite of the extensive attention paid to consumer-driven health plans, the survey finds that these relatively new types of arrangements have made only a small inroad into the employer market. Such plans cover about 5 percent of all covered workers, which is not statistically different from the 4 percent share recorded in 2006.

Overall, an estimated 3.8 million workers are enrolled in consumer-driven plans, about equally divided between high-deductible plans that qualify for a Health Saving Account (HSA) and plans with a Health Reimbursement Arrangement (HRA). These plans feature a high-deductible plan and a tax-preferred savings option, from which employees can pay for their out-of-pocket medical expenses. Such plans are often described as consumer-driven because people pay directly for a greater share of their health care and may have an incentive to minimize its cost. They also may offer tools to help consumers choose providers based on cost and quality.

This year, 10 percent of firms offered a consumer-driven plan to their workers, which is up from (but not statistically different than) the 7 percent of firms reporting this for 2006. Firms with at least 1,000 workers are more likely to offer such plans, with nearly one in five (18 percent) offering one. Looking toward 2008, few firms that don't already offer such plans report that they are very likely to add a HRA plan (3 percent) or a HSA-qualified plan (2 percent).

Premiums for these high-deductible plans are generally lower than for other types of plans, though in addition to the premiums, employers may also contribute money to the savings accounts. The survey finds that firms on average pay a total of \$7,815 toward the cost of family coverage for a HSA-qualified plan (including \$714 for the account) and \$10,179 toward the cost of family coverage for a high-deductible plan with a HRA (including \$1,800 for the account). Compared to the \$8,879 average firm contributions for other types of plans, employer contributions are lower for HSA-qualified plans and higher for plans with HRAs.

Businesses made no contribution at all to the savings account for roughly half of all workers enrolled in an HSA for family coverage, leaving workers to pay the generally higher out-of-pocket costs associated with their high-deductible plan.

"Consumer-driven plans have established a foothold in the employer market, but they haven't grown as much as one might think, given all the attention that they receive," said Kaiser Vice President Gary Claxton, co-author of the study and director of the Foundation's marketplace research.

"Despite the economic expansion that added 2 million new jobs from April 2006 to April 2007, the

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TWIC Enrollment Starts, But Questions Remain

Beset by delays, the Transportation Worker Identification Credential (TWIC) program nevertheless got going last month, as Wilmington, Del. on Oct. 16 became the first port to enroll workers in the federally mandated plan.

Along with the start date for enrollment in Delaware, the U.S. Transportation Security Administration (TSA) announced the next 11 ports that will begin enrolling in November. They are (early November) Corpus Christi, Texas; (mid-month) Baton Rouge, La.; Beaumont, Texas; Honolulu; Oakland, Calif.; Tacoma, Wash.; and (late November) Chicago; Houston; Port Arthur, Texas; Providence, R.I. and Savannah, Ga.

During a media conference call Oct. 15, TSA and U.S. Coast Guard officials noted that while the enrollment period for the TWIC is starting, program enforcement hasn't begun. TWIC compliance dates will vary from port to port, the officials stated, and those dates haven't been announced. There is a federal requirement to provide at

least 90 days of advance notice before the TWIC regulations are enforced at a given port.

Barring changes to the program, mariners will be required to carry a TWIC by Sept. 25, 2008 in order to have unescorted access to secure areas of vessels and maritime facilities. Eventually, they also will be required to carry a separate document known as a merchant mariner qualification credential (MMC), as the current z-card/MMD and STCW certificates are phased out. The final rulemaking on the MMC isn't expected to be published until at least summer 2008, and initial issuance of that credential will continue over a five-year period. This means that until the proposed MMC regulation is final, Seafarers should continue to apply for z-cards/MMDs, licenses, CORs and STCW endorsements under the current regulations in 46 CFR parts 10 and 12. Indications are that the MMC will be phased in over five years.

If the MMC proposed regulation is fully implemented, mariners would be able to apply for original, renewal, duplicate and raise-in-grade MMCs entirely by mail, without having to visit a Coast Guard regional examination center. Most or all of the information currently submitted in person at one of the 17 RECs already would have been submitted at one of the 125 or so TWIC enrollment centers when an individual applied for a TWIC, removing the need (though not eliminating the option) to apply for an MMC in person.

Many questions remain about the TWIC program, including details about the card readers. Those readers were one of several topics scheduled for scrutiny during a U.S. House Homeland Security Committee hearing scheduled for Oct. 31 and titled, "Homeland Security Failures: TWIC Examined."

More information about the TWIC program will be included in upcoming editions of the *LOG*, posted at www.seafarers.org

and reported at the monthly membership meetings. Additionally, the TSA/TWIC customer service line is available at (866) 347-8942, and the TSA's TWIC web site is located at www.tsa.gov/twic.

The fee for a TWIC is \$132.50 and the credential is valid for five years. Mariners with a valid z-card may pay a reduced fee of \$105.25 because they have undergone a "comparable background check" as the one required for a TWIC, but it's important to note that a new TWIC only is valid for five years from the date the background check was performed. In other words, if a mariner secured his z-card in December 2005 and then obtained a TWIC in December 2007 by paying the reduced fee, the TWIC only would be valid until December 2010.

In any case, according to the TSA, payment for a TWIC must be made with credit card (Visa or MasterCard only), money order, or cashier's check. The cost of a replacement TWIC if the original is lost, stolen or damaged is \$60.

Union Testifies on Manpower, Training and Trade Issues House Subcommittee Examines Maritime 'Trends, Innovations'

SIU Executive Vice President Augie Tellez presented testimony Oct. 17 to the U.S. House Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation.

Chaired by Rep. Elijah Cummings (D-Md.), the Subcommittee conducted a hearing "to receive testimony on trends and innovations in mariner education and to assess how growing workforce shortages will affect the maritime industry as trade continues to increase." In announcing the hearing, the Subcommittee indicated it specifically would "consider the possible impact of various factors on workforce shortage, including wage levels; lifestyle challenges associated with employment in the maritime industry; and training requirements imposed by the Standards of Training, Certification, and Watchkeeping (STCW) Convention."

In addition to the SIU's Tellez, the other panelists testifying were Coast Guard Rear Adm. Joel Whitehead; Maritime Administrator Sean Connaughton; Michael Rodriguez, executive assistant to the president of the

Masters Mates and Pilots; Carl Annessa, chief operating officer/vice president for operations of Hornbeck Offshore Services for the Offshore Marine Service Association; Cathy Hammond, CEO of Inland Marine Services for American Waterway Operators; retired Navy Adm. John Craine Jr., president of the State University of New York Maritime College; William Beacom, navigation consultant for *Professional Mariner*; Capt. Arthur H. Sulzer, USN (Ret), board member, Maritime Academy Charter High School; Capt. Jeff Slesinger, director of safety and training, Western Towboat Company; and Berit Erickson, former executive director, Pacific Coast Maritime Consortium.

Besides submitting written testimony, witnesses (divided into three panels) offered oral statements and answered questions from Subcommittee members. Among other points, Tellez emphasized that shipboard manpower "must be addressed in the context of national security." He cited sealift lessons learned by our nation after the Persian Gulf War, including the need for a strong Ready Reserve Force ade-

quately crewed so the ships are properly maintained and ready to mobilize. He also noted the cooperative efforts between the SIU, its contracted operators and the union-affiliated Paul Hall Center for Maritime Training and Education—efforts that have strongly contributed to the nation's manpower pool of skilled, loyal, U.S.

citizen seafarers.

Tellez also expressed dismay at the recent announcement by the U.S. Maritime Administration concerning a reduction in crew sizes that is expected to accompany the agency's takeover of the fast sealift ships (an issue that was reported at all SIU membership meetings in October).

Excerpts from his written statement follow. Visit the "Heard at Headquarters" section of www.seafarers.org for a link to individual statements by all panelists as well as by Rep. Cummings and Rep. James Oberstar (D-Minn.), chairman of the full committee.

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OSG Tanker Order Grows to 12

Aker American Shipping ASA and SIU-contracted Overseas Shipholding Group, Inc. (OSG) recently disclosed that they have signed an agreement under which Aker Philadelphia Shipyard, a subsidiary of Aker American Shipping, will construct two additional Veteran Class MT-46 Jones Act product tankers.

Under terms outlined under an arrangement announced Oct. 3, the shipyard will—after manufacturing the new platforms—transfer them to another subsidiary, American Shipping Corporation (ASC). ASC then will bareboat charter the vessels to subsidiaries of OSG for initial terms of 10 years. The agreement is subject to relevant government approvals.

"We are proud to be expanding our fleet from 10 to 12 tankers, and excited for the opportunity to continue exhibiting our expertise in constructing quality merchant vessels," said Aker American Shipping President and CEO Dave Meehan. "These modern ships are vital to the U.S. Jones Act and we are eager to deliver them to an expanding market in need of quality, double-hulled vessels."

The shipyard also recently issued a progress report on the initial 10-ship program. Assembly of the series of Veteran Class tankers is continuing on schedule, according to Aker officials. In addition to the two ships previously delivered (the *Overseas Houston* and the *Overseas Long Beach*), and the two vessels under construction in the building dock, the third tanker in the series (Hull 007) is nearing completion with testing and commissioning procedures taking place in the yard's outfitting dock. Construction of the sixth vessel is under way with ongoing steel cutting of plates which will form part of the ship's engine room.

In a related development, Aker American Shipping ASA-owned vessels have been designated as the first to serve as U.S.-flag shuttle tankers. Pursuant to the agreement announced Oct. 5, between OSG and Petrobras America, Inc. (Petrobras), two of the 12 products tankers under construction at Aker Philadelphia Shipyard will be converted for shuttle tanker service for use with



The *Overseas Houston* is the first tanker in the series of ships being built in Philadelphia for SIU-contracted OSG.

Petrobras. OSG now has time charters in place with major oil companies or refiners for 11 of the 12 tankers.

"We are the first U.S. owner and builder entering the new and exciting shuttle tanker market, where growth prospects are seen as very strong," said Meehan of the historic announcement. "This is an important strategic milestone for Aker American Shipping and is another example of how we are reinventing and reinvigorating the U.S. Jones Act market."

Elsewhere, the keel laying ceremony for the fifth tanker in series took place Oct. 8 in the yard's building dock. The ceremony itself was particularly noteworthy, according to shipyard officials, because it marked the first time that the engine room section was the initial module to be set in the dock. This complicated section featured sweeping curves and intricate outfitting whereas previous vessels saw the less-complex cargo sections of the keel set first in the dock.

As part of the ceremony, coins were placed under the keel block recreating a long-held shipbuilding tradition whereby special coins are hidden in the keel section of a ship as a permanent symbol of good fortune and safe travels.



SIU Executive VP Augie Tellez testifies at the Oct. 17 hearing.



U.S. Representative Elijah Cummings (D-Md.)

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Monday, Nov. 12 for the observance of Veterans Day, Thursday, Nov. 22 for the observance of Thanksgiving Day and Tuesday, Dec. 25 for the Christmas Day holiday (unless an emergency arises). Normal business hours will resume the following workday.

Seafarers Crew Up National Glory



The *National Glory* approaches the docks in Busan, South Korea after leaving the shipyard in China.



In addition to being stored on the deck of the *National Glory*, materiel also found its way into the holds during the vessel's maiden voyage with a Seafarers crew.

More jobs came to the forefront for union members recently when SIU-contracted Crowley Ship Management welcomed the *National Glory* to its fleet.

Owned by National Shipping of America, the 575 TEU container ship recently underwent upgrades and a refurbishment in Jiangyin, China. The vessel measures 489 feet in length and 72 feet in width and will work in the U.S. coastwise trade starting in the second quarter of 2008.

Since its delivery from the shipyard, the vessel has loaded in Busan, South Korea for discharge in Guam. The ship is presently sailing between Taiwan, Hong Kong, Vietnam, Thailand and Jebel Ali, UAE. It is expected that the vessel will operate in the Arabian Gulf area for the next several months before returning to the U.S.

Both Crowley Ship Management and the owner have been very pleased with the cooperation of the SIU crew which has been assigned to the vessel. Officials said they did a masterful job in getting the vessel underway and ready for trading during a very difficult shipyard period.



Members of the *National Glory*'s SIU crew are among those posing for this photo while the vessel underwent upgrades in Jiangyin.



Cargo is staged on the docks in Busan and then hoisted aboard ship.

Crowley, Horizon Lines Honored for Environmental Excellence

Two SIU-contracted companies, along with their top performing vessels, recently were recognized by the U.S. maritime industry for outstanding achievements in environmental excellence.

Crowley Maritime Corporation and Horizon Lines Inc. during a Sept. 25 dinner at the Washington Marriott Hotel were cited for their outstanding environmental records by the Chamber of Shipping of America (CSA). Twenty-six vessels which are owned and operated by Jacksonville, Fla.-based Crowley

subsidiaries and 13 others in the fleet of Charlotte, N.C.-headquartered Horizon were singled out for their respective accomplishments. Certificates were bestowed upon each vessel.

"These awards are especially gratifying because they are all about safety," said SIU Vice President Contracts George Tricker. "It's a tribute not only to the companies but also the individual mariners. This recognition also is a reflection of the tremendous jobs that the instructors and staff at our affiliated training

school (the Paul Hall Center in Piney Point, Md.) do in preparing students for their careers."

"Safety, which includes environmental protection, is our company's most important core value," said Tom Crowley Jr., chairman, president and CEO of Crowley Maritime Corp. "I am extremely proud of the men and women here at Crowley who are providing leadership in this area by not only taking responsibility for their own safety, but who are also safeguarding those around them, our customers' cargoes and

the environment."

John V. Keenan, president and CEO of Horizon Lines, echoed Crowley's assessment noting, "Environmental responsibility is a commitment our company and ships have honored since our founding. These awards allow us to know that we are delivering on our promise to be good citizens on shore and at sea—actions that make us proud of our people and our performance."

The awards recognized companies with vessels that had achieved a record of two or more years of no recordable environmental incidents including:

- No reportable spills;
- No U.S. Coast Guard citations for violations of MARPOL;
- No port state citations for violations of MARPOL; and
- No violations of state/local pollution regulations.

Vessels are eligible for awards beyond the initial two-year period.

