



# The Seafarers Log

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

## Maersk Michigan Means More SIU Jobs

SIU-contracted Maersk Line, Limited has added another ship to its Seafarers-crewed fleet: the Maersk Michigan (below). The vessel was built in 2003 and is scheduled to reflag under the Stars and Stripes in early September. Page 3.



### Ferry Crew to the Rescue!



Seafarers aboard the *Freedom Ferry* recently rescued a woman who had jumped or fallen into the Delaware River between Philadelphia and Camden, N.J. Among those involved in the rescue were the father-son team of Capt. Rodger Taylor (right) and Deckhand Matthew Taylor, pictured aboard the vessel. Page 3.



### Fire Fighting and Safety School Is Vital Part of Paul Hall Center



Seafarers participate in a variety of essential drills at the Joseph Sacco Fire Fighting and Safety School, which is part of the SIU-affiliated Paul Hall Center for Maritime Training and Education. Students are pictured at left, right and above right in some of the classes that take place at the school, based in southern Maryland. For more information and additional photos, turn to Pages 12-13.





## President's Report

### Register and Vote

Over the years, I've always appreciated our membership's solid understanding of why politics is important to our union and our industry.

With Election Day 2008 fast approaching, I know you realize that when we in the SIU talk about politics, we talk first and foremost about jobs.

We care about our industry. We care about the labor movement. We absolutely care about our country's security. But none of that will make any difference if the American flag disappears from the high seas, or if unions are wiped out. That's why we're involved in politics. If we're out of work, we can't help our industry or our fellow trade unionists across the land. And if there were no U.S. Merchant Marine, our nation would face enormous risk.

As most Seafarers know, we work in a very heavily regulated industry. That means our livelihoods depend in part on decisions made by legislators and administrations in Washington, D.C.

Brothers and sisters, it's no coincidence that so many unions – and numerous businesses – have their headquarters in or near the nation's capital. We all must stay active in politics, or we'll soon be out of business.

That's why I urge you to make sure you're registered to vote.

That's why I urge you to support pro-maritime, pro-labor candidates at every level.

That's why I urge you to find the time to get to the polls on November 4, or, if needed, to cast your absentee ballot.

You've probably heard the saying that all politics is local. I was reminded of it recently, when a transportation newspaper with worldwide circulation published an anti-Jones Act editorial.

What a coincidence: It's an election year in the U.S., and foreigners are taking shots at one of the pillars of the American-flag fleet.

I can assure you that the Jones Act is never off of our radar, no matter the year. We will continue to promote and protect this law which is vital not only to our industry but indeed to America's national and economic security.

But, the editorial is a reminder of why we must keep our guard up at all times – and why we must elect people who support American maritime labor. With every election cycle, we go through a process of trying to help educate newly elected or appointed individuals about the importance of the U.S. Merchant Marine. That won't change, but it's a far more efficient, effective process when our members have reached out to their local officials. Your contact means so much more because that politician knows the issue is important to someone back home who actually voted them into office.

On that note, I thank the rank-and-file membership for your outstanding support of the voluntary Seafarers Political Activity Donation fund, which we call SPAD. Whether promoting SPAD with a catch-phrase like "Politics is pork chops" or "It takes a four-letter word to be heard," or explaining its purpose in more detail, the bottom line is that SPAD gives us a chance to have our voices heard by those who govern our industry.

On the back page of this issue of the *LOG*, you'll see our statement endorsing Senator Barack Obama for president. That endorsement is based on the senator's support of the laws and programs that keep our industry – and our jobs – afloat.

We apply the same test in every election, and not just at the federal level. Our first question is always, "Where do the candidates stand on maritime?"

This year in particular, that's a question we can't afford not to ask – and this is a vote we can't afford to sit out.

Volume 70, Number 9

September 2008

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

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way, Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*. Copyright © 2008 Seafarers International Union, AGLIWD All Rights Reserved.



# Gen. Duncan McNabb Confirmed As U.S. TRANSCOM Commander

## Gen. Norton Schwartz to Serve as Air Force Chief of Staff

Gen. Duncan McNabb soon will assume command of the United States Transportation Command, the agency announced last month. With the Senate confirmation vote Aug. 1, the 34-year Air Force veteran will become the ninth TRANSCOM commander.

McNabb provided testimony to the Senate Armed Services Committee on July 22 prior to the full Senate voting on his confirmation. The president must offer the official appointment to the general before he can assume his new position.

"I know U.S. Transportation Command's success depends on the strength of the total force and of our industry partners," said McNabb. "I will work to continue to strengthen and leverage these partnerships across the entire joint deployment and distribution enterprise."

Currently serving as the Air Force vice chief of staff, McNabb will assume command of TRANSCOM once Gen. Norton A. Schwartz, also confirmed by the Senate Aug. 1, assumes his new position as Air Force chief of staff. In his current position, McNabb serves as a member of the Joint Chiefs of Staff Requirements Oversight Council and Deputy Advisory Working Group. He assists the chief of staff with organizing, training and equipping more than 710,000 active-duty, Air Guard, Reserve and civilian forces serving in the United States and overseas.

His previous command experience includes positions as commander, 89th Operations Group at Andrews Air Force Base, Md.; commander, 62nd Airlift Wing, McChord AFB, Wash.; and comman-



Gen. Duncan McNabb



Gen. Norton Schwartz

der, Tanker Airlift Control Center, Headquarters Air Mobility Command, Scott AFB, Ill.

Immediately prior to his current position, McNabb served as commander of Air Mobility Command, one of the three service commands comprising TRANSCOM. The others are the Army's Military Surface Deployment and Distribution Command, also headquartered at Scott AFB, and the Navy's Military Sealift Command, headquartered at the Washington Navy Yard, Washington, D.C.

Schwartz, a 35-year veteran in special operations, will be the 19th Air Force chief of staff.

"I intend to embody the Air Force core values of integrity, service and excellence as I lead the Air Force at this critical transition period," he said.

TRANSCOM is the single manager for global air, land and sea transportation for the Department of Defense.

## Seapower Subcommittee Chairman Emphasizes Support for Jones Act

U.S. Rep. Gene Taylor (D-Miss.), chairman of the Seapower Subcommittee of the House Armed Services Committee, recently stressed his ongoing support for the Jones Act.

Addressing the Propeller Club of the United States during a July 22 luncheon in Washington, D.C., Rep. Taylor stated, "I am a fanatic when it comes to the Jones Act. The privilege of operating between American ports [rightly comes with the requirement that ships used in the trade] are American-owned, flagged, and crewed vessels. It's that simple."

Rep. Taylor, who also serves on the Coast Guard and Maritime Transportation Subcommittee of the House Transportation and Infrastructure Committee, pointed out that approximately 40 other countries have laws similar to the Jones Act. Long a crucial component when it comes to helping maintain a viable U.S. Merchant Marine, the Jones Act stipulates that vessels transporting cargo from one domestic port to another (as Rep. Taylor explained) must fly the U.S. flag and carry American crews. The law also specifies that such

ships must be built in the U.S. and owned by American companies.

Wrapping up his comments on the Jones Act, Rep. Taylor cautioned that waivers are "never an end-all," and warned that such waivers may turn out to be the "camel's nose under the tent." He concluded that America cannot have a strong shipbuilding and repair base without strict enforcement of the Jones Act.

The congressman also emphasized the need to maintain a U.S. Navy fleet consisting of at least 313 vessels (as articulated by high-ranking Navy officers).

He said he wants to help ensure that our troops are supported by American-flag ships with American crews.

Rep. Taylor also reiterated his support for the Title XI Shipbuilding Loan Guarantee Program. He said that despite some struggles, "I still believe Title XI is a good program, and I will do what I can to encourage people to buy American and build American.... It's like any other government program: It's going to be as good or bad as the people running it want it to be."



U.S. Rep. Gene Taylor (D-Miss.) is an ardent supporter of the U.S. Merchant Marine.

## AFL-CIO Elects 3 to Executive Council

The AFL-CIO Executive Council early last month approved the election of three new council members at its summer meeting in Chicago. The executive council – composed of 47 union leaders – is the key decision-making body of the 10.5-million member AFL-CIO.

The new members of the council are Randi Weingarten, president, American Federation of Teachers (AFT); Matthew Loeb, president of the Stage and Theatrical Employees (IATSE); and Jill Levy, president of the American Federation of School Administrators (AFSA).

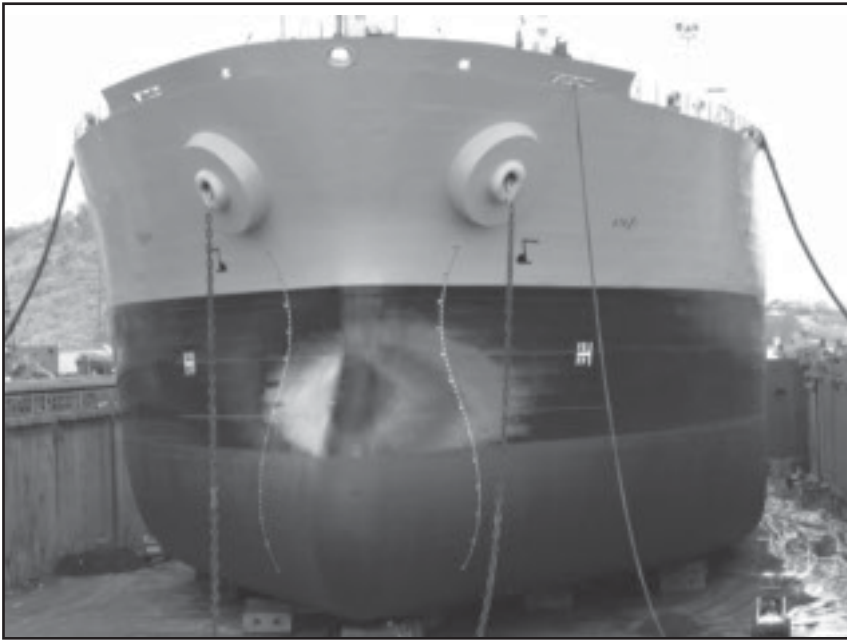
"We're thrilled to welcome these three passionate advocates for working families to the executive council," said AFL-CIO President John Sweeney.

Weingarten, who replaces recently retired AFT President Edward J. McElroy, joins the council after being elected to succeed McElroy in July.

Loeb served as IATSE's division director of motion picture and television production before his election as president in late July. He replaces retiring IATSE President Tom Short.