Crowley companies, including Crowley Liner Services, Crowley Petroleum Services, Marine Transport Lines and Marine Transport Management far surpassed the two-year benchmark, company officials said. The company registered a combined total of 152 years of environmental excellence among its recognized vessels which included:

Crowley Liner Services—*MV Cape Taylor*, *SS Cape Intrepid*, *SS Curtiss*, *SS Cape Island* and *SS Wright*.

Crowley Petroleum Services—*ATB Coastal Reliance*, *ATB Ocean Reliance*, *ATB Sea Reliance*, *ATB Sound Reliance*, *MV Guardsman*, *MV Navigator*, *MV Sea Cloud*, *MV Sea Prince*, *MV Sioux*, *MV SMT Chemical Trader*, *SS Blue Ridge* and *SS Coast Ridge*.

Marine Transport Lines—*MV Cape Decision*, *MV Cape*

Diamond, *MV Cape Domingo* and *MV Cape Edmont*.

Marine Transport Management—*Charleston Express*, *St. Louis Express*, *Washington Express* and *Yorktown Express*.

Horizon Lines vessels boasted a combined 94 years of environmental excellence. Those honored and their number of years with no recordable environmental incidents were: *Horizon Challenger*—4 years; *Horizon Discovery*—2 years; *Horizon Enterprise*—17 years; *Horizon Fairbanks*—7 years; *Horizon Kodiak*—6 years; *Horizon Navigator*—17 years; *Horizon Pacific*—7 years; *Horizon Producer*—4 years; *Horizon Reliance*—6 years; *Horizon Trader*—9 years; *USNS Bowditch*—2 years; *USNS Heezen*—7 years and *USNS John McDonnell*—6 years.

U.S. Coast Guard Commandant Adm. Thad Allen delivered the event's keynote address. During his remarks, he shared statistics that demonstrate how the emphasis on preserving the environment by mariners, shipping companies and government agencies has yielded positive results through the years.

In addition to high-ranking officials from shipping companies, the dinner was attended by prominent figures from the U.S. Coast Guard, U.S. Maritime Administration, Environmental Protection Agency and other government organizations.

The Chamber of Shipping of America was founded in 1917. The organization represents 30 U.S.-based companies that own, operate or charter oceangoing tankers, container ships and dry bulk vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels.

USNS Safeguard Joins SIU CIVMAR Fleet

Seafarers in the union's Government Services Division—CIVMARS—gained more shipboard jobs recently as the U.S. Navy rescue and salvage vessel *Safeguard* was decommissioned and transferred to the Military Sealift Command (MSC).

Masters, Mates & Pilots Capt. Edward Dickerson and 26 CIVMARS on Sept. 26 boarded the vessel and assumed their new duties at the conclusion of a decommissioning ceremony which was conducted in Sasebo, Japan. More than 100 of the vessel's active-duty Navy crew looked on as Lt. Cmdr. Doyle Hodges, *Safeguard* commanding officer, lowered the ship's commissioning pennant. The vessel assumed the designator United States Naval Ship—*USNS Safeguard*—shortly following its decommissioning and transfer to MSC.

"We're extremely happy about the vessel being added to the MSC fleet as well as the new job opportunities which were created for Seafarers as a result of the decommissioning and transfer," said Chet Wheeler, assistant vice president, SIU Government Services Division. "I'm hopeful that a few issues with respect to habitability can be worked out as soon as possible so that our people's transitions into their new jobs will be as smooth as possible."

"*Safeguard* is a great addition to MSC's fleet," said Paul Devoe, assistant program manager with MSC's Naval Fleet Auxiliary Force. "The ship will continue to provide vital support to the U.S. Navy's 7th Fleet."

The *Safeguard* will remain in Japan and maintain the same mission and operational capabilities, MSC officials said. These missions include: salvage of stranded vessels; rescue and assistance operations; recovery of submerged objects; and manned-diving



The *USNS Safeguard* is a new addition to the SIU Government Services Division fleet.

operations. The CIVMARS crew will be complemented by a four-person military detachment of Navy sailors for communications support, and up to 20 Navy divers as the mission requires. According to Navy officials, operating noncombatant ships with civilian mariners means the U.S. Navy can free uniformed sailors for critical jobs in the combatant fleet.

The *Safeguard* is the fourth and final Navy rescue and salvage ship to be transferred to MSC and be crewed by SIU CIVMARS, joining the *USNS Grapple* (T-ARS 53), *USNS Grasp* (T-ARS 51) and *USNS Salvor* (T-ARS 52).

MSC operates 110 noncombatant ships with civilian crews that replenish U.S. Navy ships, chart ocean bottoms, conduct undersea surveillance, strategically preposition combat cargo at sea around the world and move military equipment and supplies used by deployed U.S. forces.

University Professor Scrutinizes Runaway-Flag Shipping

National security risks resulting from the United States' dependence on flag-of-convenience (FOC) merchant ships since the events of 9-11 continue to raise concerns in many circles.

J. Peter Pham, Ph.D., director of the Nelson Institute for International and Public Affairs at Harrisonburg, Va.'s James Madison University, points out that these concerns are well-founded and further that the FOC arrangement—as well as the ships which sail the seas under its authority—pose a clear danger to America's national security interests. Foreign-flag ships in 2002 were estimated to be transporting 98 percent of U.S. commercial imports and exports, and many of those vessels fly FOCs, also known as runaway flags. The United States also relies on U.S.-owned ships registered in at least five FOC states for military supply and support in wartime under a defense doctrine known as "effective U.S. control."

Under flags of convenience, a ship owned in one country is registered at relatively modest cost in another country, usually a poor

nation that depends on the registry revenues for much of its income. In exchange for ship registry, some FOC states offer secrecy that often allows hidden title to a single vessel or fleet, and they generally do not tax shipping interests. Further, FOC states commonly shield vessel owners and operators from accountability in collisions, oil spills and other incidents. FOC states either cannot or do not enforce minimal operating, environmental, safety or social standards established by the International Maritime Organization (IMO) and the International Labor Organization (ILO) in the United Nations.

Pham, in his work, "An Inconvenient Flag: Liberia's Ship Registry in the Age of Global Terrorism," scrutinized Liberia's maritime force. He found that while this West African nation essentially has no Navy or Coast Guard to patrol its 579-kilometer coastline, it still has the world's second largest merchant navy both in terms of vessels and gross tonnage. Ranking second only to Panama, Liberia's merchant fleet is comprised of 1,687 large ships

amounting to more than 96 million deadweight tons. Included in this inventory of seagoing platforms are three barge carriers, 322 bulk carriers, 83 cargo container ships, 75 liquefied gas tankers, 397 petroleum tankers, 76 refrigerated cargo ships, four roll-on/roll-off vessels, 11 specialized tankers and 35 vehicle carriers.

After examining the fashion in which Liberia was able to grow its merchant registry from virtually nothing to the world's second largest, and what he described as the extremely lax policies and procedures under which it registers vessels under its flag, Pham said that Americans need some assurances that the vessels sailing the world's oceans are safe, high-quality platforms which meet commonsense environmental safeguards, fair labor standards and basic security requirements.

"We need to know who owns them, who operates them, and who crews them, especially if they approach our shores or those of our allies," Pham said.

According to the International Transport Workers' Federation

(ITF), FOC crews typically are recruited from developing and less-developed countries including the Philippines and Indonesia, and, in a more recent trend, from former Soviet-bloc states in Eastern Europe. Many have no training, and many more are known to have fraudulent mariner documents and training certificates. Labor, clergy and human rights organizations worldwide have charged that FOC crews are easily exploited and often abused, working long hours for little pay under substandard conditions.

SIU Secretary-Treasurer David Heindel (who also serves as first vice chair of the ITF Seafarers' Section) during testimony earlier this decade before the U.S. House of Representatives Armed Services Committee stated that FOC vessels "have been linked to the registration of hijacked ships, phantom ships, fraudulent unreported and unregulated fishing, illegal alien smuggling, and most recently, to international terrorism."

Norwegian intelligence sources in late 2001 furnished the United States and the North Atlantic Treaty Organization with a list of 23 cargo ships linked to terrorism, or more specifically to Osama bin Laden and al-Qaeda. The ships' names, listed owners, likely cargoes, and flag states at

the time of the House hearing remained classified.

In London, however, ITF General Secretary David Cockcroft declared that the possibilities were strong that the ships cited were registered under FOCs. "We warned two months ago that ships could be used to transport explosives, terrorists or worse," Cockcroft said. "I am sure that most, if not all, of these vessels will be flying flags of convenience."

Cockcroft continued, "Corruption and lack of accountability are endemic in the FOC system, which is built on two pillars: no questions asked of shipowners and no questions answered to anyone else. When a ship is registered with one of these flags, a curtain of secrecy descends—as valuable if you're a money launderer, someone who wants to sink a ship for insurance, or work its crew half to death before abandoning them unpaid in a foreign port. As long as governments and the United Nations turn a blind eye to the way FOCs allow criminals to operate anonymously, ships will be used to transport everything from drugs and illegal immigrants to the supplies used by the al-Qaeda men who blew up the U.S. embassies in Kenya and Tanzania."

Federation Appoints Executive VP Holt Baker Succeeds Newly Retired Chavez-Thompson

Arlene Holt Baker, the daughter of a domestic worker and laborer in Fort Worth, Texas, on Sept. 21 unanimously was approved to become the AFL-CIO's new executive vice president.

Holt Baker—the first African American woman to serve in one of the labor alliance's top three offices—replaces Linda Chavez-Thompson, who served the labor movement for 40 years. She announced her retirement in early September.

Holt Baker brings 30 years of experience as a union and grassroots organizer and political activist to the post. As a teenager, she got her first job in programs established through President Lyndon Johnson's "War on Poverty" initiative, and began her union career with the American Federation of State, County and Municipal Employees (AFSCME).

As an organizer, international representative and eventually AFSCME's international union area director in California, Holt Baker helped public-sector workers form a union and win a voice at work. She also helped workers secure contracts with better wages as well as pay equity for women.

Holt Baker has served on California's Comparable Worth Task Force Committee and also has received numerous civic awards for her work as a labor and community advocate. She came to the AFL-CIO as executive assistant to former Executive Vice President Chavez-Thompson in 1995. Most recently, she led the AFL-CIO's Gulf Coast Recovery effort.

Chavez-Thompson returned home to San Antonio to be with her family shortly after announcing her retirement. She was elected to the office of executive vice



Linda Chavez-Thompson



Arlene Holt Baker

president in 1995. A second-generation American who is the daughter of cotton sharecroppers, Chavez-Thompson became the first person of color to hold one of the top three elected offices at the AFL-CIO. She had previously served on the AFL-CIO Executive Council as a leader in AFSCME. Traveling and speaking to union and community groups constantly, she has been the face of America's new union movement to millions.

Chavez-Thompson during her career worked to strengthen state and local labor movements and has served as a strong voice on behalf of civil, human and women's rights. She also has been a national leader on the issue of immigration and immigrant workers' rights.

"In everything she's done over a lifetime of service, Linda has broken new pathways for the labor movement," said AFL-CIO President John Sweeney. "Countless working women and men, not only in the United States but throughout the Western Hemisphere, have a better life because of all she's contributed. She's inspired tens of thousands of people to contribute through

their own action, and wherever she's gone, she's earned tremendous affection."

Under the AFL-CIO constitution, Chavez-Thompson, a native of Lubbock, Texas, will become the AFL-CIO's first executive vice president emerita. She will continue to chair the AFL-CIO Immigration Committee and serve as head of the Inter-American Regional Organization of Workers (ORIT), the International Trade Union Confederation's (ITUC) regional organization for the Americas. She also will serve as an advisor to state federations and labor councils.

In a letter to Sweeney formally communicating her retirement, Chavez-Thompson said she wrestled with her decision. "I am blessed to have had 12 years worth of wonderful experiences, meeting thousands of union members and workers who have given me hope that our labor movement continues to be a major factor in their lives," she wrote. "You have given me the opportunity of a lifetime, which was to go where I never dreamed I could go, and do more than I ever dreamed I could do."

Attention Seafarers:



Mobile Port Agent Ed Kelly Retires

The comments definitely were offered in jest, and immediately were followed by laughter and then obviously sincere words of praise.

But, it's undoubtedly a measure of the union's affection for newly retired SIU Mobile, Ala. Port Agent Ed Kelly that the first few quotes solicited for this article brought forth descriptions from different people including "big pain in the rear," "grouchy so-and-so," and "grumpy old [person]."

Far more revealing and heartfelt was this sentiment from SIU Vice President Gulf Coast Dean Corgey: "I hope we still see him around in the port of Mobile. He did a great job for us, and it was a pleasure working with him. Ed comes from a long line of charter SIU members and has a history



Kelly said that working with the late SIU Assistant VP Steve Judd (left) was one highlight of his career, and asked that this particular photo—taken at the SIUNA convention in Piney Point, Md. in 2002—be published with his retirement article.

with the union dating to its inception. He's a great guy."

Kelly, 65, recently called it quits after an SIU career dating to 1981.

While he indeed hails from a seafaring family, Kelly traveled an atypical route to the SIU. He had been a schoolteacher and was working as head coach of the track and cross country teams at the University of South Alabama when he decided to take advantage of an opening with the union.

"At first, I thought, what the heck did I get myself into?" Kelly recalled with a chuckle. "But I've made friends for life in the SIU. I loved servicing, meeting the members and 'preaching' about the SIU. The union became my home and my family."

A native of the small town of Theodore, Ala., he worked in other halls from time to time, including facilities in Houston, New Orleans, Jacksonville and Ft. Lauderdale, Fla., but spent most of his career in Mobile. Kelly served as port agent there beginning in 1999.

"One thing that struck me is that no matter what hall you went to, the members all felt the same way about the SIU, and it was very positive," he noted. "What that meant to me was the leadership and the rank-and-file were all on the same page."

Kelly's father, Ed Kelly Sr., joined the union right after World War II and eventually sailed as a recertified steward. Kelly also

had five uncles who were Seafarers, including charter member Jack Kelly, who sailed in both the deep sea and inland divisions.

The newly retired Kelly listed among his fondest memories the years he worked in Houston in the late 1990s; assisting with a post-September 11 donation to the International Association of Fire Fighters from the Greater Mobile Port Maritime Council, where he served as secretary-treasurer; participating in grassroots activities promoting pro-maritime legislation; and working with the late Steve Judd, SIU assistant vice president based in New Orleans, who died unexpectedly in early 2006.

SIU Assistant Vice President Gulf Coast Jim McGee described Kelly as "good to work with. He would follow up and take care of business. I wish him nothing but the best in retirement."

Ft. Lauderdale Port Agent Kenny Moore, citing Kelly's well-known passion for golf, said, "I'm sure he's on a course right now. He's a very sharp guy who never shied away from hard



Recently retired Mobile Port Agent Ed Kelly (left) is pictured with SIU boatmen earlier this year during contract ratification at Crescent Towing.

work. He has a great sense of humor and I wish him all the luck in the world."

Kelly, reached (at home) in mid-October, said he is "happy to be retired, but I miss my peers."

At the end of a long conversation filled with laughs, he turned serious when offering this

thought for experienced Seafarers: "It's the job of older members to teach younger members about the union—to help them learn to care about it. Somebody taught you, so what's wrong with you teaching them? That's something that'll keep the union strong for everyone."

Bosun's Work Is No High-Wire Act



For Bosun Zeki Karaahmet, pictured (literally) above, slushing the topping wires used on cargo cranes aboard the SIU-crewed *Washington Express* makes for an eye-catching experience, but it's all in a day's work. The bosun recently e-mailed these images taken during a voyage back in May. The vessel, operated by Marine Personnel and Provisioning, is part of the U.S. Maritime Security Program fleet. The ship is 798 feet long with a beam of 105 feet, 8 inches. Built in 2002, the vessel is equipped with four cargo cranes and can sail at greater than 21 knots.

Safety Team Reviews Regulations, Hones Skills



SIU safety directors from 10 ports last month participated in their ninth annual meeting at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Their agenda from Oct. 9-12 included hands-on training; examining critical regulations governing vessel and port safety; ship inspection procedures; methods for discovering hidden hazards; training and education at the center; manpower and recruiting; contracts and communications skills, and more.

Pictured in the group photo (from left) are safety directors and SIU officials Jimmy White (from the SIU's Houston hall), Asst. VP Ambrose Cucinotta, Secretary-Treasurer David Heindel, Karl Leiter (Jacksonville), Kevin Marchand (Ft. Lauderdale), President Michael Sacco, Sam Spain (Norfolk), Monte Burgett (Algonac), Ryan Palmer (Tacoma), Abdul Al Omari (Wilmington), James Brown (New Orleans), Kathy Chester (Oakland) and Frank Iverson (Honolulu).



State-of-the-art simulators are important parts of many Paul Hall Center classes. Checking out the bridge and engine simulators, respectively, are Karl Leiter (left photo) and James Brown.



Great Lakes Contracts Ratified

Several contracts recently were ratified in the union's Great Lakes Division.

Separate but very similar 12-year pacts are now in place at Upper Lakes Towing, with one agreement covering unlicensed crew members and the other covering licensed mariners.

The Upper Lakes Towing contracts call for wage increases each year through March 2013 and a wage reopener for the years 2013-2019. They also boost company contributions to the Seafarers Money Purchase Pension Plan and increase company vacation benefits.

At VanEnkevort Tug and Barge, a comparable 12-year contract is now in place. It, too, stipulates

annual wage increases from 2007 to 2013, followed by a wage reopener for the agreement's remaining years. Further, the new pact provides for an increase of the company contribution to the Seafarers Money Purchase Pension Plan along with increased company vacation benefits.

Finally, crew members on Hanson Material Services harbor boats based in Morris, Ill. are covered by a new five-year agreement. The pact took effect March 1, 2007 and runs through February 2012. This agreement maintains current health and pension benefit levels and provides for annual wage increases.

Union Testifies on the Hill

Continued from page 3

Excerpts from SIU Statement

I would like to thank the Committee for the opportunity to appear before you today and to express our thanks for the continued support of the Congress for the Maritime Security Program (MSP), the Jones Act and Cargo Preference that play a vital role in ensuring that the United States-flag fleet is generally not experiencing the kind of manpower shortages at issue here today, and can continue to supply the trained manpower essential to maintaining U.S. strategic sealift capabilities. At the same time, I would be remiss in not pointing out that a recent government decision was made in order to save a relatively small amount of money by reducing crews in the vital U.S. Ready Reserve Force. This potentially sets a dangerous precedent and could create significant problems down the line by eroding the pool of well-trained, loyal, U.S.-citizen crews whom our military depend upon during times of conflict....

United States-flag vessels operating in the deep sea ocean trades are not experiencing the manpower shortages that are the subject of today's hearing. The reasons for this include the MSP program enacted by Congress in 1996 and re-authorized in 2003; the preferences granted to United States-flag vessels for the carriage of military and commercial U.S. Government owned or impelled cargoes by Cargo Preference Laws enacted over the years; ongoing support for the Jones Act; maintenance of the RRF; and the general support of the Congress for emphasizing the use of commercial vessels for military cargoes expressed by the National Security Sealift Policy adopted by Presidential Directive in 1989. In combination, these programs and policies have enabled the United States to maintain a commercially viable and militarily useful fleet of privately owned vessels, manned by U.S. citizen crews, in active service in the international and domestic trades.

In 2004, pursuant to Congressional direction in the

Maritime Security Act of 2003 to study the Maritime Security and Cargo Preference programs, the Government Accountability Office (GAO) concluded that: "The cargo preference and Maritime Security Programs both provide incentives to retain privately owned U.S.-flag ships and their U.S. citizen crews for commercial and national defense purposes."

As stated by the Department of Defense in its comments on that report, "The Department of Defense supports a strong and viable United States Merchant Marine which provides DOD with needed U.S.-flag vessels and mariners during war. The Cargo Preference and Maritime Security Programs are vital to the U.S. Merchant Marine and DOD."

The direct linkage between these programs and U.S. strategic sealift capabilities is clear. Today 60 militarily useful vessels are enrolled in the Maritime Security Program, while, according to the GAO, on average almost 200 United States-flag vessels participate in the carriage of military and commercial preference cargoes. The contributions made by these vessels to defense sealift are two-fold.

First, the vessels themselves are available for use by the military for defense cargoes. This is particularly true for the 60 vessels in the Maritime Security Fleet.

As important, however, is the contribution made to creating and sustaining a pool of skilled and experienced seafarers that the Departments of Defense and Transportation can draw upon to provide augmentation crews for strategic sealift vessels kept in reduced operating or reserve status when not required for contingency operations. In general, to provide for crew rotations, training ashore, vacations and sick leave, for every billet on board those vessels, there are approximately 1.5 trained and experienced U.S. citizen seafarers. It is those seafarers who form a substantial part of the manpower pool that can be called upon to crew vessels being activated from those reserve or reduced operating status fleets.

The importance of these ships

and crews to military sealift is evidenced by their continued role in supporting Operations Enduring Freedom and Iraqi Freedom. To augment active privately owned, militarily useful vessels in commercial service and U.S. Government-owned active sealift forces, the United States maintains a fleet of approximately 45 sealift vessels in reserve or reduced operating status. During the period between October 2001 and February 2006, vessels activated from those reserve fleets transported 28.2 percent (U.S.-flag commercial vessels carried most of the remaining 71.8 percent), or almost a third, of all military equipment and supplies delivered to U.S. forces in those contingency operations.

One of the sealift lessons learned through Operations Desert Shield and Desert Storm in 1990-91 was that because of the age of many of these vessels, and the lack of any crew on board during reserve status, the vessels experienced a high operating failure rate during the initial surge to this earlier war. Crew shortages also became an issue because the only manpower pool that was available to man the government-owned vessels had to come from the U.S.-flag commercial fleet.

After extensive study and analysis, in the mid-1990s the Department of Defense and the U.S. Maritime Administration changed the way that the government vessels would be maintained to solve the crewing issues encountered during the first Gulf War. In short, the Maritime Administration established a



Panelists from different components of the industry participated in the subcommittee hearing.

Reserve Operating Status Maintenance Program that placed a cadre of U.S. crews on board groups of reserve vessels in order to maintain the ships in a higher state of readiness.

During Operation Iraqi Freedom, these ships were again called upon for initial surge transport, but unlike in Operation Desert Shield, the ships performed flawlessly, and most importantly, because of the small cadre of crew already on board the ships for maintenance there was a nucleus crew ready to sail the ships. By making the change in the mid-1990s, it increased the manpower pool by a small amount, but that was sufficient to help solve the crewing issues experienced during Desert Storm.

Overall, it must be emphasized that in addition to the RRF crews, without the trained and experienced mariners drawn from the manpower pool made possible by

the United States-flag commercial fleet supported by the Maritime Security Program, Cargo Preference programs and the Jones Act, it would have been impossible to crew up those vessels for Operation Iraqi Freedom.

This being said, I am very concerned with plans by the government, as a cost-saving device, to decrease the readiness of certain vessels and reduce or eliminate the crews originally put on board through the changes made to the RRF program after Operation Desert Storm. While we are experiencing no significant crew shortages at this time, with the downgrading of the Reserve vessels, any future use of those vessels for major sealift will clearly lead to crew shortages in both the Jones Act and international trades. The gradual reduction in entry-level shipboard positions in all three departments makes this situation even worse....

SUMMARY ANNUAL REPORT FOR NMU VACATION PLAN

This is a summary of the annual report of the NMU VACATION PLAN, EIN 13-6700828, Plan No. 501, for period Jan. 1, 2006 through Dec. 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$0 as of Dec. 31, 2006, compared to \$1,077,591 as of Jan. 1, 2006. During the plan year, the plan experienced a decrease in its net assets of \$1,077,591. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$5,091,029 including employer contributions of \$4,959,294 and earnings from investments of \$131,735.

Plan expenses were \$4,895,543. These expenses included \$961,890 in administrative expenses and \$3,933,653 in benefits paid to participants and beneficiaries. As of Dec. 31, 2006, the NMU Vacation Plan merged into the Seafarers Vacation Plan and transferred the remaining net assets.

Your Rights to Additional Information

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

1. an accountant's report; and
2. financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write to: Board of Trustees of the NMU Vacation Plan, c/o Seafarers Benefit Funds, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.70 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Vacation Plan, c/o Seafarers Benefit Funds, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Health Care Premiums Rise

Continued from page 2

employer-based system can do no better than tread water," said co-author Jon Gabel, senior fellow at the National Opinion Research Center at the University of Chicago. "It makes one ask, 'What will happen during the next economic downturn?'"

Worker Contributions, Cost-Sharing

Covered workers on average pay 16 percent of the overall premiums for single coverage and 28 percent for family coverage—shares that have remained relatively stable in recent years. However, workers in small firms (three to 199 workers) pay significantly more on average toward the cost of family coverage (\$4,236 annually) compared to larger firms (\$2,831 annually).

For single coverage, the opposite is true, with workers at small firms annually contributing less on average than workers at large firms (\$561 vs. \$759).

Other findings include many employers indicating that they expect to make significant changes to their health plans and benefits in 2008. Overall, 21 percent of firms say they are "very likely" to raise workers' premium contributions next year. Some firms also say they are "very likely" to increase office visit cost-sharing (13 percent), increase deductibles (12 percent) and increase prescription drug cost-sharing (11 percent). Very few firms say they are "very likely" to restrict eligibility for coverage or drop health coverage altogether.

The full survey may be accessed online at <http://www.kff.org/insurance/7672/>

Aboard the SS Haverford Victory: Winter of '45 in the North Atlantic

Editor's note: This article was written by Paul Hogan, who joined the NMU in the fall of 1945 and sailed for about three years. He then went to Penn State before getting drafted into the Korean War. The GI bill that was promised to him was never granted, so he did his duty all over again in the Army. After his military service, Hogan became a contractor, designing and building playgrounds all over the world, from Papua New Guinea in the South Pacific to Leningrad in the former Soviet Union and all points in between. He has written three books on the subject and is still active in the field of playground safety. (You can find his web site at Triax2000.com.)

It was a dark and stormy night, one of the darkest and stormiest nights I have ever experienced, even to this day, nearly 62 years later. To make matters worse, we were in the North Atlantic aboard a rocking and rolling Victory-type troop transport. Our mass-produced vessel of 8,000 tons bobbed in the North Atlantic like a cork in rapids.

Aboard were 2,000 German POWs who were being transported back to Europe, not to immediate freedom as they had hoped, but to six more months of indentured service clearing land mines in France. The French attitude was, "You put them down, you pick them up."

Also with us were 35 non-commissioned Army MPs and two or three of their officers. Their job was to maintain order among the POWs and to prevent anyone from escaping. How or why anyone would want to try and escape from a troop ship in the middle of the North Atlantic in the midst of a winter storm, I couldn't fathom. But, I'm getting ahead of myself.

As an 18-year-old seaman, I had already been on a troop ship to Southampton where I had about three hours of shore leave to go to a pub for my first English beer while the ship loaded 2,000 American soldiers to bring them home. That first overseas experience had me hooked for life.

The next trip was more eventful. By throwing in my union card at the hiring hall, I bid on a trip to Le Havre, France. I knew it was a troop ship but had no idea we would



Paul Hogan (right), as a young assistant officer's pantryman, shakes hands with his boss—and friend—Sandy.

be taking 2,000 German POWs to France and then bringing an equal number of GIs home on the same ship.

My job was the lowest ranking on the ship: assistant officer's pantryman. Chief pantryman Sandy was black, 19 years old and, with two years before the mast, had far more experience than I. He became my good friend, regaling me with many funny stories about coping with his position aboard ship. As on every ship, and I suppose in every office in the world, there is one person whose goal in life seems to be making it difficult for someone else.

Our nemesis was a young, officious army lieutenant whose name I conveniently forgot a long time ago. I'll call him Lt. X. He was second in charge of the MP guards who maintained order among the 2,000 POWs. That was really a joke because the POWs maintained their own order. They knew that anything other than order would cause them trouble, of which they'd already had enough.

The majority of the POWs had been in

the Afrika Korps. When Rommel was defeated, the United States was stuck with several hundred thousand German prisoners. As it was too expensive to take care of them in Africa, they were shipped here and relocated in dozens of POW camps around the country. Now that the war was over, it was time for them to go home (with that slight detour through the mine fields of France).