Levy is a longtime union activist who served for several years as supervisor of special education for New York City's public schools and headed AFSA Local 1. She served in several national offices for AFSA and was elected union president in 2006. Levy replaces retiring executive council member Baxter Atkinson.





The *Maersk Michigan* sports its new paint job while in drydock.



Among the first mariners to crew up the new addition are AB Saleh Mothana, QMED Edward Hanvey, Recertified Bosun Michael Brewley, Chief Cook Alba Luz Ayala, Chief Mate John Gomard, Chief Steward Army Joe Leake, AB John Carr and GVA Abdunaser Saeed.

## Union-Contracted Fleet Adds Maersk Michigan

SIU-contracted Maersk Line, Limited (MLL) in late August announced that it had completed the purchase of a 47,000 DWT product tanker to add to its U.S.-flag fleet.

The *M/T Marco*, which is scheduled to reflag under the Stars and Stripes in early September, will be renamed the *Maersk Michigan*. The 597-foot vessel is a double-hulled tanker built in 2003. In announcing the purchase, the company noted that the ship "will provide U.S. government customers, such as the Defense Energy Support Center, with expanded petroleum transport capacity around the world."

"This vessel clearly and strongly

reflects the company's commitment to both the American flag and U.S. crews," stated SIU Executive Vice President Augie Tellez. "The union continues working to expand job opportunities and job security for our members. However, bringing tonnage in under the Stars and Stripes is a boost not only for the SIU but for overall national and economic security, because ships like the *Maersk Michigan* help maintain the pool of qualified shipboard manpower that's so vital to our country."

"The addition of the *Maersk Michigan* represents our commitment to expanding our U.S.-flag fleet and to providing U.S. government customers with strategic

tanker capacity where it is needed most," said Steve Carmel, MLL's senior vice president of maritime services. "We are also proud that the ship will add new jobs and capacity to the overall U.S.-flag fleet."

MLL Labor Relations Vice President Ed Hanley added, "The crew did a great job to take over the vessel under significant time pressure and other challenges. We had to do the crew change at anchor in less than favorable conditions — heavy swells, rain, etc. Lots of stores had to be offloaded from the launch, and the mariners had to move into rooms that were not left very tidy by the outgoing crew... The training and professionalism

of the SIU crew showed as everyone was completely focused on taking over the vessel properly and discharging the cargo safely. They did a great job!"

This wasn't the only big news recently announced by the company. In July, MLL reported that it had won the bid to purchase and operate the *MV Pvt. Franklin J. Phillips* and *MV William B. Baugh* — a development which preserves Seafarers' jobs aboard both vessels. The *Baugh* has been renamed the *Maersk Texas* while the *Phillips* has been renamed the *Maersk Tennessee*. The ships are sailing in MLL's commercial service. Previously, they were part of the U.S. Military Sealift Command's prepositioning fleet.

## Philly Ferry Crew Rescues Woman in Delaware River

As Captain **Rodger Taylor** guided the *Freedom Ferry* away from Penn's Landing for the next part of its regular run between Philadelphia and Camden, N.J., he noticed something in the water which obviously didn't belong there.

Specifically, he saw a woman in distress in the Delaware River.

Within minutes, Taylor and Deckhands **Matthew Taylor** (Rodger's son), **Zachary Tannoia** and **Kevin Fisher** had teamed up to safely pull the woman from the water, administer first aid and get her to shore. Local fire and rescue personnel arrived a short time later and transported the unidentified person to Thomas Jefferson Hospital, located about five blocks away.

Capt. Taylor said the Seafarers didn't learn the woman's name, but did receive word that she was in stable condition at the hospital. It wasn't known whether she had jumped or fallen into the river.

A 1979 graduate of the Paul Hall Center trainee program, Capt. Taylor praised his crew members for the rescue, which began shortly after 1 p.m. on August 5. He also credited the mariners and the ferry operator, Hornblower

Marine, for their serious approach to the weekly safety drills conducted aboard the *Freedom Ferry* — exercises which undoubtedly helped save the woman's life.

"The drills really helped out," he said. "This operation really felt like our basic rescue drill, except it was an actual rescue. The crew members did exactly what they were supposed to do. I was really impressed with them and I'm really proud of all three of them."

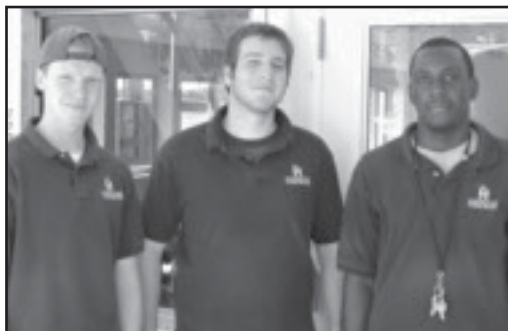
Capt. Taylor said that when he first maneuvered the ferry into rescue position, one of the deckhands threw a life ring into the water, but the woman didn't respond. Matthew Taylor then jumped into the river to save her, just as she appeared to be going under the water. A rescue ladder, davit and sling also were deployed from the ferry.

Rodger Taylor said the victim, upon being brought aboard the boat, "was conscious but very pale. She was white as a ghost, actually, and may have been going into shock. She was moaning but didn't talk. The guys performed first aid and, luckily, we saw a policeman walking along Penn's Landing" (which hastened the arrival of shore-side rescue personnel).

Only 15 minutes elapsed from the moment Capt. Taylor first saw the woman to the time the fire and rescue crew transported her to the hospital.

He concluded, "I just can't say enough about how the guys handled this situation. They were totally professional and really got the job done. It was a unique situation because my son was involved, but again, I commend all three of the guys. They all deserve recognition."

The ferry is part of the RiverLink system overseen by the Delaware River Port Authority.



SIU Deckhands (from left) Matt Taylor, Zachary Tannoia and Kevin Fisher were integral in the rescue.

## Tanker Construction Moves Forward at Ship Facilities In San Diego, Philadelphia

Construction is moving forward on two separate tanker build programs in Philadelphia and San Diego, respectively.

In mid-July, Aker Philadelphia Shipyards launched the fifth in a series of a dozen product tankers. Hull 009 was floated off its blocks and transferred from the building dock to the outfitting dock. While in the outfitting dock, testing, commissioning and on-board work will continue until the vessel embarks on sea trials. At that point, it will be thoroughly tested prior to delivery to American Shipping Company and subsequent bareboat charter to SIU-contracted OSG America.

According to the shipyard, Hull 009 has been modified to incorporate three improved diesel powered electrical generating sets to power the vessel's electrical system. These diesel engines comply with the Environmental Protection



The *Golden State* is one of the tankers under construction at NASSCO.

Agency's latest Tier II requirements. The vessel's emergency diesel generator, hydraulic power packs, and rescue and lifeboat engines have all been upgraded as well.

Early last month, the yard conducted a keel-laying ceremony for the seventh ship in the series. Again, this tanker is being constructed for American Shipping Company and ultimate operation by OSG.

Meanwhile, General Dynamics NASSCO recently announced the beginning of construction of the third ship in its series of nine product carriers. The plans are to lay the ship's keel in November and deliver the vessel to SIU-contracted U.S. Shipping Partners in the fourth quarter of 2009. The tanker will carry petroleum and chemical products in Jones Act trade between U.S. ports.



Aker Philadelphia Shipyards recently conducted a keel-laying ceremony for a new tanker.



# Panel Reviews Nomination Petitions for Election

The credentials committee, composed of six rank-and-file SIU members, has reviewed all nominating petitions of SIU members seeking office in the 2008 district-wide elections in the union's Atlantic, Gulf, Lakes and Inland Waters District/NMU.

After meeting last month and studying the nomination applications to ensure each candidate had complied with the criteria spelled out in the SIU's constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Twenty-nine candidates for 25 ballot positions qualified to run in the election, which takes place Nov. 1 through Dec. 31, the committee reported.

Members of the committee were elected at a special meeting conducted at headquarters-port of Piney Point on August 14, 2008. Voted to the committee by their fellow Seafarers were **Chris Nardone** and **Hazel Johnson** from the port of Philadelphia; **John Reid**, **Jerry Stillman**

and **Clarence Poore** from the port of Norfolk; and **John Hoskins** from the port of Baltimore. Hoskins was selected by the committee to serve as chairman.

During the special meeting on August 14, Seafarers had to present their union books in order to be nominated to the committee. After the voting took place, results immediately were made known.

The union constitution establishes guidelines for the credentials committee in Article XIII, Section 2. According to those rules, the committee must be elected at the port where headquarters is located (Piney Point).

The credentials committee must consist of six full-book members, including two members from each of the three shipboard departments: deck, engine and steward.

Additionally, no elected official or candidate for union office is permitted to serve on the committee.

Members seeking the position of president, executive vice president, secretary-treasurer, vice president, assistant vice

**See pages 6 and 7 for the full text of the committee reports.**



Serving on the rank-and-file credentials committee as well as the constitutional committee are Seafarers (from left) Hazel Johnson, Chris Nardone, John Hoskins, John Reid, Clarence Poore and Jerry Stillman.

president or one of 10 port agent posts had to submit nominating papers between July 15 and Aug. 15.

The Seafarers who served on the credentials committee also were elected by their fellow members to serve on the con-

stitutional committee, in accordance with Article XXV, Section 2 of the union's constitution. They issued a separate report detailing the proposed constitutional amendments that will appear on the ballot.



The *Alakai* sails every day, offering round-trip service between Maui and Oahu.

## Hawaii Superferry Ridership Grows by 40 Percent in July

Survey Shows Passenger Satisfaction; 2<sup>nd</sup> Boat Under Construction

Hawaii Superferry's SIU-crewed *Alakai* got off to a strong start with its July ridership and rode the momentum to an overall 40 percent gain in passengers compared to the previous month.

The number of vehicles transported in July aboard the ferry also grew significantly, up by 36 percent from June.

According to the company, more than 36,600 passengers and 9,200 vehicles traveled between Oahu and Maui during the month of July, averaging 390 passengers and 99 vehicles per voyage. The June passenger count was previously reported up 20 percent over May.

July's figures were bolstered by the 6,000 people who rode the *Alakai* during Independence Day weekend – a company record for ridership on a holiday weekend.

That wasn't the only good news recently reported by the Seafarers-contracted business. Hawaii Superferry also noted that its second vessel, under construction in Mobile, Ala., is approximately 75 percent complete and is expected to enter service in May.

Also, the company recently commissioned a research firm to gauge customer satisfaction. The survey's results couldn't have been much better, as 92 percent of the passengers polled gave the highest

possible rating to their overall experience on the ferry. Ninety percent of those polled indicated they are "very likely" to utilize the ferry again, and a whopping 98 percent said they would recommend the *Alakai* to their family and friends. (Passengers were randomly selected on randomly selected voyages beginning in late June through July. A total of 347 people completed the survey.)

"Any successful operation is a team effort, and the SIU crew members aboard the *Alakai* definitely deserve their share of credit for ridership growth and customer satisfaction," stated SIU Vice President Contracts George Tricker. "Seafarers are helping to deliver a quality, affordable service and the public is responding with enthusiasm."

"Business is good and we are very pleased with the rate at which our passenger and vehicle loads have increased these past three months," added Hawaii Superferry President and CEO Tom Fargo. "We have operated over 400 voyages now and we're equally pleased with the feedback we've been receiving from passengers."

The 349-foot *Alakai*, which has an aluminum hull, carries a crew of 25 and operates seven days a week.

## Gov. Gregoire Credits ATC

Washington State Governor Christine O. Gregoire earlier this year sent a congratulatory letter to the head of SIU-contracted Alaska Tanker Company in recognition of a major safety milestone.

"On behalf of the people of Washington State, I offer my congratulations on the Alaska Tanker Company (ATC) reaching an important milestone: more than six calendar years and 12 million man hours without a time-loss injury," the governor said in her letter, dated June 30 (and sporting a union bug).

Addressed to ATC President and CEO Anil Mathur, Gov. Gregoire's letter continued, "I applaud the fact that your company has received a number of awards for your safety and oil spill prevention record, including recognition from the Alaska State Legislature, the U.S. Coast Guard, and from our own Washington State Department of Ecology. Many in the business and labor community have told me that ATC is a leader in the field of transporting oil and that you are viewed as a model for the industry."

ATC's fleet includes four Seafarers-crewed vessels: the Alaska Class tankers *Alaskan Legend*, *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*. Those ships transport Alaskan North Slope crude oil from Valdez, Alaska, to refineries in Washington State and California.

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

As reported in the May *LOG*, Mathur in late March sent a communication to shipboard and shore-side ATC personnel in which he credited all concerned for the latest achievements. He wrote in part, "This remarkable performance by the ATC employees, ship and shore, has been enabled by our union leadership (SIU and MEBA), our contractors, our client BP Alaska, our owners, our external stakeholders and our regulators," he said. "Meaningful and lasting results at this level require a supportive environment. I am very grateful to each of these entities."



Washington State Gov. Christine O. Gregoire

## NTSB Issues Final Report On Majestic Boat Grounding

*Shipboard Decision could have led to 'Catastrophic Disaster'*

The February 2008 edition of the *Seafarers LOG* reported that the National Transportation Safety Board's (NTSB) preliminary report on the May 14, 2007 grounding of Majestic America Line's sternwheeler riverboat, the *Empress of the North*, off the coast of Alaska showed there was a new employee on watch at the time the ship hit a submerged portion of a charted rock. The preliminary report cited that Marino Cattioti was assigned a four-hour watch from midnight to 4 a.m. because another navigator fell ill.

The NTSB recently released its final report on the matter, in which it says the illness was no excuse for turning watch over to an inexperienced, newly licensed third mate. The agency places the most blame for the incident on the vessel's mas-

ter, who assigned Cattioti to the bridge watch during the night of the accident.

"The third mate was not familiar with the route, the vessel's handling characteristics, or the equipment on the vessel's bridge," noted the board.

The board said the fallout from the decision could have been much worse. "The flawed decision making in this accident created the potential for a catastrophic disaster," observed NTSB Chairman Mark Rosenker. "Those in leadership positions need to make sure they consider every option possible when making critical decisions that could put lives at risk."

The ship grounded 25 miles southwest of Juneau, forcing the evacuation of 206 passengers.



# Mississippi River Oil Spill Renews Concerns

Perhaps the best thing one could say about the July 23 fuel oil spill in the Mississippi River outside New Orleans was that no humans were injured – at least not physically. But, the damage from the accident involving a non-union tugboat and barge and a Liberian-flag tanker is extensive and ongoing.

More than 100 miles of vital inland waterway was closed, stalling commerce for more than a week. The incident is expected to cost taxpayers untold dollars in containment, cleanup, salvage and remediation.

According to Coast Guard investigators, nearly 420,000 gallons of fuel oil were spilled when American Commercial Lines' (ACL) oil-laden barge *DM 932* collided with the chemical tank ship *Tintomara*. ACL is a non-union company that hired another non-union company, DRD Towing, to push the barge up the Mississippi. The DRD tug *Mel Oliver* pushed ACL's barge into the *Tintomara* in the early hours of the morning, splitting the barge in two.

To some extent, the incident renewed the debate regarding uninspected towing vessels and the lack of documentation among some mariners employed aboard inland tugs and tows. In its aftermath, press reports noted that in 2007, for example, the Coast Guard conducted fewer

than 300 random checks of approximately 7,000 uninspected towing vessels. Since 2004, such checks have led to nearly 2,000 civil penalty cases for mariners who either had insufficient documentation or none at all – but only a fraction of those cases led to fines or prosecution.

A preliminary Coast Guard investigation found the captain of the *Mel Oliver* was not on board and a steersman apprentice was operating the tug at the time of the collision. While this employee was licensed, his license did not authorize him to operate the vessel without the captain's presence in the wheelhouse. In essence, there were no properly qualified personnel piloting the tug. Some reports likened it to letting a teenager with a learner's permit drive alone.

The Coast Guard also reported that the *Tintomara* and the vessel traffic service did radio call-outs to the *Mel Oliver* to warn of impending collision and received no response from the tug.

Cleanup was further delayed as the split barge shifted in the currents of the Mississippi, closing the river a second time. All told, the Mississippi was not fully open for transport until August 10.

Less than two weeks before the *Mel Oliver* wreck, a different DRD Towing tug sank after colliding with a ship. Here again, a DRD-employed apprentice mate



Inland documentation (or lack of it) and uninspected towing vessels were in the news after the July 23 oil spill in the Mississippi River. Salvage operations are pictured above in this U.S. Coast Guard photo.

was at the helm of the tug.

While at press time there was no definitive cost of spill containment and cleanup operations, at the height of the efforts the Coast Guard reported on August 2 that more than 500 vessels had been cleared, inspected and/or decontaminated and released since operations began. The agency had recovered more than 139,000

gallons of an oil/water mix, while more than 2,000 responders were deployed throughout the region affected by the spill. Field responders used three tugs, 159 work boats, four barges, 20 skimmers and 13 vacuum trucks on scene to clean up the spill. Approximately 155,000 feet of containment boom and sorbent boom were deployed.

## CIVMAR Notes

The union is pursuing many arbitrations and negotiations on behalf of CIVMARs. The list below notes several of these important arbitrations and negotiations.

### Arbitrations the Union is Working on

#### Habitability:

T-ARS Class: *Grapple, Salvor*  
T-AH: *Comfort, Mercy*

The union is seeking habitability pay for CIVMARs who were required to stay in sub-standard conditions aboard these vessels. On the *USNS Comfort*, CIVMARs in the open berthing are covered by this arbitration.

#### Liberty Restrictions:

For all CIVMARs in the east and west coast fleets that have been subject to the implementation of the "buddy system," the union is seeking compensation for this liberty restriction.

For CIVMARs on the *Mercy* and other vessels where liberty was restricted in areas, the union is seeking compensation for these liberty restrictions.

#### Failure to Pay 10% Supplement to Entitled Supply Department Personnel

MSC unilaterally changed conditions of employment when it denied certain supply department personnel a 10 percent pay supplement.

The union believes it is very important that it bring matters to arbitration when MSC implements new employment conditions without notifying the union and bargaining about these changes.

A CIVMAR's occupation can be difficult. CIVMARs generally work in very up-tempo, challenging work environments in positions of great responsibility. While the union may not prevail on each of these grievances, it is important for CIVMARs and the union to stand together to ensure that each of these issues is presented to obtain payment for CIVMARs.

**What can you do you:** Have union meetings aboard your vessels. Make sure you know your responsibilities and your entitlements under your collective bargaining agreement and the CMPI. Support the union's efforts on all these issues – join the union.

#### Negotiation Subjects

Here is a list of subjects that the union is negotiating with MSC:

- "No guest policy" at the Doubletree hotel and overflow hotels. The MSC/Doubletree changed their guest policy without adequate notice to the union. CIVMARs are no longer allowed to have guests stay at the hotel. The union has also filed a grievance about this issue and is awaiting a response from MSC.

- Procedures regarding the TWIC card requirement.

- Fire retardant coveralls. The union is negotiating the CIVMARs' ability to receive these coveralls aboard vessels. The union is especially concerned about CIVMARs'

ability to get smaller or larger sizes readily. One of the proposals submitted by the union was to allow CIVMARs to purchase their own fire retardant clothing and get reimbursed by MSC. MSC refused to agree to this proposal. The union will now take some of these proposals to the federal service impasse panel for resolution.

**What you can do:** Ensure the union knows whether you have had difficulty getting coveralls in the correct size for you. If you have any information about this subject, contact your union representative or if you have access to e-mail please write to [civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org)

- EBIS - the Employee Benefit Information Service. On September 30, 2008, CIVMARs will no longer be able to file any more paper forms to elect benefits or make certain TSP transactions. All transactions must be made via e-mail or telephone. The union put in many proposals about EBIS including the use of official time on the vessel for CIVMARs having to access this system, register and make elections. (See related story, Page 10.)

**What you can do:** Complete as quickly as possible the union survey sent to the customer service units and the vessels. Make sure you register for EBIS as soon as possible. Let the union know if you are encountering any issues concerning access to computers, including difficulty logging onto the system and the length of time it takes to perform EBIS transactions.

- The union is extremely concerned with problems we are hearing from CIVMARs about MSC's failure to correctly process workman compensation claims. Every injured CIVMAR is entitled to complete the CA16.

**What you can do:** If you are injured during the course of a voyage, whether on or off the vessel, it is very important to that you follow the procedures and secure your entitlements. The shipboard supervisory personnel must supply you with the appropriate forms and ensure you receive the appropriate treatment. MSC shore-side personnel must do the same.