But I digress—an easy thing to do when trying to recall events of 62 years ago.

Every morning, Lt. X would appear in full dress uniform for his inspection tour of our pantry. No one ever wore full dress on an old troop ship save our nemesis. Everyone from the almost-never-seen captain to the engine room wipers wore old work clothes. They were clean but old. I used to clean my pants by tying a rope around them and throwing them off the fantail for about 10 minutes. They got a good washing, and then I'd rinse the salt water out of them with fresh water.

Back to Lt. X

He had the habit of reaching up and running his fingers along the shelf rims looking for dirt or grease. He never found any as Sandy ran a clean and tight pantry. After a week of this insult, Sandy took me aside and whispered, "Paul, I'm going to fix it so he will never come in here and bother us again." Bear in mind, our pantry was out of his domain and was under the supervision of our own chief steward who was very happy with the way we did our job.

Sandy found a bottle of molasses and poured it on the shelf where it was hidden by the lip. Lt. X soon came in on his morning rounds to harass us. Unfortunately, this time he had on white gloves. He looked in the drawers, opened the refrigerator and, as expected, ran his hand along the shelf where his new white gloves picked up a half-pound of gooney molasses. He jumped back in astonishment, and before he could say a word, Sandy said, "Oh thank you Lieutenant, I wondered what happened to that bottle. It must have tipped over on a heavy roll. Here, let me help clean you up."

Lt. X never came back to our pantry for the rest of my two voyages on the *Haverford Victory*.

Back to my opening line. It was a dark and stormy night. It was Thanksgiving 1945, and as pantrymen, we had the job of serving up a memorable meal for both the ship's officers and our guest army officers.

Still worked up about Lt. X, Sandy had yet one more trick up his sleeve. About 10 minutes before the Thanksgiving dinner gong sounded, he went into the officer's dining salon and unscrewed three of the four "dogs" on a porthole. A dog is a screw type device that secures the porthole to the ship's side. The fourth and last dog was held in place by just a few threads.

This unsecured porthole just happened to be over the lieutenant's favorite place in the salon.

They say if a Victory ship rolls 50 degrees, it just keeps on going and you are dead. We were in the low forties on our rolls that Thanksgiving.

The music over the PA system was appropriate for the season. Everyone was in a holiday mood as they took their places and I began serving them from the opening to the pantry. After serving everyone their dinner, a few bottles of wine appeared out of nowhere. I went back to the pantry. Sandy nudged me and whispered; "Now you just watch." While not appearing nosy, I kept my eye on Lt. X. The ship was going through a particularly rough sea with each roll steeper than the last.

On one never-to-be-forgotten roll, the porthole over Lt. X burst open, pouring tons of 32-degree seawater down on his head, washing him under the table and out the door into the alleyway. Officers jumped up to resecure the porthole while Sandy and I ran in with mops and buckets and profuse apologies to begin the clean-up task. Was it worth it? You bet. Later, a few of the ship's officers went up to Sandy and said, "Good work, Sandy. That guy needed to be flushed out of the salon." The exploit traveled throughout the ship, making Sandy the hero among our crew, the Germans and especial-



POWs make a kite to pass the time on the *Haverford Victory*.

ly the GIs who had to suffer under Lt. X. If medals had been given for this sort of exploit, surely Sandy would have earned one.

By comparison, my second trip to Le Havre was mostly uneventful. We picked up several train-loads of German POWs in Port Elizabeth, N.J. where our ship was docked. As we watched them get off the special prison trains and march up the gangplank, I wondered what lay ahead on this voyage.

We had been in port just a few days cleaning out the ship and reprovisioning it for taking 2,000 German troops east and another 2,000 American troops west. I don't suppose you can imagine how much the ship smelled after a thousand or so German and American soldiers had been seasick. There were precious few supplies available in Europe for the homeward trip so we had to carry provisions for both ways.

I'd spent a few evenings with Sandy touring his favorite hangouts in Harlem, which strengthened our friendship. He was both my boss and my friend. After all, he was 19 and I was only 18.

I forgot to tell you that on the first trip, some of the POWs gave classes in German to wile away the time. I attended almost every one and soon learned to count and make basic talk about the weather, jobs I had, and things like that. My rudimentary German came in handy when I greeted the new load of POWs to our humble ship. I even learned to sing two complete verses of *Stille Nacht, Heilige Nacht* (Silent Night, Holy Night).

One concert that will stay with me for as long as I live was when the entire shipload of 2,000 German POWs sang *Silent Night* in German—and in unison—on a tossing troopship. Though the ship was divided into compartments, the song was picked up from one compartment of 400 or 500 soldiers to the next until the entire ship sang as one beautiful chorus. It's too bad we were unable to record that experience.

It was cold and bitter when we left Port Newark. Christmas was just three weeks away. As we entered the Gulf Stream, everything warmed up for a day, and then we hit the bitter cold and unforgiving North Atlantic.

A few days further out, however, the weather turned pleasant again and the POWs were allowed on deck. The holds where they (and the Americans as well) slept had bunks six tiers high, so any excuse to get outside was welcome.

One warm, sunny day, a few of the POWs decided to make a kite. They got cloth and string and sticks from I don't know where and made a traditional kite about 3 feet across. They put a long tail on it and flew it off the stern of the ship. All the POWs cheered when the kite took off and followed us across the ocean.

Before dinner call, one of the POWs had the bright idea of tying a red flashing light to the tail. Such lights were attached to all the life belts so that if you were floundering in the freezing water you could be spotted by a rescue craft. Never mind that you'd freeze to death after just 15 minutes in that watery grave.

Though the European war had been over for six months, the North Atlantic still had thousands of loose drifting mines. We were still on combat pay, and our ship was on what might be termed today as a Yellow Alert Condition.

About 10:00 p.m., all hell broke loose with sirens and klaxon horns blaring. Spotlights were turned on, searching the sky

for a UFO or for whatever was hovering over us with a flashing red light. Finally the searchlights focused onto the kite that was trailing us. The OD (officer of the deck) was not amused, but 2,000 POWs, the MPs and our own crew thought it was great sport. The next day we had orders: "No more kite flying."

I forgot to tell you about our captain, the strangest one I ever served under. He was reclusive to the extreme and spent most of the time in his cabin, rarely going to the bridge and even more rarely actually taking command of his ship. One of Sandy's jobs was to take the captain his breakfast, lunch and dinner where he ate alone in his cabin. Even on Thanksgiving, he ate alone.

Both the officers and crew of our ship were glad he stayed in his cabin rather on the bridge where he was supposed to be. I doubt most of the crew ever saw him once, even when docking.

One morning, Sandy came back from delivering breakfast to the captain's cabin laughing. He told me that after having set down his tray and on the point of leaving, our captain shouted out, "SANDY!" "Yes sir," Sandy replied. "You didn't say good morning to Bozo" (the captain's dog). Replied Sandy, "Oh sir, I said good morning to him when he was out for his walk earlier this morning." The captain seemed satisfied with that excuse and dismissed Sandy.

As with most troop ships we had a pretty good PA system—certainly superior to what you find on today's 747s. The system was allegedly under the management of the American MPs, but as they were too busy (shooting craps or playing poker), the job was left to the Germans who were glad for the opportunity. As it was so near Christmas and everyone was feeling nostalgic, the Germans kept playing *Lily Marlene*—perhaps every fourth record was sung by *Marlene Dietrich*. She sang the song that begins with: "Underneath the Lamppost," in both German and English. After a few days of this, one of the American MP sergeants burst into the room and told the German DJ that if he played *Lily Marlene* one more time, he'd throw the record and the DJ overboard.

We didn't hear *Marlene* for a day or so. Then she slowly crept back onto the list where she sang her plaintive song perhaps every 20 records. We all liked that song but not quite so much as the lonesome POWs. I made a few good friends among the POWs and for several years corresponded with Walter Borkofski. He sent me a beautiful charcoal sketch of a photo I had taken of me in merchant marine training school. I sent him food parcels, but over the decades we lost touch.

Last year, while in Tampa, I went aboard the *American Victory*. It is now a museum and was an exact duplicate of the *Haverford Victory*. I recalled every nook and cranny of the *Haverford Victory* as I led my companion on a tour. I was amazed how I remembered the use of every room and piece of machinery. I visited my old pantry and the officer's dining salon. I went forward to the bow where I used to stand under a combing as the ship rose and dived in the heavy seas. I could have found my bunk room blindfolded. I touched the bunk in which I once slept. I was carried back to that dark and stormy night 62 years ago.



POW Walter Borkofski sent Hogan this sketch from the small photo (inset) he had sent to the German in 1946.

Paul Hall Center's Milestone Year Also Includes 10th Anniversary of Revamped Trainee Program

While the 40th anniversary of the SIU-affiliated Paul Hall Center for Maritime Training and Education duly was celebrated earlier this year, another milestone of sorts involving the school took place near the start of 2007.

The month of March marked 10 years since the school announced a major change to its trainee program—a staple of the center's Seafarers Harry Lundberg School of Seamanship since its founding. Specifically, in 1997 the program shifted from 12 weeks to a curriculum lasting about 2.5 times as long as the old class.

A major change in scenery accompanied the expansion. Whereas the old program exclusively took place at the school in Piney Point, Md., the new one added a 90-day shipboard component in which students went to sea and rotated through each department. The redesigned program retained the initial 12-week phase in Piney Point, which includes vessel familiarization, firefighting, first aid and CPR, water survival, vessel operations and maintenance, sanitation and other topics, with emphasis on hands-on training.

Finally, the updated curriculum added a third phase back at the southern Maryland campus in which students undergo department-specific training along with additional classes that help provide more options when it's time to ship out. Like a majority of Paul Hall Center courses, the "phase III" classes include plenty of practical training.

Registered with the U.S. Department of Labor, the apprentice program has graduated approximately 22,000 people. U.S.-flag vessel operators have praised the redesigned training,

pointing out that the more rigorous curriculum has decreased turnover while boosting safety.

Alaska Tanker Company Labor Relations Director Bill Cole sees many benefits in the current format.

"This unlicensed apprentice program has been a home run for the school and the employers," stated Cole, who also serves as a Paul Hall Center trustee. "It's been that way because what we've done is create a career path, starting from an entry-level position. That system provides employers with highly trained and competent people, which has been proven time and time again. Not only are new people entering the industry through the UA program, they're coming fully qualified with state-of-the-art training and upgraded skill sets."

The program's changes were driven by regulations as well as by practicality. Part of the impetus came from the amended STCW convention—an international maritime treaty governing the methods used to train and certify merchant mariners. Among that pact's myriad requirements are practical demonstrations of shipboard skills for certification.

But STCW wasn't the only factor.

"The old system was one in which many people taught the newcomers on board the ship how to do a job," noted Paul Hall Center Director of Training J.C. Wiegman. "A trainee could come to the school for a relatively short period of time and then go right to work. You had larger crews that could take people under their wing on the ships."

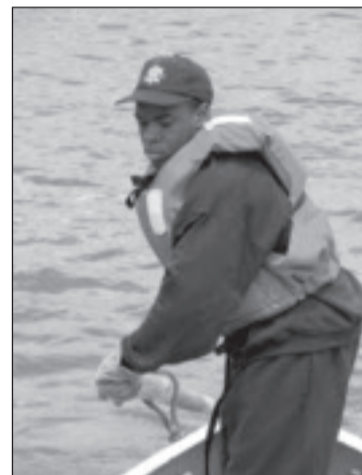
"The updated apprentice program was a product of higher technology, smaller crews on ships and the apprentice having to come aboard the vessel fully trained and ready to go. Because of those changes, it's probably now the best program in the country for unlicensed seamen."

A U.S. Navy veteran, Wiegman compared his own experience sailing aboard destroyers to those of merchant mariners aboard civilian-crewed ships. In both cases, technology and automation slowly drove down crew sizes.

The apprentice program has tried to compensate for such changes through more thorough training, which in turn has improved retention rates in the



These photos depict various components of the unlicensed apprentice program, including shipboard training.



U.S.-flag fleet. In particular, students, instructors and company officials alike have pointed to "phase II" (shipboard training) as a boon. Generally, the sentiment is that when a student finishes that stage of training, he or she has a clear idea of whether or not to fully enter the industry.

Seafarers-contracted companies participating in phase II include 3PSC, Alaska Tanker Company, Allied Towing, AMSEA, American Steamship, Crowley, E-Ships, Hannah Marine, Horizon Lines, Interocean American Shipping, Keystone, Liberty Maritime, Maersk, NCL America, Ocean Ships, Overseas Shipholding Group, Pacific Gulf Marine and Sealift, Inc.

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



With Allied Boatmen in Virginia



Serving on the tallying committee were (from left) 1st Mate Mike Woolard, AB/Cook Randy Perrine and Captain Neil Johnson.

As reported in last month's *LOG*, SIU boatmen working aboard inland vessels operated by Norfolk, Va.-based Allied Transportation Co. have approved a new three-year contract which took effect Sept. 1. Among other elements, the contract maintains Core-Plus benefits levels and calls for annual wage increases. A few of the 120 union members who sail aboard Allied's eight vessels are pictured below.



AB/Tankerman Wayne Henry
Sea Hawk



Cargo Mate Ryan Emmons
Sea Raven



AB/Tankerman Andy Page
Sea Raven



At Sea and Ashore With the SIU



Working aboard the *Great Land* in support of U.S. troops in Kuwait are (left) QMED Saleh Shammam, performing some welding on the ramp, and (below) AB Vasilij Semesjuks.



Members of the SIU attended a rally July 31—and held Maritime Port Council of Delaware Valley signs—to show support for Teamsters Local #929 in their drive to organize Preferred Freezer in Philadelphia.



Showing off the latest issue of the *Seafarers LOG* to come aboard the newly re-flagged *Maersk Montana* in New York is AB Rudy Syarifudin.



Chief Storekeeper Renee Clayton and Bosun Troy "Speedy" Mack await incoming stores on the *USNS Gordon* in Norfolk, Va.



Four Seafarers who were sworn in as full book members during the September membership meeting in Norfolk pose with VP Government Services Kermett Mangram (left) and SIU Safety Director Sam Spain (third from right). The new members are (from the left) Wiper Ruden Perez, QMED Michael Evans, Chief Cook Derrick Moore and SA Teresa Williams.