For traumatic injuries ask your supervisor or the MSO to authorize medical treatment on Form CA-16 before you go to the doctor. Even if injuries appear minor, they can develop into a more medically challenging problem. It is always safest to file the proper paperwork. If you believe you are not receiving the correct information about worker's compensation injuries, call your union representative or e-mail [civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org)

The union is working on many other issues and will be letting CIVMARs know about the above and others in future communications. It's important that we continue to hear from you and that you communicate with your shipmates. Hold union meetings aboard the vessels, appoint shipboard delegates, keep in touch with your union representatives and your fleet delegate, and keep checking the LOG and the SIU web site ([www.seafarers.org](http://www.seafarers.org)) for updates on these and other issues of importance to CIVMARs.

## AMO's Crangle Dies at Age 71

Charles T. Crangle, a former SIU member who spent the last 17 years working as director of Congressional and legislative affairs for the SIUNA-affiliated American Maritime Officers, died Aug. 1 at his home in Washington, D.C. He was 71.

Though Crangle officially represented the AMO – and did so in a manner that earned admiration throughout the industry – his efforts often benefited the U.S. Merchant Marine as a whole.

As AMO National President Tom Bethel put it, "Charlie Crangle knew the issues inside and out. No one was more articulate, more persuasive, more credible or more respected than Charlie Crangle in defense of the legitimate interests of seagoing labor."

Bethel added that Crangle "was instrumental in beating back the five-year effort to amend or repeal the Jones Act a decade ago, and he helped steer the Maritime Security Act of 1996 and reauthorization of the Maritime Security Program in 2003 through the House and Senate. Charlie hammered home the critical need for sealift funding and for enforcement of U.S.-flagged cargo preference laws.... We will miss him and we will always remember him."

U.S. Rep. James Oberstar (D-Minn.), chairman of the House Committee on Transportation and Infrastructure, said he was "shocked and heartbroken" upon hearing of Crangle's passing.

"It's as if I had lost a brother," Rep. Oberstar said. Crangle was "so vibrant and so dedicated to the cause of maritime labor."

The former Great Lakes Seafarer is survived by three siblings, three daughters, two sons, a daughter-in-law, 10 grandchildren and two great-grandchildren.



Charles Crangle



# Credentials Approved for Candidates to 25 Union Offices

## REPORT OF CREDENTIALS COMMITTEE ON CANDIDATES FOR 2008 ELECTION OF OFFICERS, 2009-2012 SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA- ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT/NMU

We, the undersigned members of the Credentials Committee, were duly elected at a Special meeting held in Headquarters-Port of Piney Point on August 14, 2008. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District/NMU for the years 2009-2012, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII.

The applicable constitutional provisions are as follows:

### ARTICLE XII, Qualifications for Officers, Assistant Vice-Presidents, Port Agents, and Other Elective Jobs

**Section 1.** Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund, to which Fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70½.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within twenty four (24) consecutive months immediately prior to the opening of nominations.

**Section 2.** All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

**Section 3.** All candidates for, and holders of, elective offices and jobs, whether elected or appointed in

accordance with this Constitution, shall maintain full book memberships in good standing.

### ARTICLE XIII, Election for Officers, Assistant Vice-Presidents, and Port Agents

#### Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit any such crimes."

Dated.....  
Signature of Member .....

Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

**Section 9.** The term "member in good standing" shall mean a member whose monetary obligations to the Union are not in arrears for thirty (30) days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term "member" shall mean a member in good standing.

Your Committee sought guidance from the Union's General Counsel and the Secretary-Treasurer as to whether this section would apply to a member who is unable to pay dues because of employment aboard an American flag merchant vessel as stated in Article III, Section 3(e). Your Committee was advised that, in keeping with past practice and constitutional interpretation, the same thirty (30) day grace period should be applied in these situations. Accordingly, when a member who is working on foreign articles leaves the vessel, the dues for the applicable quarter must be paid within thirty (30) days from the date of discharge in order to maintain good standing.

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

**Section 13.** The term "seetime" shall include employment upon any navigable waters, days of employment in a contracted employer unit represented by the Union or time spent in the employ of the Union or one of the Union's direct affiliates as an elected or appointed representative.

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

**Section 14.** The term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels" shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union.

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all members who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each member's name and book number is

his/her qualification or disqualification, followed by the reason for that decision.

#### PRESIDENT

Charles Collins, C-01652  
Qualified Credentials in order

Michael J. Sacco, S-01288  
Qualified Credentials in order

#### EXECUTIVE VICE PRESIDENT

Augustin Tellez, T-00764  
Qualified Credentials in order

#### SECRETARY-TREASURER

David W. Heindel, H-01443  
Qualified Credentials in order

#### VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

George Tricker, T-00919  
Qualified Credentials in order

#### VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Joseph T. Soresi, S-02658  
Qualified Credentials in order

#### VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Dean E. Corgey, C-05727  
Qualified Credentials in order

#### VICE-PRESIDENT IN CHARGE OF THE WEST COAST

Nicholas J. Marrone, M-02308  
Qualified Credentials in order

#### VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS

Thomas Orzechowski, Jr, O-00601  
Qualified Credentials in order

#### VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES

Kermett T. Mangram, M-02394  
Qualified Credentials in order

#### ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Joseph Mieluchowski, M-02933  
Qualified Credentials in order

Victor Nunez, N-00566

Disqualified - was not in continuous good standing for 3 years prior to time of nomination.

George Perry, P-01978

Disqualified - did not have at least 100 days of seetime or Union employment between January 1 and time of nomination.

Archie Ware, W-01169

Qualified Credentials in order

#### ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Nicholas A. Celona, C-01578  
Qualified Credentials in order

#### ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Ambrose L. Cucinotta, C-01795  
Qualified Credentials in order

#### ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST

Bryan Powell, P-01987  
Qualified Credentials in order

#### ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS

James P. McGee, M-05945  
Qualified Credentials in order

#### ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES

Chester Wheeler, W-25058  
Qualified Credentials in order

#### PINEY POINT PORT AGENT

Michael Murphy, M-02483  
Qualified Credentials in order

Patrick Vandegrift, V-00488  
Qualified Credentials in order

#### NEW YORK PORT AGENT

Robert Selzer, S-01258  
Qualified Credentials in order

#### PHILADELPHIA PORT AGENT

Joseph Baselice, B-02795  
Qualified Credentials in order

Edward O'Connor, O-00599

Qualified Credentials in order

#### BALTIMORE PORT AGENT

Georg Kenny, K-01041  
Qualified Credentials in order

#### MOBILE PORT AGENT

Thornton Elliot, E-15001  
Qualified Credentials in order

#### NEW ORLEANS PORT AGENT

Chris Westbrook, W-05787  
Qualified Credentials in order

#### HOUSTON PORT AGENT

Kenneth Moore, M-06084  
Qualified Credentials in order

#### OAKLAND PORT AGENT

Samuel Garrett, G-01534  
Disqualified - was not in continuous good standing for 3 years prior to time of nomination.

Tracey Mayhew, M-03487

Qualified Credentials in order

#### ST. LOUIS PORT AGENT

Rebecca J. Sleeper, S-02497  
Qualified Credentials in order

#### DETROIT-ALGONAC PORT AGENT

Todd Brdak, B-02684  
Qualified Credentials in order

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that some of the nominees be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members the necessity of following all requirements and procedures which are established by our Constitution to govern eligibility for candidacy to Union office. However, at this time, the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Jerry Stillman, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Friday, August 15, 2008, to receive any credentials that might have been delivered by hand after the closing of business hours by the Union.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May *Seafarers LOG* the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make three (3) disqualifications, and the following are the details relative to each of those disqualifications:

1. **Victor Nunez, Book No. N-00566**, Candidate for Assistant Vice President of Contracts & Contract Enforcement.

Your committee noted the

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# REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at a Special Meeting held in Piney Point on August 14, 2008, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, the proposed Constitutional Amendments Resolution submitted by our Executive Board.

This Resolution, containing the proposed amendment, prior to its submission to us, was adopted by a majority vote of the membership at Headquarters and all ports. The provisions of the Resolution including its "WHEREAS" clauses, are contained in this report so that all members will have available to them its full text for their review and study at the same time that they read this, our Report and Recommendation.

*Whereas, the current Constitution and By-Laws of the Seafarers International Union, AGLIWD/NMU currently provides for the election of members to serve on finance, credentials, tallying and*

*constitutional committees; and*

*Whereas, the relevant Constitutional provisions contain language pertaining to the payment of committee members during their time of service; and*

*Whereas, the afore-mentioned Constitutional Sections have conflicting provisions relating to the payment of committee members when all such committee members are, in practice, routinely paid the same amounts which have been comparable to eight hours a day at prevailing contractual standby rates of pay; and*

*Whereas, such pay rates no longer exist in the industry wide contracts and all Constitutional Sections providing for payment of committee members for these four committees should be identical; and*

*Whereas, the committee members of these four committees are, in actuality, not being paid for work performed but are instead receiving a per diem from the Union to compensate them for miscellaneous*

*expenses incurred over and above travel, meals and lodging;*

## NOW THEREFORE BE IT RESOLVED THAT:

*The following language shall modify existing language or shall be added to existing language to reflect the intent and practices of the Union concerning members who serve on the Finance, Credentials, Tallying and Constitutional Committees:*

*"Committee members shall receive a per diem in an amount determined by the Secretary Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected."*

*To effectuate the above changes, Article X, Section 14(c), number 5*

*shall be amended by deleting the next to last sentence of the first paragraph and by adding in its place, the above quoted language; Article XIII, Section 2, shall be amended by adding a new subsection which shall be lettered (f) and which shall contain the above quoted language; Article XIII, Section 4, (c) shall be amended by deleting the last sentence of the first paragraph and by adding in its place the above quoted language and Article XXV, shall be amended by adding a new Section which shall be numbered 4 and which shall contain the above quoted language. In addition the following sentence shall also be added to this new Article XXV, Section 4 "When a Constitutional Amendment is being considered at the same time that an election for officers is taking place, there shall be only one tallying committee used for both tallies and that Committee will be the one elected to serve as per Article XIII Section 4."*

We further recommend, if it is

reasonably possible, that a copy of our Committee's Report containing the proposed Resolution and membership action taken to date, be printed in the *Seafarers LOG*, October 2008 issue so that the membership will be kept abreast as to all facts and actions taken as of this time. In addition, we recommend that copies of such *LOG* issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2008.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolution will serve the needs of the Union and the membership.

Fraternally submitted,  
Constitution Committee

August 16, 2008

## Committee Approves Candidates' Credentials

Continued from Page 6

receipt of a letter dated July 15, 2008, addressed to Secretary-Treasurer David Heindel in which Brother Nunez requested his name be placed on the ballot for election to the position of Assistant Vice President of Contracts & Contract Enforcement.

Your committee noted that Secretary-Treasurer David Heindel issued a letter dated July 31, 2008 via overnight mail requesting Brother Nunez submit his proof of seetime as required by Article XII, Section 1 (c) of the Constitution. Brother Nunez did have the necessary seetime to qualify.

Your committee also noted that Union records show that Brother Nunez paid his Second Quarter 2008 dues on June 12, 2008, whereas they should have been paid no later than May 1, 2008.

Your committee also noted that Brother Nunez submitted seetime from vessels under the Marshall Islands flag. Article XII, Section 1 (a) and (c) provide that seetime required to be eligible to run for office must be aboard American-flag vessels under contract with the Union.

Based upon advice from General Counsel, the committee decided not to disqualify Brother Nunez based upon his seetime aboard Marshall Island flag vessels since they are covered by collective bargaining agreements with the Union.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9 previously carried herein, the committee did disqualify Brother Nunez for the job of Assistant Vice President of Contracts & Contract Enforcement solely as a result of not being in continuous good standing during the relevant time period.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the committee informed Brother Nunez of his disqualification and set forth the reason for such disqualification by certified overnight mail sent on August 18, 2008 to the address stated in his letter of nomination. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Nunez would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

**2. George Perry, Book No. P-01978,** Candidate for Assistant Vice President of Contracts & Contract Enforcement.

Your committee noted the receipt of a letter dated July 12, 2008, addressed to Secretary-Treasurer David Heindel in which Brother Perry requested his name

be placed on the ballot for election to the position of Assistant Vice President of Contracts & Contract Enforcement.

Your committee noted that Secretary-Treasurer David Heindel issued a letter dated July 17, 2008 via overnight mail requesting Brother Perry submit his signed certificate and proof of seetime as required by Article XII, Section 1 of the Constitution. Your committee also noted that the overnight mail was returned to Secretary-Treasurer David Heindel following which an email was sent to Brother Perry on August 1, 2008 onboard the Alliance New York.

Your committee noted that on August 11, 2008 Brother Perry responded by email stating that he faxed the signed certificate to Secretary-Treasurer David Heindel's Office.

Union records, however, indicate that Brother Perry does not have the required one hundred (100) days of seetime, in an unlicensed capacity aboard an American flag vessel or vessels covered by contract with this Union.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the committee informed Brother Perry of his disqualification and set forth the reason for such disqualification by certified overnight mail sent on August 18, 2008 to the address stated in his letter of nomination. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Perry would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

**3. Samuel Garrett, Book No. G-01534** Candidate for Oakland Port Agent

Your committee noted the receipt of a letter dated August 8, 2008, addressed to Secretary-Treasurer David Heindel in which Brother Garrett requested his name be placed on the ballot for election to the position of Oakland Port Agent.

Your committee noted that on August 14, 2008 an email was sent to Jeff Turkus, Port Agent in Guam, requesting that he go onboard the Horizon Hawk, which was expected to be in his port on Sunday, August 17, 2008 with a certificate that Brother Garrett could sign and that Jeff Turkus could then fax to Secretary-Treasurer David Heindel. Secretary-Treasurer David Heindel received an email from Jeff Turkus acknowledging that he would go onboard, have Brother Garrett sign and fax the certificate to Secretary-Treasurer Heindel.

Your committee also noted that Union records show that Brother Garrett paid his Third Quarter 2005 dues on October 20, 2005 whereas they should have been paid no later than July 31, 2005. Union records

also indicate that First Quarter 2006 dues were paid on June 8, 2006 whereas they should have been paid no later than January 31, 2006; Second Quarter 2006 dues were paid on June 8, 2006 whereas they should have been paid no later than May 1, 2006. It is for these reasons that Brother Garrett was disqualified.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the committee informed Brother Garrett of his disqualification and set forth the reason for such disqualification by certified overnight mail sent on August 18, 2008 to the address stated in his letter of nomination. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Garrett would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

Our committee was presented with a nomination of Brother Michael Murphy for the position of Piney Point Port Agent. After reviewing his credentials it appeared that he would be qualified to run for this position except for the fact that, when signing the certificate that gets attached to the nomination pursuant to Article XIII of the Constitution, Brother Murphy deleted the section which states he has not been a member of the Communist Party. Our committee, when evaluating Brother Murphy's qualifications, sought the advice of Union General Counsel who advised us that provisions such as the one in question have been struck down by Courts and consequently, she recommended that it not be used to disqualify Brother Murphy. Based upon advice of counsel and the cited legal precedent the Committee has decided to qualify Brother Murphy by finding his credentials in order. In addition, our committee recommends that the Union consider amending its constitution in the future to remove the above quoted phrase from the nomination certification.

All credentials received as of August 15, 2008, were turned over to the Committee in good order, and those received by mail subsequently, but not later than August 15, 2008, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Fraternally submitted  
Credentials Committee

Dated: August 16, 2008

## Procedure For Obtaining SIU Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2008 voting period, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2008 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2008.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2008.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2008 and received by the bank depository no later than Jan. 5, 2009.



# Fourteen Stewards Complete Recertification Course

Fourteen Seafarers recently completed their respective climbs to the summit of the merchant mariner culinary training ladder when they graduated from the steward recertification course offered at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

In recognition of their individual achievements, each of the graduates received a certificate during the Aug. 4 union membership meeting at the school in Piney Point, Md.

Meeting and favorably satisfying the demands of their instructors were Chief Stewards **Paul Isherwood, Leester Collins, Alvin Major, Luis Caballero, Fidelis Oliveira, Donna Sailing, Robert Bostick, Francisco Delgado, Tina Knox, Rudolph Daniels, Clyde Thompson, Kenneth Mitchell, Eddie Taylor and Jack McElveen.**

Each of the recertified stewards spoke to the audience of SIU officials, fellow Seafarers, family members, friends and guests who attended the membership meeting. In addition to making complimentary remarks about the instruction they received and the training center staff and facilities, the recertified stewards collectively lauded the SIU leadership and offered words of encouragement to the unlicensed apprentices and upgraders who were in the audience.

First to take the podium was Isherwood, who sails out of the port of Boston. "I joined the union in 2001 and have been going to sea for 30 years," he told those in attendance. "I have learned a lot since being here for the steward upgrading course. The whole experience of being here this time (he upgraded at the school one other time) has opened my eyes to a lot of things that I did not know before."

Specifically, he cited the course's food safety block as being especially valuable. "It is essential in our jobs as chief stewards to keep up with food sanitation standards and keep everyone healthy aboard the vessel," he said. "I can now implement the safety practices that I learned here on a daily basis aboard my vessel."

Isherwood expressed praise for the exceptional job the school's vocational staff did and said all instruction was presented in a highly professional manner. He also thanked union officials for the exemplary fashion in which they are leading the union.

"To the trainees, study and work hard while you are here," he concluded. "There are a lot of opportunities out there for you."

Next to address the audience was Collins, whose home port is Jacksonville, Fla. "First of all, I'd like to thank God for this accomplishment," she said. After thanking SIU President Mike Sacco, the SIU executive board, union administrators and everyone else who made her upgrade training possible, she reflected on her Piney Point experience.

"I feel blessed to have gone through the SIU steward recertification program," Collins said. "It has been an awesome experience for me and the instructors were great. They all were very patient with all of us and took time to answer all of our questions."

Of particular importance, Collins said, was the knowledge she gained about the functions of the AFL-CIO, how the union's pension and vacation plans work and the role SPAD plays in the political process with respect to the longevity and success for the maritime industry. She also noted that she was pleased to gain a broader perspective on the intricate duties of the chief steward aboard a vessel.

"Be the best that you can be," Collins told the trainees and other upgraders present. "Do your jobs with dignity and pride."



Members of the class pose with Jack Gallagher (seated, fifth from left) of the Addiction Rehab Center shortly after he briefed them on the center's programs.

She concluded, "Thank you SIU, I love you."

Major has been going to sea for more than 40 years and currently ships out of the port of Boston. "I have been a proud member of the SIU since 2001," he said, "and I am extremely proud to be a member of this steward recertification class. "Having completed this advanced training, I am now more aware of how the union works and I am now able to do a much better job aboard ship."

Major enjoyed the experience of meeting department heads and staff members during his visit to SIU headquarters. "I had an opportunity to visit the SIU headquarters at Camp Springs and I am totally impressed with the organization, its efficiency and the dedication of everyone I met, especially our leadership."

Major said he was impressed with all of the programs that the Paul Hall Center has to offer and encouraged everyone in the audience to take advantage of them. "To the trainees, you have a great opportunity here," he said. "You have great classes and great instructors who can help you make your dreams come true, but it's up to you to make it happen. Do your jobs with pride and always be safety conscious, not just for yourselves but also for your shipmates."

Caballero joined the SIU in 2001 and calls New York his home port. "I would like to thank the union membership and the instructors at the school for all that they did for us in making it possible for us to be graduating today," he said after taking the podium. "Training is very important for all of us. The training I received during my time here has helped me a lot and with it, I am sure I can now do a better job aboard the ship," he said.

"To the trainees, please study hard while you are here," he continued. "Learn from your instructors and learn to work together with your classmates. When you get out to sea, work hard and never be afraid to ask questions. Remember, you are the future of our union."

Oliveira was next to address the audience. He sails out of the port of Boston, and like most of his steward recertification classmates joined the SIU in 2001.

"I learned a lot and all of the instructors did a wonderful job," he said.

Reflecting on the quality of the Paul Hall Center's programs, facilities and vocational staff, Oliveira noted, "The union officials have made this institution great and they deserve a great deal of credit. Being here and undergoing this training has been a very, very exciting experience for me, and I thank everyone involved."

Directing his attention to the trainees and other upgraders, he said "You have great instructors here and I urge you to take advantage of it."

Sailing is home-ported in Houston, Texas. Filled with elation, she took the podium.

"It's very nice to be here, finally," she said. "Completing steward recertification training is a big step for all of us."