Stu Miller (left), captain aboard the *USNS Gordon*, and Norfolk Port Agent Georg Kenny swap sea stories about their favorite port of call: Valparaíso, Chile.



Crew members aboard the *Maersk Ohio* pose for a quick photo during a meal aboard the newly re-flagged vessel, which made a stop in New York in early August.



SA James Sears participates in helo training aboard the *PFC William B. Baugh*.



SIU Vice President Gulf Coast Dean Corgey and ITF Inspector Shwe Aung are among those being sworn in as vice presidents of the Texas AFL-CIO during their Aug. 4 convention in Corpus Christi. At right is the Houston SIU delegation to the convention (from the left) Aung, Assistant VP Jim McGee, Corgey and Patrolman Michael Russo.



NEW WIRELESS DISCOUNTS from UNION PLUS and AT&T!

Savings and Solidarity



Enjoy **special discounts on wireless** devices and **save 10%** on your monthly service charges through AT&T.*

Now SIU members can save 10% on any new or renewed service plan with AT&T. While you save, you'll also be supporting the only wireless company that is "Proud to Be Union!"

Choose AT&T for value and much more!

- **Fewest dropped calls** of any wireless carrier.
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To find the location nearest you, visit att.com/find-a-store.
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*The equipment and service discounts described in this ad are NOT available with the iPhone and associated wireless service.
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For more information about other benefits available to SIU members, visit

www.UnionPlus.org/ATT

SIU AT&T 09/07

In and Around the Port of Wilmington



While Patty Young cuts the retirement cake, other guests sit around the table reminiscing. From the left are Mates Greg Jarvis and Benny Guillot, Capt. Mike Schmidt and John Ivankovich.

Retirement Party for John Ivankovich

Lots of fellow Seafarers came out to the union hall to help give a proper send-off to John Ivankovich, who retired after more than 20 years working in the Los Angeles/Long Beach Harbor as a cook utility and AB/deckhand at Crowley Marine Services. Included among those who came to wish him all the best were Wilmington Port Agent John Cox, Captains John Zarroli, Homer Roberson, Hank Scott, Bruno Kalmeta, Mike Guillot, Greg Jarvis and Neal Doucet, Utility Engineers Craig Perry, John Tipich and Arsen Perhat and Deckhands Frank Gill, Mike Privette and Mike Restivo.



Wilmington Port Agent John Cox congratulates John Ivankovich on a well-deserved retirement.



Wishing his friend a happy retirement is AB/Deckhand Mike Restivo.



Mate Benny Guillot (left) and Utility Engineer John Tipich helped Ivankovich celebrate his maritime career.



Capt. Mike Schmidt was one of the well-wishers at the retirement party.



Mate Neal Doucet and Capt. Hank Scott make their way to the party in an environmentally friendly way.



Enjoying the camaraderie are Utility Engineers Arsen Perhat (left) and John Tipich.

n, Calif.



Wilmington Patrolman/Safety Director Abdul Al Omari works on his reports at the Wilmington hall.



Seafarers always show up in full force at the Southern California Labor Day Parade, which was held this year on Sept. 3.

ABOARD THE CAR CARRIER JEAN ANNE — on a recent visit to the 10th St. Terminal in San Diego

ABOARD THE OVERSEAS HOUSTON



Wilmington Port Agent John Cox (below right) meets with Recertified Bosun Lawrence H. Zepeda Sr. aboard the *Overseas Houston* when that vessel made a recent visit to the port of Long Beach.



Bosun Dave Davenport operates the ramp controls.



Electrician David Cutro



Repairing the crane aboard the *Jean Anne* is Electrician David Cutro.



GVA Mohamed Saleh and AB Julio Ortiz



AB Vince Ippolito



Steward Sam Sinclair



Maritime Administrator Sean T. Connaughton is flanked by Wilmington Port Agent John Cox (left) and SIU VP West Coast Nick Marrone at a press conference at Woodside Natural Gas, Inc. of Santa Monica, Calif. Connaughton recently unveiled a tentative agreement with Woodside to register two new LNG vessels scheduled to service a proposed deepwater port 28 miles off the coast of Los Angeles. "The employment of American citizens aboard U.S.-flag LNG vessels serving the nation's natural gas receiving facilities is in the best interests of the United States," he said at the July 30 press conference.



AB Billy Cooley helps load stores onto the car carrier.



2008 Scholarships available to SEAFARERS & their dependents

DEADLINE = APRIL 15

Please send me the 2008 SIU 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.*

11/07

Each year the Seafarers Health and Benefits Plan offers qualified Seafarers and their dependents a scholarship program to help ease the financial burden of college and vocational studies. This year, eight scholarships are being offered; three for Seafarers and five for spouses and dependents.

One of the three scholarships reserved for SIU members is in the amount of \$20,000 and is intended to help cover the costs of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college.

The five scholarships for spouses and dependent children of Seafarers are worth \$20,000 apiece.

All Seafarers and their spouses and children who plan to attend college are encouraged to send for the 2008 SIU Scholarship Program booklet (see form on this page). It contains eligibility information, procedures for applying and a copy of the application form. The program books also are available at all SIU halls.

NOW is the time to start the application process. April 15 is the deadline for the 2008 Scholarship Program—and you can't be awarded a scholarship without filling out an application form. You have nothing to lose!

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

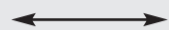
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



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(810) 794-4988

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(907) 561-4988

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(410) 327-4900

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(617) 261-0790

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

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Government Services Division: (718) 499-6600

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(757) 622-1892

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(510) 444-2360

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(215) 336-3818

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(787) 721-4033

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(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

SUMMARY ANNUAL REPORT FOR NMU 401K PLAN

This is a summary of the annual report for the NMU 401K Plan, EIN 13-6592643, Plan No. 002, for period Jan. 1, 2006 through Dec. 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through insurance. Plan expenses were \$360,067. These expenses included \$360,067 in benefits paid to participants and beneficiaries. A total of 657 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,751,535 as of Dec. 31, 2006, compared to \$3,432,409 as of Jan. 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$319,126. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$679,193 including employee contributions of \$380,544 and earnings from investments of \$298,649.

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information;
3. assets held for investment;
4. insurance information, including sales commissions paid by insurance carriers; and
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write to, or call: Board of Trustees of the NMU Pension and Welfare Plans, c/o Seafarers Benefit Funds, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$1.50 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Pension and Welfare Plans, c/o Seafarers Benefit Funds, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR NMU PENSION TRUST OF THE NMU PENSION AND WELFARE PLAN

This is a summary of the annual report for the NMU PENSION TRUST OF THE NMU PENSION AND WELFARE PLAN, EIN 13-6592643, Plan No. 001, for period January 1, 2006 through December 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$29,740,152. These expenses included \$3,039,566 in administrative expenses and \$26,700,586 in benefits paid to participants and beneficiaries. A total of 7,436 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$296,628,713 as of December 31, 2006, compared to \$296,871,091 as of January 1, 2006. During the plan year, the plan experienced a decrease in its net assets of \$242,378. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$29,497,774 including employer contributions of \$563,898, realized gains of \$2,486,059 from the sale of assets, earnings from investments of \$26,023,493, and other income of \$424,324.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights To Additional Information

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

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of the plan assets;
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates; and
6. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of NMU Pension and Welfare Plan, c/o Seafarers Benefit Funds, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$7.80 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of NMU Pension and Welfare Plan, c/o Seafarers Benefit Funds, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

PIC-FROM-THE-PAST

This photograph was sent to the *Seafarers LOG* by Pensioner **John W. Curlew** of Sea Level, N.C.

The picture was snapped sometime during a voyage aboard the *SS Choctaw* (Waterman Steamship Corp.) from October 1954 to August 1955. Curlew, who was bosun at the time, is at left with two other members of the deck department, refurbishing a deck railing.

Brother Curlew joined the union in 1947. He completed the bosun recertification program in 1975 and last sailed aboard the *Sea-Land Patriot* in 1989. Brother Curlew retired in 1990 to the high mountain desert of Nevada.

In a note accompanying the photo, Curlew said that after the death of his wife of 49 years, he left Carson City (4,680 feet above sea level) and moved to Snug Harbor (at sea level).

"This is a great place for aged, decrepit and worn-out seamen," he wrote. "For economic reasons, Snug Harbor has been opened up to others besides seamen, but there are enough of us here to have a good gathering after supper and see who can come up with the biggest sea story. I have been here for more than a year, and I have not made it yet!"



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

Photographs will be returned, if so requested.



Welcome Ashore

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

DEEP SEA



RICHARD BUCHANAN, 65, joined the union in 1977, initially sailing aboard the *Long Lines*. Brother Buchanan was a member of the deck department. He upgraded on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Buchanan was born in Illinois. His most recent voyage was aboard the *Intrepid*. Brother Buchanan makes his home in Santa Cruz, Calif.

SALVATORE CICIULLA, 65, embarked on his SIU career in 1979, first working in the inland division aboard a Crowley Towing & Transportation Co. vessel. In 1995 and 2000, the deck department member attended classes at the Piney Point school. Brother Ciciulla's most recent voyage was on the *SL Pride*. He was born in Italy and calls Melbourne, Fla. home.



DONALD FARMER, 64, joined the SIU in 1964. Born in Georgia, he first sailed aboard the *Penn Carrier*. Brother

Farmer enhanced his seafaring skills in 1974 at the union-affiliated school in Piney Point, Md. He shipped in the engine department. Brother Farmer most recently worked on the 1st Lt. *Jack Lummus*. He is a resident of Albany, Ga.

DAVID GANNOUN, 65, became a Seafarer in 1973. Brother Gannoun, a native of Honduras,



first sailed on the *Over Anchor* as a member of the steward department. He attended courses at the maritime training center in Piney Point, Md. on three occasions to upgrade his skills. Before retiring, he worked aboard the *USNS Capella*. Brother Gannoun lives in Kenner, La.

MONTE GRIMES JR., 55, began his seafaring career in 1971, first sailing on a Vivian Tankers Corp. vessel. He upgraded his skills often at the Paul Hall Center and worked in the deck department. Brother Grimes most recently shipped aboard the *Lightning*. He continues to reside in his native state of California.

KAYED HRBY, 65, joined the SIU in 1967 in the port of Detroit, Mich. Brother Hrby first sailed aboard a vessel operated by



Isthmian Lines Inc. The deck department member upgraded his skills in 1978 at the Seafarers-affiliated school. Brother Hrby, who was born in Yemen, most recently sailed aboard the *Overseas Juneau*. He made his home in Bronx, N.Y.

CHARLES LORE JR., 58, began sailing with the union in 1972. Brother Lore was a frequent upgrader at the Piney Point school. He first sailed aboard the *Summit* as a member of the engine department. Brother Lore, who was born in New York, most recently worked aboard the *Sam Houston*. He makes his home in Buffalo, N.Y.



EDWIN LUSK, 59, commenced his seafaring career in 1972. Brother Lusk's first ship was the *Jefferson Davis*. He was born in Fayetteville, Tenn. and shipped as a member of the deck department. Brother Lusk upgraded his skills often at the maritime training center in Piney Point, Md. His last ship was the *Horizon Hunter*. Brother Lusk calls Covington, La. home.

ALI MOHSIN, 62, who was born in Arabia, began sailing with the SIU in 1968 aboard the *Banner*. Brother Mohsin was a member of the engine department. In 2000 and 2001, he upgraded his skills at the Paul Hall Center. Prior to retiring, Brother Mohsin worked on the *Commitment*. He is a resident of Brooklyn, N.Y.

NELSON PATTERSON, 65, joined the union in 1970 in the port of Houston. Brother Patterson upgraded his skills on numerous occasions at the union-affiliated school in Piney Point, Md. He began sailing aboard a Calmar Steamship Co. vessel, where he worked in the engine department. Brother Patterson, who was born in Texas, most recently worked aboard the *Equality State*. He makes his home in Livingston, Texas.

EDISON RODRIGUEZ, 71, became an SIU member in 1986 in the port of New York. Brother Rodriguez's first voyage was on the *USNS Antares*. He upgraded his seafar-



ing skills on numerous occasions at the maritime training center in Piney Point, Md. Brother Rodriguez was born in Guayaquil, Ecuador. He most recently sailed aboard the *Green Lake*. Brother Rodriguez lives in Brooklyn, N.Y.

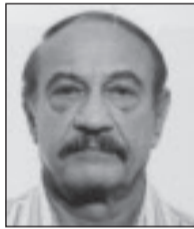
FRANCES WADSWORTH, 65, began her seafaring career in 1991 in Piney Point, Md. Sister Wadsworth's first ship was the *Louis J. Hauge*; her last was the *William Baugh*. The steward department member was a frequent upgrader at the Seafarers-affiliated school in Piney Point, Md. Sister Wadsworth resides in Wilmington, N.C.



DAVID DEL BUONO, 64, joined the SIU in 1977 in Puerto Rico. Boatman Del Buono sailed primarily aboard vessels operated by Crowley Towing & Transportation Co. Born in New York, he worked in the engine

INLAND

department. Boatman Del Buono attended the Piney Point school in 1981, 1994 and again in 1998 to upgrade his seafaring skills. He is a resident of Baldwin Park, Calif.



MANUEL FIGUEROA, 62, began shipping with the Seafarers in 1978. During his career, he worked primarily aboard Crowley Towing & Transportation Co. vessels. Boatman Figueroa, who was born in Puerto Rico, sailed in the engine department. He took classes in 1984 at the Paul Hall Center to upgrade his seafaring skills. Boatman Figueroa makes his home in Catano, P.R.

JAMES MUSICK, 65, began his SIU career in 1996 in the port of Philadelphia. Boatman Musick worked primarily aboard Crowley vessels. The New Jersey-born mariner was a member of the deck department. Boatman Musick settled in Mullica Hill, N.J.

SVEN VILBORG, 57, started sailing with the SIU in 1975. Boatman Vilborg first sailed aboard a Whiteman Towing Co. vessel. He upgraded in 2003 at the Paul Hall Center. Boatman

Vilborg, who is a native of Sweden, most recently worked on a Crescent Towing of New Orleans vessel. He calls Bay Mintette, Ala. home.