After welcoming her classmates who were former members of the NMU, she shared her Piney Point experience with those in the audience. "The experience of being here has been pretty amazing for all of us for sure," Sailing said. "We gained an incredible amount of knowledge in a very short amount of time. And I am here to say thanks to all of our instructors and our leaders. We know that our union will say strong because of these people who back us on every front and work for us," she said. "They all do a tremendous job."

"To the trainees," she concluded, "congratulations, you're here. Stay strong, work hard and have a great career."

Former NMU member Bostick began his presentation by expressing his gratitude to those responsible for the SIU-NMU merger. "I'd like to thank the leadership of the SIU for giving us the opportunity to be a part of this union," said the New York home-ported mariner. "I have been a part of this union since 1989 and have been out there [at sea] for a long time."

"I am very glad to be a part of the SIU because I think it is a very strong organization," Bostick continued. "The people here are good people, they treat me and my family good and the same goes for all of my other family members [his classmates and their families]."

"I would like to thank the rank-and-file as well, because without you all, I would not have gotten the opportunity to go through this training. I want to say to the trainees, I know you will make it because you are now in the same place I once was," he said. "I encourage you to keep your heads up, stay sharp and focused and I'm sure you will achieve your goals."

Delgado sails out of the port of Boston and was next to address the audience.

"I've been a proud member of the SIU since 2002 and have been going to sea for 30 years," he said.

He expressed his thanks to the union officials for making his upgrade training possible and lauded the school's vocational staff for a job well done. "My experience here was great and I found the campus atmosphere to be very relaxing."

Delgado said that aside from his actual training, the most interesting part of his upgrading experience was the opportunity to visit SIU headquarters. "It was exciting to go around and meet all of the staff members who work in the different departments," he said. "They all did a wonderful job explaining what they do.... It was nice to be able to put faces with names."

Knox hails from the port of Houston. "As everyone knows, I am no good reading from a paper so I'll just go from my heart," she told members of the audience. "I am so glad and honored to be a part of the SIU and to have been given the opportunity to come here to learn and grow."

"Those who came up here before me have already said most of the things the things I wanted to say, so I won't keep you," Knox continued. "But to the trainees, I want you to stick together, believe in yourselves and if you have a handicap, don't worry because this school is a great organization with great instructors. Don't be too proud to step out and ask for help and above all else, help one another."

Daniels ships out of the port of New York. "I am former member of the NMU," he said, "and I have been around for a long time."

Daniels said that his current trip to Piney

Point was his second and that all of his experiences have been excellent. "The school offers a great opportunity for all of us to learn and upgrade our skills," he continued, "and all of the instructors are willing to assist anyone who needs it. I'm thankful for this opportunity to be a member of the SIU and to be able to be here to improve myself."

Thompson, who sails out of the port of New Orleans, was the next to take the podium. "I'm a former NMU member who has been sailing for 19 years, 15 as chief steward," he said. "Being here was a tremendous educational experience for all of us, and I think all of the instructors did a wonderful job."

He then acknowledged his classmates and spoke about the closeness they enjoyed as a group. "I love you all and I'll never forget you," he said.

Thompson added that found the food safety aspects of the training especially beneficial and that the entire upgrading program gave him a lot to take back to his ship.

"To the trainees, take your experience here seriously," he said. "Take the training seriously and you will never be let down by any of your crew members aboard the ships. The steward's door is always open to you, and when you hit the ship look for us."

Mitchell is home-ported in Wilmington, Calif., and has been sailing for nearly 30 years. "Becoming a member of a labor organization was probably the best thing that ever happened to me," said Bostick, who donned the Seafarers colors with the 2001 SIU/NMU merger "It has given me the opportunity to add value to my life. Value because it provides me an opportunity to travel the world, to take care of my family, put my children through college and see things that I thought I'd never be able to see."

"I would like to say specifically to the trainees that your union leadership is totally professional," Mitchell continued. "You are truly blessed to have a leadership that has a vision for your future as well as mine. Value the fact that what ever you do here today will add value to your life.... It's imperative to be as professional a seaman as you possibly can so that people can say to someone else: 'Go for SIU seamen,' because they know that you are professional."

Taylor was next to address the audience. A veteran of more than 32 years at sea, he sails out of the port of New Orleans.

"I thank God for the opportunity to come here to upgrade and to become part of the SIU family," Taylor said. "I'd like to thank all of my classmates, the instructors, assistants and especially the galley department for all of your efforts and support."

"I really want to say that before the merger, I heard many things about the SIU from NMU people," Taylor said. "I must say, though, that I am very, very impressed with everything about the organization and how it runs."

Turning his attention to the trainees, he said, "Always remember that when you come out to the ship, don't be scared of anything. Ask questions while you are there. All of us had to go through the same thing that you are now experiencing - whether there was a training program or not. We all still had to learn our way to come up."

McElveen was the final recertified steward to address the audience. He sails out of New Orleans, has been going to sea for nearly eight years and has seen many ports around the world.

After declaring himself as the youngest of the group, McElveen thanked his classmates for their support and encouragement. "We stuck together as a team and as a family during our training," he said to them, "I am blessed to have been your presence and I will always remember each of you."

Focusing on the role which the union has played in his life, he said, "The union has been important. It has provided me a sense of value and a better understanding of my job."

"I knew at an early age that I loved to cook, but a career in the traditional food industry was very unappealing," McElveen continued. "But the union gave me a new interest and a greater desire to use my passion because it helped me along the way. The union has always been here to help protect each of us.... I believe in the union wholeheartedly and I think we all need to believe in them."

He advised the unlicensed apprentices to "continue to strive and do whatever it is that you need to do in order to be successful. It's going to be hard and challenging, but anything in life worth having is worth fighting for."



The stewards improved their computer skills during the course.



# TWIC Deadline for Mariners April 15, 2009

Seafarers are reminded that April 15, 2009 is the deadline for U.S. mariners to obtain the government-mandated Transportation Worker Identification Credential (TWIC). The U.S. Department of Homeland Security in May announced the revised deadline; the original cutoff date was Sept. 25, 2008.

By law, all U.S. Coast Guard-credentialed mariners with active merchant mariner documents (MMDs), licenses, and/or certificates of registry, with or without an STCW endorsement, must hold a valid TWIC in order to maintain their mariner credentials. Failure to obtain and continue to hold a valid TWIC may result in the suspension or revoca-

tion of mariners' credentials. After April 15, 2009, the Coast Guard will not issue a merchant mariner credential to an applicant who does not hold a valid TWIC.

The SIU encourages members to enroll for the TWIC as soon as possible. To apply for a TWIC, a mariner must first enroll at any TWIC enrollment center. Pre-enrollment through the Transportation Security Administration (TSA) web site ([www.tsa.gov/twic](http://www.tsa.gov/twic)) is supposed to expedite the processing time at the center. Mariners will need to pick up their TWICs, after being notified that they are ready, at the same enrollment center where they applied.

In order to ensure the information on TWIC applications is forwarded to the Coast Guard for the processing of individuals' merchant mariner credential applications, they must identify themselves as mariners at TWIC enrollment centers. Mariners also must provide proof of citizenship and/or alien status along with Social Security number. Step-by-step instructions on the entire process have been published in the last few editions of the *LOG*; they also are available on the web both at [www.seafarers.org](http://www.seafarers.org) and at the TSA web site.

Seafarers also are asked to occasionally visit the SIU web site and/or

check with their port agents for the latest TWIC news. For instance, when the DHS announced the changed deadline, the SIU site immediately posted the news release on its home page and also distributed the information to all SIU halls.

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

#### FOR MORE INFORMATION

- On the web: [www.tsa.gov/twic](http://www.tsa.gov/twic)
- By phone: TWIC Program Help Desk, 1-866-DHS-TWIC (1-866-347-8942)
- By email: [credentialing@dhs.gov](mailto:credentialing@dhs.gov)

## Four Union-Contracted Companies Earn Safety Awards From AMS, Inc.

Four SIU-contracted companies are among eight maritime transportation businesses that have been designated to receive maritime safety awards from American Maritime Safety, Inc. (AMS).

Representatives from Maersk Line, Limited; Crowley Maritime Corp; LMS Ship Management (Waterman and Central Gulf); and Ocean Shipholding, Inc. on Oct. 16 in New York will be afforded recognition for their companies' commendable maritime practices by the AMS Safety Advisory Committee. Specifically, Maersk will receive the Responsible Vessel Carrier Award; Crowley the Tanker Vessel Safety Award; LMS the Quality Ship Management Award; and Ocean Shipholding the American Maritime Safety Award.

The awards will be presented during the AMS Membership Dinner at the Yale Club of New York City.

Established in 1988, AMS is a maritime trade association built on facilitation of the maritime industry's compliance with U.S. Coast Guard regulations and international protocols. The AMS consortium administers maritime safety programs for U.S. and international vessels of all kinds, representing the interests of over 400 marine employers in the U.S. and abroad.

AMS presents eight of its member companies with maritime safety awards in recognition of their commendable maritime practices. Dedicated to preserving the marine environment and to promoting safe vessel navigation and operation, the award winners exemplify the qualities AMS constantly looks for in its members.

## Center Offers Career Advancement

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

### Safety Course Spotlight

#### Advanced Fire Fighting

Applicants completing the



school's 37-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(1)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license. During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers

effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training. Students also learn to inspect and service personal shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

**Prerequisite:** Basic Fire Fighting

## Maersk Crews Complete Latest 'Boot Camp'



The SIU-affiliated Paul Hall Center for Maritime Training and Education regularly hosts safety "boot camps" attended by mariners and shore-side employees from union-contracted Maersk Line, Limited (MLL). The two-day boot camps are part of Maersk's ongoing efforts promoting workplace safety. Graduates from the August boot camp are pictured above, at the school in Piney Point, Md. SIU members completing the training included Steward Zein Achmad, QMED/Electrician Dennis Baker, Bosun Oliver Balico, QMED Charles Clausen, Bosun Mark Coleman, Bosun Basil D'Sousa, QMED/Electrician Shawn Deloach, QMED Nicholas Dippel, QMED/Electrician Tesfaye Gebregziabher, Bosun Lenar Ilagan, AB Joselier Itaralde, Chief Electrician Ron Kitlas, Bosun Anthony Maben, Bosun Karl Mayhew, AB Godofredo Milabo, Steward/Baker Natalie Nunes, AB David Perry, AB Clarence Poore, Chief Cook Gary Ramirez, QMED/Electrician Thomas Respicio, AB Joe Reynolds, Bosun Wilfredo Rice, AB Glen Rogers, QMED Steve Roseberry, MDR Jackson Senseney, Steward/Baker Stephanie Sizemore, Chief Cook Barbara Smith, Bosun Kenneth Steiner, Bosun James Walker, QMED/Electrician William Watterson, Bosun Wallace William and QMED/Electrician Alexander Zharkoff.