GREAT LAKES



MOHAMED MOHSIN, 65, joined the union in 1969. Brother Mohsin worked primarily aboard American Steamship Co. vessels, including the *American Sea Ocean* and *American Mariner*. He was born in Arabia and shipped in the deck department. Brother Mohsin lives in Dearborn, Mich.

EUGENE PIKE, 65, joined the union in 1967. Brother Pike first worked aboard Great Lakes Associates Inc. vessels as a member of the deck department. He was born in West Virginia. Brother Pike's most recent voyage was aboard the *JAW Iglehart*. He resides in Bristol, Tenn.

Reprinted from past issues of the Seafarers LOG.

1949

Certified by the NLRB as collective bargaining agent for nine Cities Service Oil Company tankers, the SIU immediately called upon the company to enter negotiations for a contract covering the company's unlicensed personnel. The contract will culminate two years of effort by the SIU to obtain union wages, conditions and security for CS seamen.

The company began firing crew members by the shipload at the end of each voyage, as the election drew near, but the replacements hired recognized the need for union representation and voted for the SIU. The company's attitude was scored by the NLRB: "... it ill behooves the employer to file objections stemming principally from its own recalcitrance."

1959

Rolling up a near-perfect record, the SIU Training School in New York has graduated 169 successful candidates for a lifeboat ticket out of 173 who have attended the school to date. The lifeboat trainees, after taking both classroom and boat instruction, have been whizzing through the Coast Guard examinations with ease. In addition to the 169 successful lifeboatmen, the training school has assisted 24 ordinaries who subsequently obtained their AB tickets, plus a number of wipers who have gone up to firemen. Ordinaries and wipers interested in enrolling in the school for upgrading, as well as men in any category who lack lifeboat tickets can enroll in the school by contacting the dispatch counter on the second deck in the New York hall.

1969

The steward department aboard the SIU-contracted *Seatrain Ohio* in November received a spontaneous citation from the ship's officers for its "cooperative effort to please" during a recently completed voyage. "It is seldom that an entire department is as conscientious and

hard-working as you men have been," the letter states. "In the face of such obstacles as long stays in port, not once did the officers and crew lack a first-rate meal."

Praised for a "job well done" were Chief Steward Warren

Messenger, Chief Cook Jose Torrefiel, 2nd Cook and Baker Richard Morgan and 3rd Cook Percy Brown as well as "the rest of the department for the courtesy extended us.... It is a pleasure to sail with men such as you, who take pride in your trade."

1979

On Nov. 28, Seafarers crewed the El Paso LNG carrier *Sonatrach* in Savannah, Ga. Even though she's the 11th LNG carrier to sail under the SIU banner, her crewing was a first for the union and for U.S. maritime. Until recently, the *Sonatrach* was operated by a Norwegian crew. Two other El Paso LNG vessels, the *Consolidated* and the *Paul Kayser* were also crewed by Norwegian seamen. SIU crews are scheduled to fly out to Dunkirk, France, where the ships are undergoing repairs, to fill the unlicensed jobs on those vessels early next year.

By opting for a top-to-bottom crew of American seamen, El Paso has shot holes in the myth that Western European seamen are more capable than their American counterparts.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

ALBERT BAZOR



Pensioner Albert Bazor, 74, passed away March 3. Brother Bazor, who was born in Alabama, joined the SIU in 1963. He first sailed on the

Santa Emilia as a member of the deck department. Brother Bazor's most recent voyage was aboard the *Chemical Trader*. He retired in 1991 and lived in Tibbie, Ala.

JAMES BRUCE



Pensioner James Bruce, 83, passed away Feb. 19. Brother Bruce began his seafaring career in 1963, first sailing on a Destiny Carrier vessel. Brother

Bruce was born in Galvez, La. and sailed as a member of the deck department. His most recent voyage was aboard the *Aurora*. Brother Bruce went on pension in 1989. He called Baton Rouge, La. home.

PAUL BUTTERWORTH



Pensioner Paul Butterworth, 82, died Feb. 23. Brother Butterworth joined the union in 1967. The West Virginia native first shipped on a

vessel operated by Moore-McCormack Lines. Brother Butterworth sailed in the deck department. Prior to his retirement in 1995, he worked aboard the *Ambassador*. Brother Butterworth made his home in Savannah, Ga.

CHARLES DAHLHAUS



Pensioner Charles Dahlhaus, 69, passed away March 17. Brother Dahlhaus, who was born in New York, first sailed in 1961

on the *Steel Worker*. He shipped in the engine department. His most recent voyage was aboard the *Overseas Chicago*. Brother Dahlhaus resided in Japan. He began collecting compensation for his retirement in 2004.

LEONARD DAVIDSON



Pensioner Leonard Davidson, 82, died March 17. Brother Davidson joined the SIU in 1958 in the port of Mobile, Ala.

The U.S. Army veteran, who was born in Tennessee, first sailed on the *Brooklyn*. He settled in Slidell, La. and became a pensioner in 1974.

PATRICK DEVINE

Pensioner Patrick Devine, 83, passed away March 6. Brother Devine joined the SIU in 1951 in the port of New York. He briefly shipped in the inland division aboard a Blue Stack Towing Co. vessel before switching to the deep sea division. Brother



Devine was a native of Ireland and worked in the steward department. His most recent voyage was on the *Tam Guilden*.

Brother Devine started receiving his retirement pay in 1983. He was a resident of New Hope, Pa.

JOHN HARRIS



Pensioner John Harris, 81, died March 16. Brother Harris embarked on his seafaring career in 1944 in the port of Norfolk, Va. His first ship was the

Massillon Victory; his last was the *Liberty Sun*. Brother Harris was a member of the steward department. He was born in North Carolina and made his home in Virginia Beach, Va. Brother Harris retired in 1990.

THOMAS KLINE



Pensioner Thomas Kline, 79, passed away Feb. 18. A native of Charleston, S.C., Brother Kline joined the SIU in 1952. His first ship

was the *Cantigny*. Brother Kline sailed in the deck department. He last sailed on the *Overseas New Orleans*. Brother Kline lived in Jacksonville, Fla. He went on pension in 1990.

KOON LAU



Pensioner Koon Lau, 87, died March 18. Brother Lau joined the Marine Cooks & Stewards (MC&S) in 1978 in the port of San

Francisco. He first sailed aboard a States Steamship Co. vessel. Brother Lau, who was born in China, worked in the steward department. Before retiring in 1999, he shipped on the *R.J. Pfeiffer*. Brother Lau called San Francisco home.

ROBERT MADDOX



Pensioner Robert Maddox, 74, passed away March 29. Brother Maddox joined the SIU in 1979. He first sailed in the

steward department aboard the *Charleston*. Brother Maddox, who was born in Knoxville, Tenn., last worked on the *Overseas Boston*. He settled in Graham, Wash. and began collecting his retirement stipends in 1998.

GUSTAVE MALENSKY



Pensioner Gustave Malensky, 78, died March 13. Brother Malensky became a Seafarer in 1956 in the port of New York.

His first ship was the *Steel Direct*. Brother Malensky, who was born in the Bronx, N.Y., worked in the deck

department. His most recent voyage was aboard the *San Juan*. Brother Malensky retired in 1991 and resided in New York.

MARIO NOLASCO



Pensioner Mario Nolasco, 85, passed away March 12. Born in the Philippines, Brother Nolasco joined the union in 1954. He first sailed on

the *Steel Artisan*. A member of the engine department, Brother Nolasco last worked aboard the *Santa Maria*. He made his home in San Francisco and began receiving compensation for his retirement in 1980.

CHAN-FAT NEU



Pensioner Chan-Fat Neu, 89, died Feb. 11. Brother Neu began his seafaring career in 1956 in the port of San Francisco. The deck depart-

ment member, who was born in China, first sailed aboard the *Choctaw*. His last ship was the *Freedom*. Brother Neu went on pension in 1982. He called San Francisco home.

OTIS PASCHAL



Pensioner Otis Paschal, 86, passed away March 11. Brother Paschal joined the ranks of the SIU in 1958. He first worked on a

vessel operated by Boston Towing Boat Co. Brother Paschal was a native of Georgia and sailed in the steward department. Prior to his retirement in 1986, he worked on the *Express*. Brother Paschal made his home in Flushing, N.Y.

KENNETH ROBERTS



Pensioner Kenneth Roberts, 79, died March 8. Brother Roberts joined the SIU in 1949. He first sailed aboard a Sprogue

Steamship Co. vessel. Born in Michigan, Brother Roberts shipped as a member of the steward department. His most recent voyage was on the *Santa Mariana*. Brother Roberts settled in Redding, Calif. and retired from the union in 1982.

ANTONIO SGAGLIARDICH



Pensioner Antonio Sgagliardich, 85, passed away March 15. Brother Sgagliardich became a union member in 1967 in the port of

New York. The engine department member's first ship was the *Gateway City*. Brother Sgagliardich was born in Croatia. His last voyage was aboard the *Elizabeth*. Brother Sgagliardich went on pension in 1989 and lived in Brooklyn, N.Y.

ROLAND ST. MARIE



Pensioner Roland St. Marie, 85, died March 8. Brother St. Marie joined the Seafarers in 1951 in the port of New York. His first voyage

was on the *John Evans* where he worked in the deck department. Brother St. Marie was born in Putnam, Conn. Before retiring in 1987, he sailed aboard the *Leader*. Brother St. Marie continued to reside in Connecticut.

LLEWELLYN TROTT



Pensioner Llewellyn Trott, 68, passed away March 10. Brother Trott, who was born in Bermuda, started sailing with the SIU in 1967. He was a

member of the engine department. Brother Trott first worked on the *Panama*. His last voyage was aboard the *Oakland*. Brother Trott was a resident of Jamaica, N.Y. He started collecting his retirement compensation in 1997.

ROBERT ZURFLUH



Pensioner Robert Zurfluh, 69, died June 2. Brother Zurfluh joined the SIU in 1960, first shipping on the *Mt. Whitney*. He was a native of Albany, Wis.

Brother Zurfluh most recently sailed in the engine department of the *Horizon Reliance*. He called Seattle home and went on pension in 1998.

INLAND

CARMINO (CARMEN) MARANO



Pensioner Carmen Marano, 84, passed away March 1. Boatman Marano embarked on his SIU career in 1963. He first

sailed aboard an Erie Lackawanna Railroad Co. vessel. Boatman Marano was born in Hoboken, N.J. He last worked with Penn Central Transportation. Boatman Marano became a pensioner in 1982 and made his home in Waldwick, N.J.

STEWART PARKS



Pensioner Stewart Parks, 71, passed away Feb. 5. Boatman Parks embarked on his seafaring career in 1981. He first worked aboard a Bulk

Fleet Marine Corp. vessel. Boatman Parks was born in Virginia and worked in the steward department. He most recently sailed on an Express Marine Inc. vessel. Boatman Parks became a pensioner in 2002. He had settled in Tangier, Va.

WILLIAM PETERS

Pensioner William Peters, 77, died Feb. 17. Boatman Peters, who was born in Tremont, Miss., joined the

union in 1969. He sailed primarily aboard vessels operated by Orgulf Transport Co. Boatman Peters began receiving compensation for his retirement in 1978. He made his home in Missouri.

GREAT LAKES

MOHAMED BAAGARI



Pensioner Mohamed Baagari, 75, passed away Feb. 7. Brother Baagari became a seafarer in 1963. The steward department member was

born in Yemen. Brother Baagari first sailed with Great Lakes Associates. His most recent voyage was on the *Steel T. Crapo*. Brother Baagari retired in 1996; he continued to reside in Yemen.

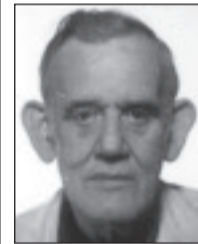
JULIUS RUDAI



Pensioner Julius Rudai, 87, died Feb. 19. Brother Rudai began his seafaring career in 1965, initially working aboard the *Reiss Brothers*. A native of

Pennsylvania, he shipped in the engine department. Brother Rudai's most recent voyage was on the *St. Clair*. He went on pension in 1984 and was a resident of Ohio.

HAROLD WALKLEY



Pensioner Harold Walkley, 75, died March 2. Brother Walkley joined the union in 1956. The engine department member shipped primari-

ly aboard vessels operated by American Steamship Co. Brother Walkley resided in his native state of Michigan. He went on pension in 1993.

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

NAME	AGE	DOD
Acabeo, Rafael	96	Feb. 2
Andujar, Felix	90	Feb. 20
Bright, Roosevelt	84	Feb. 12
Byrd, Colvin	77	Feb. 21
Cobb, Rufus	82	Feb. 18
Curley, Oswald	82	Feb. 24
Denis, Marcial	93	Feb. 6
Drayton, Ezekiah	81	Feb. 18
Goebel, Henry	84	Feb. 7
Green, Henderson, Jr.	79	Feb. 23
Green, Melvin	81	Feb. 25
Hernandez, Rafael	83	Feb. 28
Ingham, Jack	76	Feb. 4
Krider, James	73	Feb. 18
Mead, Emerson	91	Feb. 18
Molina, Henry	99	Feb. 15
Mundo, Leocadio	82	Feb. 12
Ortiz, Jaime	83	Feb. 23
Pizarro, Antonio	83	Feb. 10
Quinones, Angel	82	Feb. 18
Roderick, Lester	86	Feb. 18
Rose, Cecil	75	Feb. 2
Taylor, Hubert	75	Feb. 7
White, Charles	77	Feb. 1
Wilcott, Alfred	78	Feb. 23
Wilson, Miles	83	Feb. 28

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.

ALASKAN FRONTIER (Alaska Tanker Company), Sept. 13—Chairman **Carlos Loureiro**, Secretary **Gregory S. Lynch**, Educational Director **Odilio G. Evora**, Deck Delegate **Ramon T. Guimba**, Engine Delegate **Robert G. Oliveto**, Steward Delegate **Justo D. Reyes**. Chairman informed crew members of meeting between union and company officials being held in Piney Point, Md. at which he hoped AB work rules would be clarified. He thanked deck gang for good work and said he was looking forward to painting deck. Secretary addressed several food issues such as quality, quantity and budget. He reminded everyone that any issues related to food should be brought to steward's attention directly. Educational director advised mariners to take advantage of opportunities available at Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also stressed importance of keeping all documents up to date. Treasurer stated approximately \$3,000 in ship's fund and told members to get captain's permission before buying something for vessel. No beefs or disputed OT reported. Crew members requested clarification concerning extra day's pay for completing tour of duty injury-free. Recommendation made to change terminology in contract to reflect no differences in certain stain remover products. Crew suggested T-shirts and/or other products with ATC logo on them to be made available. Steward department was thanked for good chow. Smith machine is ready for use in gym, and X/M radio is coming soon.