# CIVMARS aboard Mercy, Grasp, Saturn 'Show Hearts'

While civilian mariners have full-time jobs and are ready for deployment to wherever the U.S. Military Sealift Command sends their ships around the world, CIVMARS aboard the *USNS Mercy*, *USNS Grasp* and *USNS Saturn* recently showed their hearts by using their spare time to help others through humanitarian acts.

All three ships are crewed by members of the SIU Government Services Division.

Mariners from the hospital ship *USNS Mercy* are no strangers to helping those in need, but in an exercise called Pacific Partnerships 2008, they renovated a school's facilities in Tinh Khanh Hoa, Vietnam. They added new handicapped accessible doors, sinks, light fixtures and handrails. Volunteers also painted window shutters and installed exhaust fans and a rubberized floor in common areas of the school.

With a medical staff of 15 and 34 teachers, the center serves 152 students below the age of 15, most of whom are deaf or blind.

Continuing their efforts at the Vinh Trung village health clinic, a five-room clinic staffed by three medical support personnel who serve 7,000 residents, the *Mercy's* crew members updated lights, installed ceiling fans and repainted the clinic.

Volunteers also built a steel metal awning that will be used as an outdoor patient waiting area, and they poured concrete to make a sidewalk outside of the building.

Civil service mariners from the rescue and salvage ship *USNS Grasp* completed three days and more than 445 man-hours of improvement projects at the Antigua School for the Deaf and the T.N. Kirnon School for the Blind Unit in Antigua.

The *Grasp* arrived in Antigua July 4 as part of a four-month international outreach mission to the Caribbean. While the ship's embarked team of 15 Navy divers conducted tailored training and security operations with military divers from Antigua, Dominica and St. Lucia, CIVMARS sought out an opportunity to do a goodwill project ashore.

The 60-year-old, 3,400-square foot school is attended by 18 deaf and three blind children.

From July 15-17, all 29 of the *Grasp's* CIVMARS and the four sailors of the ship's military detachment spent time, most of it volunteered, working at the school. Three of the embarked Navy divers also participated.

The *Grasp's* crew pressure washed the building's exterior, painted all interior and exterior walls – a surface area of more than 11,000 square feet – removed nearly two-dozen 55-gallon lawn bags of trash and landscaped the school's courtyard.

Meanwhile, crew members from the combat stores ship *USNS Saturn* participated in a community relations project in Municipio de Ztapa, Guatemala, July 23.

Nineteen sailors and civil service mariners from the *Saturn* took a day during the ship's in-port maintenance period to deliver Project Handclasp medical supplies and hygiene products to the Centro de Salud Clinic. Additionally, they delivered toys and first aid kits to the Escuela oficial Urbana Mixta Tipo Minimo and Escuela oficial Urbana Mixta Puerta de Heirro elementary schools.

Project Handclasp involves a collection of donated humanitarian, educational and goodwill items the Navy delivers to people in need around the world.

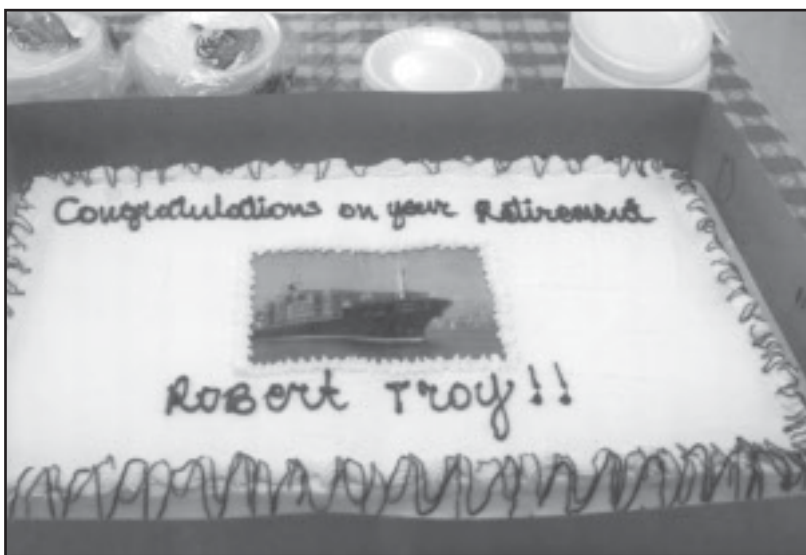


*USNS Grasp* AB Donald Barney (photo at left) pressure washes a school for the deaf and blind in Antigua. Mariners from the *USNS Saturn* (photo above) provided vital aid to a Guatemalan community.



Crew members from the *USNS Mercy* helped refurbish a school in Vietnam.

## Welcome Ashore, Brother Troy



Active and retired Seafarers and SIU officials were on hand July 2 to wish Houston Patrolman Robert Troy (right) a happy retirement. Brother Troy started sailing with the NMU in 1967, as a member of the engine department. He came ashore to work for the union in 1999 and remained there after the SIU-NMU merger in 2001. "It was a good, long run and I enjoyed every minute of it," Troy said. "Now, I plan on spending a lot of time with my grandkids and great-grandkids, plus doing a little fishing and golfing." He added that his retirement party at the Houston hall was "wonderful. I'm surprised so many people showed up."



## Union Continues EBIS Negotiations

### CIVMAR Feedback is Vital as New System 'Goes Live'

On July 22, 2008, the Military Sealift Command (MSC) sent a notice to CIVMARS about a new benefit program called the Employee Benefits Information System (EBIS). This program will allow CIVMARS to make benefit elections and thrift savings plan (TSP) changes electronically. Retirement counseling is also available.

After September 30, CIVMARS will no longer be able to file benefit elections by submitting paper forms. All changes will have to be made electronically.

Prior to sending an introductory notice, MSC and the union conducted discussions and negotiations about the impact of the program upon CIVMARS, about the CIVMAR notice and about other information which would be sent to CIVMARS. These negotiations are continuing.

The union expressed many concerns about this program. A few of those were: whether CIVMARS would have access to the shipboard computers to do the necessary registration and changes during work hours; whether there would be enough computers on the vessels to accommodate CIVMARS needing to access EBIS; how long it would take to accomplish benefit changes and other transactions as a result of the slow speeds of the computers; how CIVMARS would confirm that important transactions were received and implemented; and, whether CIVMARS will be able to reach EBIS representatives by telephone from forward deployed areas around the world.

During the negotiations the union proposed, and MSC agreed, that the timeframe for final implementation of the program would be 60 days and that if necessary, the EBIS phone line representatives would be available to CIVMARS at mutually

arranged times after or before the regular phone line hours. The union hopes this will assist CIVMARS sailing in faraway time zones.

While the union is hopeful EBIS will be as beneficial as MSC believes, the union still has many reservations about its use, especially for CIVMARS forward deployed.

It is very important that the union hears from CIVMARS regarding their experiences with the implementation of EBIS. A timely response from CIVMARS is very important. As noted above, the union has submitted and will submit proposals to MSC that the SIU believes will help lessen the difficulties of using this new system, and negotiations will continue.

If CIVMARS have e-mail access, they are asked to please send e-mail comments regarding concerns and experiences with the EBIS program to: [civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org) or send comments using the methods noted below. CIVMARS also may call their Government Services Division representatives.

Starting in late July, the union began distributing a survey to CIVMARS to get a comprehensive picture of how the program is operating. Those surveys may be returned to union representatives. They also may be faxed to (301) 702-4411 or mailed to: CIVMAR EBIS Survey Response, Seafarers International Union, 5201 Auth Way, Camp Springs, Maryland 20904.

Additionally, the survey is available for download at [www.seafarers.org](http://www.seafarers.org), in the Member Benefits and Resources section. The full web address for the survey, which is in PDF format, is:

<http://www.seafarers.org/members/civmar/ebissurvey.pdf>





Pictured in the photos directly above, at right and those at bottom left and right on this page are SIU members attending the safety meeting.



## Jacksonville Hall Hosts Maersk Safety Meeting

Strong attendance and helpful dialogue were evident at the Jacksonville, Fla. union hall as Seafarers and SIU officials on July 10 participated in a safety meeting conducted by Maersk Line, Limited (MLL) Director of Quality, Environment, Safety and Security (QESS) Patrick Callahan.

The gathering took place immediately following the July membership meeting. It was part of an ongoing and far-reaching effort by MLL to promote safe operations and general wellbeing throughout its fleet. Topics ranged from common safety practices to specific experiences aboard various ships and in certain ports.

For example, Recertified Bosun **Pat Ray** and SIU Jacksonville Safety Director Karl Leiter both noted that electricians from time to time need additional help on vessels that carry a lot of reefers.

Recertified Bosuns **James Saunders** and **Barry Carrano** pointed out that the industry as a whole has experienced gradual reductions in crew sizes. Both mariners stated that putting more individuals aboard the ships would enhance safety.

AB **Todd Homer** expressed concerns with some of the port and Coast Guard operations in Charleston, S.C., which he believes sometimes cause seemingly unnecessary delays for individuals traveling to and from the vessels, while AB **Doug Hodges** and Electrician **Danilo Martin** simply thanked Callahan for making the effort to keep Seafarers informed about the company's various safety initia-

tives. Many other safety-related subjects also were discussed.

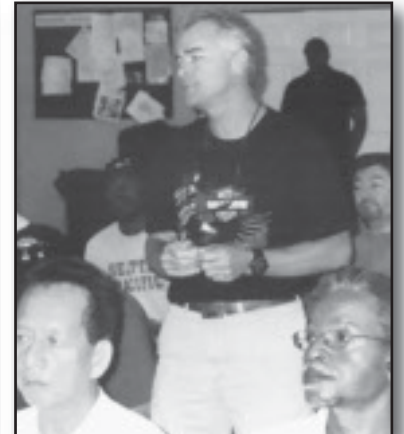
Besides the Jacksonville meeting and a few more assemblies that recently took place at other SIU halls, the union has partnered with MLL to advance safety via different activities. One such endeavor is MLL's "Drive to Zero" program, a system which is designed to help mariners and shore-side personnel focus on safety and teamwork in order to make the workplace as safe as possible. The name reflects the program's goal of driving down unsafe and environmental incidents as close to zero as possible or eliminating them altogether. The results have been very positive since inception in 2007.