CHARGER (Maersk Line Limited), Sept. 16—Chairman **Robert Pagan Jr.**, Secretary **Rolando M. Lopez**, Deck Delegate **Raymond P. Vicari**, Steward Delegate **Saleh M. Saleh**. Chairman announced Sept. 22 payoff in Long Beach, Calif. He praised galley gang for great food

and reminded everyone to keep laundry room door closed so there will be quiet for those trying to sleep. He led discussion about proper handling of trash when arriving in port. Secretary thanked crew for their help in keeping food service area clean. He asked departing Seafarers to leave rooms clean and supplied with fresh linen for next person. No beefs or disputed OT reported. Request made for a microwave in the galley and comfortable chairs (e.g., recliners) for all crew members' rooms.

GREEN POINT (Central Gulf Lines), Sept. 23—Chairman **Melvin R. Nichols Jr.**, Secretary **Ramon I. Tolosa**, Educational Director **Gregorio M. Saguran**, Deck Delegate **Daniel A. Donegan**. Chairman requested boarding patrolman when ship arrives in Baltimore, Md. *Green Point* will be in port for four days. Treasurer reported that captain handles ship's fund. No beefs or disputed OT reported. Questions were raised pertaining to vacation pay deductions, and suggestion was made to increase vacation days and institute cost of living raises. It was reported that crew members were having problems with e-mail; captain has been letting crew use his. Next ports: Jacksonville, Fla.; Baltimore, Md.

HORIZON PACIFIC (Horizon Lines), Sept. 7—Chairman **Pablo O. Borja Jr.**, Secretary **Robert P. Mosley**, Educational Director **James T. McParland**, Deck Delegate **Julius C. Udan**, Steward Delegate **Regalado M. Bayan**. Bosun thanked his department for hard work during voyage. He led discussion of importance of donating to SPAD (Seafarers Political Activity Donation) and how it benefits the membership. He asked members leaving vessel to clean rooms for replacements and check in with SIU patrolman or port agent. Secretary encouraged members to upgrade at Piney Point school and keep all documents

current. Educational director advised Seafarers to keep dues paid up. Treasurer stated \$389.52 in cook-out fund. No beefs or disputed OT reported. Vote of thanks given to President Michael Sacco and his staff for all the work they do for the membership. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii.

HORIZON TACOMA (Horizon Lines), Sept. 16—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Michael P. Brown**. Chairman announced Sept. 18 payoff upon arrival in Tacoma, Wash. He urged crew members to keep dues current and support SPAD. He also thanked everyone for helping keep ship clean. Educational director advised mariners to take advantage of upgrading and training offered at SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

LIBERTY STAR (Liberty Maritime), Sept. 30—Chairman **Albert C. Williams**, Secretary **Nick Andrews**, Deck Delegate **Donald Stickens**, Engine Delegate **Alcido Lopes**, Steward Delegate **Cecilio Suarez**. Chairman stressed the need to work together safely and to wear proper protective equipment. He stressed importance of maintaining accurate documentation to lessen chance of missing out on a job at the hall or aboard ship. No beefs or disputed OT reported. Next port: New Orleans.

MAERSK GEORGIA (Maersk Line Limited), Sept. 30—Chairman **Carlton P. Hall**, Secretary **Larry Ewing**, Educational Director **Philip R. Ayotte**. Chairman praised crew members for smooth, safe trip and reported Oct. 2 payoff to take place in Port Elizabeth, N.J. Secretary thanked everyone for great voyage. No beefs or disputed OT reported. Suggestion was made to lower seafaring requirements for benefit eligibility. Crew thanked steward department for very good food during voyage.

MAERSK OHIO (Maersk Line Limited), Sept. 23—Chairman **Brian P. Corbett**, Secretary **Fidelis N. Oliveira**, Educational Director **Louis A. Santiago**. Chairman thanked everyone for their cooperation during the maiden voyage. He stated some bugs need to be worked out, but overall it was a nice, safe trip. Secretary

reported food situation should improve next trip as adequate stores have been ordered. Educational director advised crew to upgrade when they can at the Paul Hall Center in Piney Point, Md. No beefs; disputed OT reported in deck department. Concerns were raised about the laundry room and need for additional washers and dryers. Members also requested microwave in the crew mess hall as well as clarification on a number of issues. Next ports: New York; Norfolk, Va.; Charleston, S.C.

Daniel G. Ramirez Jr., Steward Delegate **Wilfred E. Lambey**. Chairman thanked crew members for good trip and talked about importance of health benefits. This is a big topic for union members nationwide during contract negotiations. Secretary thanked mariners for helping keeping mess hall and lounge clean. He warned crew that flu season is coming and advised everyone to wash hands frequently. He also asked members to refrain from eating while standing in service line. Educational director encouraged crew to continue their

Working on the Baugh



AB John Roberts (left) does some painting on deck while Recertified Chief Steward takes part in helo training aboard the PFC William B. Baugh.

OVERSEAS LONG BEACH (OSG Ship Management), Sept. 27—Chairman **Tony Beasley**, Secretary **Samuel Raine**, Educational Director **Anthony R. Hulsey**, Deck Delegate **Jefferson V. Julian**, Engine Delegate **Michael E. Iverson**, Steward Delegate **Nina McFall**. Chairman stated washer and dryer are now working properly, thanks to repairs made by engine department. Educational director urged crew to check dates on all seafaring documents and renew, if necessary. No beefs or disputed OT reported. Steward department given vote of thanks for job well done. Next port: Cherry Point, Wash.

PUGET SOUND (OSG Ship Management), Sept. 30—Chairman **Anton Sulic**, Secretary **Wiley Owens**, Educational Director **Benjamin E. Mathews**, Engine Delegate **Jimmie Thomas**, Steward Delegate **Christina A. Mateer**. Chairman announced Oct. 2 payoff in Los Angeles. He encouraged Seafarers to help fellow crew members aboard ship and share their knowledge about the union. Educational director advised seamen to check out upgrading courses available at Piney Point school and to keep track of expiration dates on all documents. Treasurer stated \$1,500 in ship's fund. No beefs or disputed OT reported. Request made to have chairs in rooms fixed or replaced and purchase of shower mats for everyone. Suggestion made to install refrigerators in each room, which can be paid for with money from the ship's fund.

ST. LOUIS EXPRESS (Marine Personnel & Provisioning Inc.) Sept. 16—Chairman **Matthew T. Sagay**, Secretary **Christopher B. Amigable**, Educational Director

education at the Paul Hall Center. No beefs; disputed OT reported in deck department. Members requested union representative be present at Sept. 30 payoff in Houston, Texas to resolve OT issue. Next ports: Charleston, S.C.; Miami, Fla.; Houston.

USNS RICHARD G. MATTHIENEN (Ocean Ships Inc.) Sept. 28—Chairman **Kyle W. Bailey**, Secretary **Fonda T. Biamonte**, Educational Director **Kelley Mayo**. Bosun stated everybody did great job during inspections and audits. He also informed crew members about TWIC card. Secretary asked everyone to help keep all areas clean. No beefs or disputed OT reported. Educational director reminded seafarers of educational opportunities available at Paul Hall Center. Communication pertaining to new medical benefits was read and posted. Steward department was thanked for job well done. Smoking policy was reviewed: NO smoking anywhere except designated area—and no lighters allowed.

NATIONAL GLORY (Crowley Ship Management) Oct. 5—Chairman **Donald Rezendes**, Secretary **John Rapoza**, Steward Delegate **Victor J. Wolfe**. Chairman reported vessel was officially commissioned for U.S. trade Aug. 27. Captain to purchase television for crew lounge and reefers for crew mess. He also urged all members to read the *Seafarers LOG* to stay current on TWIC information. Treasurer stated \$2,000 in entertainment fund. No beefs; disputed OT reported in engine department. Recommendation made to receive monthly statement of earnings and to purchase numerous items for ship.

Sailing aboard a Newly Reflagged Vessel



Some of the crew members from the newly reflagged *Maersk Montana* pose for a picture when the U.S.-flag vessel was in New York last summer.

Notice/Reminder

Anthrax Vaccination Required for Jobs Aboard Some MSC Ships

The deputy secretary of defense in October 2006 announced the resumption of the mandatory Anthrax Vaccination Immunization Program (AVIP) for designated military personnel, emergency-essential civilian personnel and contractor personnel performing essential services in certain geographic areas of the world.

Two months later in December, the Military Sealift Command (MSC) received notification from the office of the under-secretary of defense for personnel and readiness that uniformed personnel as well as civilian and contract mariners under its command would be subject to the compulsory program. Specifically, according to a Department of Defense Directive, civilian and contract mariners sailing aboard MSC ships in the Central Command area of responsibility or the Korean Peninsula for 15 or more consecutive days beginning in February and March would be required to resume anthrax immunizations, except as provided under applicable medical and administrative policies.

Additionally, said MSC, "Any mariner not subject to the mandatory program who has received at least one dose of anthrax vaccine in the past will be allowed, if

desired, to voluntarily complete the six-shot anthrax vaccination series and receive any boosters as required by the Food and Drug Administration-approved dosing schedule."

MSC further stated that, "Individuals will be notified by their chain of command if the shots are required. Navy medical personnel will give the vaccinations either aboard MSC ships, in MSC workplaces or at military treatment facilities."

According to DOD, anthrax is a deadly infection and the anthrax vaccine is an important force protection measure to combat it. In the fall of 2001, 22 cases of anthrax resulted from attacks with anthrax spores through the U.S. postal system. Five people died in these attacks.

"The anthrax vaccine will protect our troops from another threat—a disease that will kill, caused by a bacteria—that already has been used as a weapon in America, and that terrorists openly discuss," said Dr. William Winkenwerder Jr., assistant secretary of defense for health affairs.

Critics have charged that anthrax vaccinations can cause infertility and auto-immune disorders, such as multiple sclerosis and lupus. Some service mem-

bers have died after being vaccinated, but the Pentagon has said the deaths were not conclusively linked to the vaccine.

The mandatory anthrax vaccination program began in 1998. Since that time, at least 1.2 million troops have been vaccinated against anthrax in six-shot regimens. Hundreds of service members had been punished or discharged for refusing them until U.S. District Judge Emmet Sullivan in December 2004 suspended the vaccinations after he found fault in the U.S. Food and Drug Administration's process for approving the drug. In December 2005, the FDA gave final approval to the vaccine, clearing the way for the military to resume a mandatory program.

Seafarers seeking more information on the inoculations should contact their port agents. Specific questions may be directed to Mr. Shelley Croyle, MSC medical administrator, at (202) 685-5706/5123. CIVMARS may call MSC's CIVMAR support center at 1-877-562-7672.

General information on the program and medical eligibility for receiving the vaccines is available on line at the following sites: www.anthrax.mil and www.vaccines.mil/anthrax.

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.

ANNUAL FUNDING NOTICE FOR NMU PENSION PLAN

Introduction

This notice, which federal law requires all multiemployer plans to send annually, includes important information about the funding level of the NMU Pension Plan, Plan # 001, Federal ID # 13-6592643. This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning Jan. 1, 2006 and ending Dec. 31, 2006 (2006).

Plan's Funding Level

The plan's "funded current liability percentage" for the plan year was 128.2 percent. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefit payments from the fund increase or decline.

Plan's Financial Information

The market value of the plan's assets of Jan. 1, 2006 was \$282,798,636. The total amount of benefit payments for the plan year was \$25,069,537. The ratio of assets to benefit payments is 11.3. This ratio suggests that the plan's assets could provide for approximately 11 years of benefit payments in annual amounts equal to what was paid out in the plan year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

Rules Governing Insolvent Plans

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

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at a level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the

PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

Where to Get More Information

For more information about this notice, you may write to Miriam Bove at 5201 Auth Way, Camp Springs, MD 20746 or call (718) 499-6600, ext. 242. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7272).

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. through January 2008. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 28	February 22
Celestial Navigation	November 26	December 21
Lifeboatman/Water Survival	January 14	January 25

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Nov. 12, 2007.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Advanced Refrigerated Containers	November 26	December 21

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	January 14	January 25
Basic Safety Training/STCW	November 12	November 17
	November 19	November 23
	December 10	December 14
Medical Care Provider	January 28	February 1
Tankerman Familiarization/ Assistant Cargo (DL)*	November 26	December 7

(*must have basic fire fighting)

Academic Department Courses

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

A future edition of the *Seafarers LOG*
will contain a complete guide of all the
upgrading courses available to
students in the year 2008.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

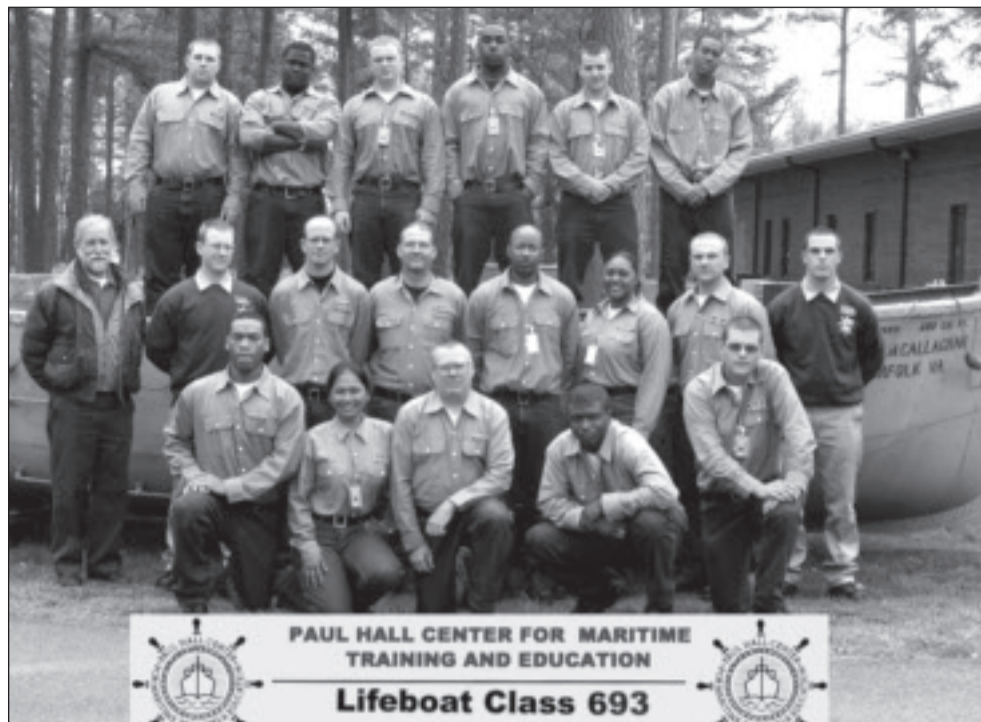
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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

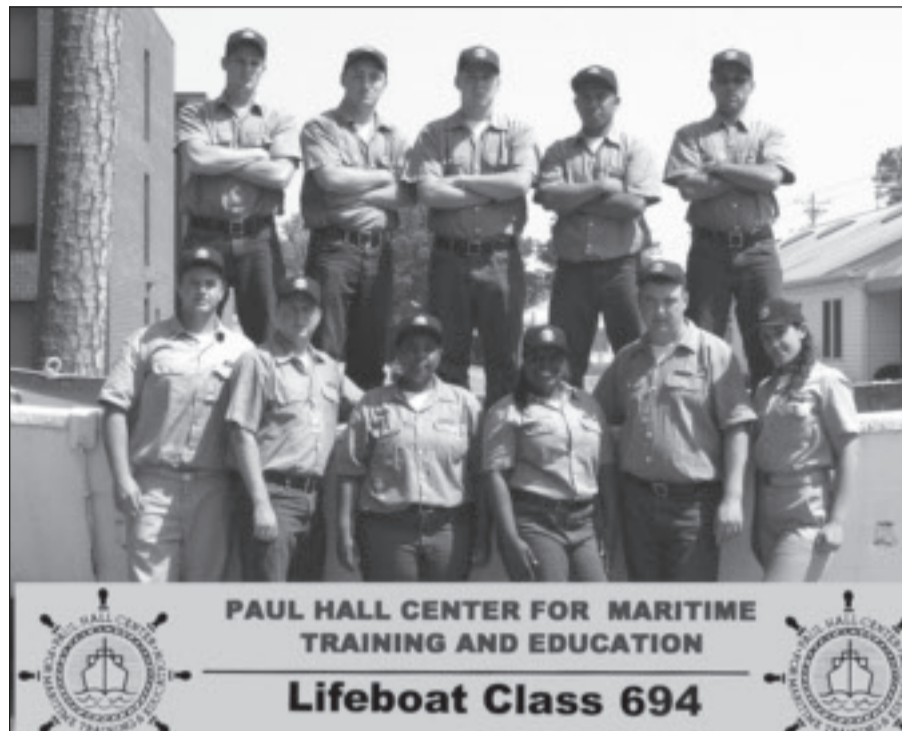
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard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

11/07

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 693 — Graduating from the water survival course are unlicensed apprentices from class 693. They include (in alphabetical order) John Albritton III, Christopher Baum, Maurice Beasley, Bryan Brady, Kenneth Bricker Jr., Matthew Brown, Ashanti Chavers, Bryan Clark, Bobby Dickson Jr., Andrew Gerrie, Alexander Grant, Anthony Hill, Omar Izquierdo, Nicholas Jones, Christopher Landry, Eileen Mendiola, Edward Newbegin, Steven Rappolee, Terry Taylor Jr., and Andrew Thompson II. (Note: not all are pictured.) Their instructor, Ben Cusic, is at far left.



Unlicensed Apprentice Water Survival Class 694 — Unlicensed apprentices from class 694 who completed the water survival course are (in alphabetical order) Jeffrey Bach, Stephen Banks, Fraya Brown, Brandy Griffin, Creg Gumanas, Veronica Hernandez, Ryan Hogan, Joel Jones, Terrell McMillian, José Orenge, Jason Redmond, and Daniel Thompson. (Note: not all are pictured.)



Junior Engineer — On Sept. 7, the following students (in no particular order) completed the junior engineer course: Grady Mason Jr., David Kelch, Jeffery Parrish, Levy Calzado, Adam Begleiter, William Wakeman, Anthony Bartley, Daniel Amesbury, Hashiem Pittman, Aaron Wood, Cliff Taylor, Keith Kowaleski, Richard Wright, Jon Stratton, Charles Johnson, Ahmed Sharif, Nabil Ahmed, Eugene Earl, John Morrison Jr., Harold Gerber, Heather Bushey, Philandar Walton and Jimmy McCall. Their instructor, Jay Henderson, is at far right. (Note: not all are pictured.)



Bridge Resource Management — MTLX boatmen graduating from this class Aug. 22 are (in no particular order) Robert Hoffman, David Lane, August Cramer, John Nelson, Robert Mills, Randall Brinza, Douglas Crawford, Bruce Comiskey, William Lenfestey, Robert Albe, Robert Roberts, Kenneth Graybill III, William Davis Jr., George Sadler and Charlie Carlson. Their instructor, Mitch Oakley, is at far right in the back row.

Any student who has registered for a class and finds— for whatever reason— that he or she cannot attend, please inform the admissions department so that another student may take that place.



Fast Rescue Boat — Under the instruction of Stan Beck (far right) are Crowley boatmen who completed the fast rescue boat class Aug. 24. They are (in no particular order) Edward O'Connell, David Nimmer, Matthew Follilove, Ardale Crim and Leonard Brownless.



Welding — Upgrading Seafarers who completed the welding course Aug. 24 are (in no particular order) Gene Butson, Glenn Cullifer, Warner James, Ron Embody and Lon Molnar (not pictured). Also not pictured is their instructor, Buzzy Andrews.



Tanker Familiarization/Assistant Cargo (DL) — Two classes of Phase III apprentices (and four upgrading Seafarers) graduated Aug. 31 from tankerman assistant courses. They are (in no specific order) Seafarers Ron Embody, Gene Butson, Glenn Cullifer, Warner James and apprentices Wade McClennan, Drake Corpus, Thomas Jones, Bryan Boyle, Robert Raymond, Erik Brown, Rivera Encarnacion, David Bernstein, Josean Villarrubia, Joshua Zelinsky, Tommy Rodgers, Sean Sullivan, Steven Dalton, Thaddeus Kilgore, Terry Thomas, Moriah Collier, Andrew Sitterly Jr., Thomas Tebow, Chris Sheppard, John Fraley, Joey Roberts, Juan Ortega Jr., Joshua Montgomery, Donnetta McLee, Caprice Jennings, Prymus Buckholtz, Juanito Mauricio, John McCormick, DeMond Lindsey, David Pacheco and Danielle Smith.

Paul Hall Center Classes



Tankerman (PIC) Barge — Boatmen from Crowley and Allied Transportation completed this course Aug. 17. They are (in no specific order) Matthew Fullilove, Dadrian Hyman, Raymond Snow and Mark Stabler (note: not all are pictured). Posing with them are SIU VP West Coast Nick Marrone (far left), instructor Mitch Oakley (third from left) and Tacoma Port Agent Joe Vincenzo (second from right).



FOWT — Completing the FOWT course Sept. 7 are (in alphabetical order) Steven Allen, Michael Clark, Eugene Davis Jr., Richard Frederick, Rene Gil, Benjamin Grace, Camillo Love, Latisa May-Christopher, John McKay, Christopher Olsen, Antonio Owens, Jeremy Pace, Kenneth Sumner, Lee Weygandt and Djuan Wright. Their instructor, Tim Achorn, is standing at left (with arms folded). (Note: not all are pictured.)

Advanced Fire Fighting — Upgrading Seafarers as well as Crowley and G&H boatmen completed this course Aug. 24. They are (in no specific order) Christopher Vincenzo, Ronald Poole, Ronnie Jackson, Daniel Monjarres, Joseph Walker, Lawrence Soulier, William Rose, Mark Stabler, Freddy Hamilton Jr., Christina Costanzo, George Maloney, Roy Saldana Jr., Anthony Montgomery, John Niday IV, Jason Jones, George Bennett, John Harrison and Douglas McGuire. Their instructor, Mark Cates, is at far right. (Note: not all are pictured.)



Fast Rescue Boat — With Stan Beck (far right) as their instructor, the following six students (in no specific order) completed this course Aug. 31: Michael Willis, James Albert, Ato Aikins, Steven Corachan, Victor Antunez and James Larkin Jr.

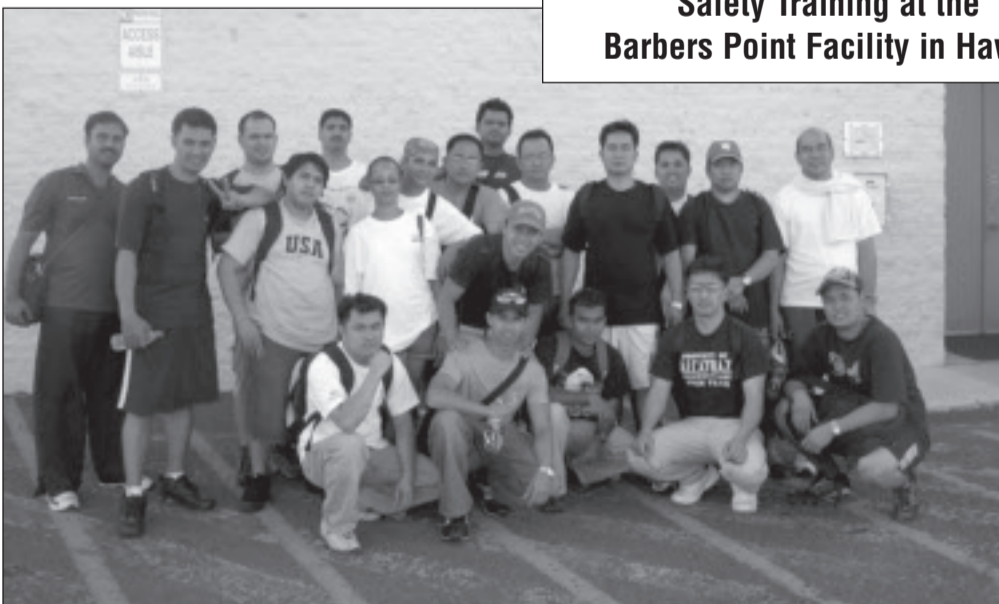


STCW — NCL, Sept. 10: Alex Antao, Stanley Rodrigues, Michael Kaplan, Jose Gabasa Jr, Felix Bernardino Jr, Edwin Gonzales, Jimson Banay, Mharie Balahim, Arsenio Carreon Jr. and Diego Comesana.

AB — With instructor Bernabe Pelingon (far right) are upgraders who completed the AB course Sept. 14. They are (in no specific order) Justin Beal, Philip Gallagher, Steven Szymanski, Clayton Lupton, Brandon Ballard, Gemini Tacang, Mark Randall, Malcolm Demery, Joe Nieves, Robert Vayko, James Wynegar III and Charles Herrera.



Safety Training at the Barbers Point Facility in Hawaii



STCW — NCL, Sept. 3: Suresh Kumar Soundararajan, Haresh Rankhambe, Sleeton Fernandes, Erepan Periera, Christian Cabrera, Rizaldy Bautista, Orlando Conde, Philip Gravoso, Arnold Bathan, Danilo Cabrera, Ronald Carlos, Marlon Casuyon, Evar Lucente, Benjamin Wong Jr, Rizaldy Espanol, Ramel Paras, Arman Santillan, Eric Sioco, Rody Nucup Hipolito and Saraya Forbes.



STCW — NCL, Sept. 3: Samuel Williams, Jonathan Cabatic, Rowen Tamayo, Moraliza Alanes, Zenaida Garcia, Felix Bartolome Jr, Jennifer Grace Cutillar, Onofre Doctolero, Noli Calzado, Toribio Domingo, Ida Bagus Made Suwastika, Ricky Valderrama, Ariel Diaz, Myles Walrick Charles, Christopher Monroy, David Santos, Noel Cesar, Braule Duhalyungsod, Melchor Cacho and Kenneth Santos.



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 NMU 401K Plan and NMU Pension Trust of the NMU Pension and Welfare Plan — page 16
 NMU Pension Plan Notice — page 20

SIU Members, U.S. Marines Train Side-by-Side Aboard USNS Wright

RRF Vessel Continues Busy Stretch Supporting Troops



AB Greg White

The SIU-crewed *USNS Wright* recently hosted United States Marines for multi-faceted training while the vessel was docked in Baltimore.

Seafarers and Marines trained side-by-side aboard the Ready Reserve Force (RRF) ship, which is operated by SIU-contracted Crowley.

It wasn't the only time recently when Seafarers and members of the armed forces worked together aboard the *Wright*. Earlier this year, the ship activated for an undisclosed military support mission that proved successful.

More recently, a trip to the aviation logistics support vessel in late September (when the photos accompanying this story were taken) found mariners and Marines in businesslike but good spirits, addressing the tasks at hand and seamlessly interacting.

The *Wright* has a five-day activation period. It is 602 feet long and has a beam of 90 feet, 2 inches. The vessel can travel at 19 knots.

RRF ships like the *Wright* help protect America's national and economic security, whether they're fully activated or in reduced operating status. Described by the U.S. Maritime Administration as "a key element of strategic sealift," the RRF program has served the U.S. since 1976. Currently, it consists of 47 ships.

RRF vessels continue to play key roles in Operations Enduring Freedom and Iraqi Freedom. Additionally, 10 of the ships (including the *Wright*) were activated to assist in recovery and relief missions following Hurricanes Katrina and Rita in 2005.



Bosun Tom Moore (right) and Sgt. Dennis Heil operate crane.



Above and at left: Electrician Gary Torres

Right: PFC Sean Attridge



Hooking up cargo boxes



Chief Steward Robert Brown (left) serves lunch to LCPLs Johnny Holman and Cody Price.



Chief Cook John Bukowsky, LCPL Johnny Holman