Maersk's "Safety Boot Camps," attended by MLL crew members, also continue generating desirable effects. Each boot camp is a two-day safety course conducted at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The most recent one took place last month.

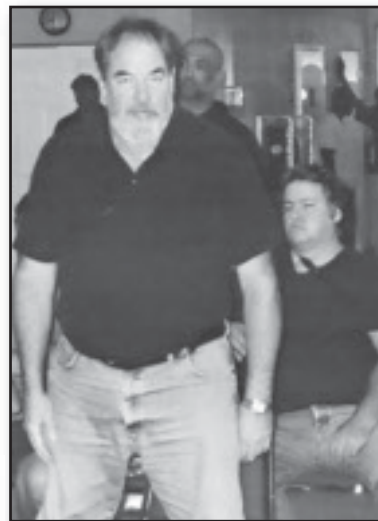
Other MLL safety components include monthly safety council meetings attended by company personnel; a recognition program involving cash awards to vessels reaching certain milestones without any lost-time accidents; a separate cash award program designed to reward individual crew members who go out of their way to promote safety aboard ship; and on-board safety training.



Recertified Bosun James Saunders



Recertified Bosun Pat Ray



Recertified Bosun Barry Carrano



AB Todd Homer



Pictured from left to right (above) after the meeting in Jacksonville are AB Lydell Grant, Patrick Callahan of MLL, AB Charlene Edwards and SA Mary Young.



AB Doug Hodges (right) thanks MLL's Patrick Callahan for a safety presentation.



Electrician Danilo Martin (right) follows up with MLL's Patrick Callahan concerning shipboard safety.





# Joseph Sacco Fire Fighting & Is Key Component of Paul

SIU-contracted companies and Seafarers have a myriad of services, training courses and benefit for mariners and the companies they work for is the Paul Hall Center for Maritime most U.S. Coast Guard-approved courses of any maritime school in the nation.

A founding principle of the SIU and its affiliated school, located in Piney Point, Md., advancements in the maritime industry. With this in mind, the center offers state-of-the-maritime trades. Much of the center's safety and fire fighting curriculum is hands-on training and Safety School.

The value of the school to Seafarers is it's not only a basic and advanced fire fighting school; damage control; confined-space safety training; basic safety training; CPR and first aid; small arms training and requalification; chemical, biological and radiological defense; and fire fighting.

Many U.S.-flag operating companies depend on the Paul Hall Center to help ensure their STCW certification. They often work closely with the school in developing company training offered at the fire fighting and safety campus. Recent examples include the HAZMAT training school continues hazwopper and oil spill containment training for inland and deep sea construction training for the liquefied natural gas (LNG), cruise, gaming and towing industries.

Accompanying this article are photos of some of the hands-on training the Paul Hall Fire Fighting and Safety School. That facility is named after the late SIU Executive Vice President



The U.S. Military Sealift Command last year formally approved the school's "Shipboard Helicopter F..."



Learning water survival as a team



Recertified bosuns on the small arms range



Students undergo CPR training at the school (above). The school includes a confined-space training maze (photo at left). The facility is normally dark and smoky during training, and students must stay low and feel their way through the maze as a team.



Students combat a galley fire.



# Fire Safety School Hall Center

and capabilities at their fingertips. One such  
me Training and Education, which offers the

l., is to remain at the forefront of change and  
he-art coursework and training in numerous  
aining accomplished at its Joseph Sacco Fire

g school but a facility for water survival train-  
first aid; hazardous material safety training;  
; and recently MSC-certified helicopter fire

Seafarers are trained and qualified to receive  
any-specific curriculums, some of which are  
T training developed for Harley Marine. The  
companies, as well as safety and prevention

all Center provides at the Joseph Sacco Fire  
resident Joey Sacco, who passed away in 1996.



er Fire Fighting Team Member" class.



Learning personal survival during water survival training



A "wet trainer" facility is utilized during damage-control training.





# Snug Harbor Provides Housing, Care For Older Seamen

*Editor's note: The following article on North Carolina's Snug Harbor retirement community was submitted for publication in the LOG by Janet Grainge, marketing director. It has been lightly edited to conform to local style and space limitations.*

Tucked away in a small fishing village in coastal North Carolina is a beautiful piece of American history that few people are aware of. Sea Level, a small town in the "Down East" area of North Carolina, is home to the oldest retirement community in our nation. This home's story is worth sharing, and for retired mariners across the world, worth knowing about.

The Sailors' Snug Harbor is the second oldest charitable trust in the United States, established in 1801 by a merchant and seamen from the city of New York, Capt. Robert Richard Randall. Randall's father, Thomas Randall, was a prominent citizen and a member of the Committee of 100 that essentially established the United States. He was a coxswain on the barge that brought General Washington to the foot of Wall Street at the close of the Revolutionary War.

Robert Richard never married and at the age of 51, as he became ill, summoned his family friend and attorney, Alexander Hamilton, to draw his will. Hamilton, the nation's first secretary of the treasury, was privately practicing law in New York in 1801. He and his assistant, Daniel D. Tompkins, who would become fifth governor of New York and sixth vice-president of the United States, are credited with drafting Randall's will.

Randall, a sea captain more through possession of merchant ships than by actual merit, was involved in The Marine Society of New York and knew of the hardships bestowed upon seamen who were past their sailing prime. Older seamen who were no longer deemed useful on the merchant ships were often left at a port with no money or housing available. The vision set forth in Randall's will would provide housing and care for these seamen, regardless of rank, religion, race, or nationality.

Randall wished to bequeath his 21-acre farm to a perpetual trust. That trust was and still is managed by a board of trustees who were designated to serve based on the positions they occupied in the city of New York. Those named included the mayor of the city, the president of the Chamber of Commerce, the president of the Marine Society of the City of New York, the first vice-president of the Marine Society of the City of New York, the senior rector of Trinity - Wall Street and the senior pastor of First Presbyterian. According to his Will, these trustees were charged with the responsibility of managing the estate that Randall left until the sum was such that it would create "a mariner asylum or hospital to care for aged, decrepit, and worn out seamen....". The plan was to build the hospital on the family farm.

Randall died within days upon signing his will. Five years later, the first recorded meeting of The Sailors' Snug Harbor Board of Trustees was held in New York. It was not until 1833 that a facility was built and opened for the retired merchant seamen. The years



Snug Harbor residents have a spacious dining area (photo at left) and many lavishly decorated lounge areas (photo above) where they can relax.

between Randall's death and the facility's opening proved beneficial to the trustees in finding a location for the facility. Although the will declared the Randall family farm as the site for The Sailors' Snug Harbor, the city of New York had built up quickly around the land and the area became the heart of Greenwich Village. The trustees opted to build on Staten Island where smog and pollution were less invasive. The Randall land on Manhattan was divided up into rental properties to help nourish the perpetual trust. The Sailors' Snug Harbor opened its doors on Staten Island in August 1833, and for 175 years the Trust has provided housing and medical care for retired merchant seamen.

The original facility was a series of beautiful buildings along the Kill Van Kull (the body of water which separates Staten Island from New Jersey), said buildings being designed by Minard Lefever. The Sailors' Snug Harbor structures, critically renowned for their Greek Revival architecture, were listed as historic with the Landmarks Preservation Commission in New York. The hospital, dormitories, and other buildings could not be altered under the historical commission's guidelines, but by the 1970's, were in dire need of health department and fire department code updates. Under the governance of Capt. Leo Kraszeski, plans were made to search for relocation of the facility. The search spanned from Virginia to Florida and was eventually narrowed down to South Carolina. Charleston was leading the search, and Kraszeski and board member Wilbur Dow made plans to visit the proposed site.

Dow was scheduled to meet Kraszeski in Charleston after a business trip to Florida. Dow, an attorney by trade, visited a one-time legal client Dan Taylor, head of a Caribbean-based family shipping business. Taylor, a native of Sea Level, N.C., shared with Dow his visions of building a retirement facility in Sea Level. Taylor had recently signed a contract with Duke Hospital in Durham for medical services at a hospital that Taylor started in Sea Level. His dream of a retirement facility intrigued Dow and he agreed to visit the Sea Level property with Kraszeski.

Dow and Kraszeski visited the Sea Level property and found Dan Taylor's offer too good to turn down. The architectural services of Edward H. Noakes & Associates were enlisted to create a modern retirement facility.

Kraszeski is noted to have requested that the architects build him a "Cadillac" retirement home. The new Sea Level facility opened June 24, 1976, with a new administrative and medical staff.

History is an integral part of Snug Harbor and is portrayed through the artifacts, ship models and paintings that adorn the hallways of this renowned retirement facility. The home has the look and feel of an elegant nautical museum rather than an institution due to its extensive maritime art collection, numerous model ships, and nautical artifacts. The home is adorned with 19th- and early 20th-century art transferred from the Staten Island facility. The 102-acre property of Snug Harbor rests on the shores of Nelson Bay and is surrounded by Carolina pines and azaleas. The facility is more than 100,000 square feet and can comfortably house 120 residents. Three wings serve as residence areas, one wing for each level of care. Snug Harbor offers all-private accommodations in independent living, assisted living and skilled nursing care.

The Trust established by Captain Randall has now positioned itself as an organization providing purely financial assistance to retired seamen in need. As the needs of so many seamen have changed over the years, the Trust will now provide stipendiary help to seamen to age wherever they choose. As a result, the members in New York saw fit to sell the facility, but still retain a working agreement with the new owners (management has stayed the same) to ensure that seamen who qualify for admission can continue to benefit from the Trust and come to Snug Harbor for the same excellent care and comfort that has been provided for nearly 200 years. The facility currently houses nearly 50 retired seamen and approximately the same number of non-seafarers—nurses, lawyers, and people from all walks of life. Mariners are now permitted to bring their wives. The decidedly nautical environment and decorating motif remains, but the resident population is quite diverse.

Residents enjoy a variety of activities provided by a full-time recreation staff. Snug Harbor features a half-mile walking path around its building where residents can find a dock, greenhouse, garden, and woodworking shop. All residential, dining, and medical services are on one floor and under the same

roof. Snug Harbor has two physicians on staff who visit residents once a week, each on different days. A full rehabilitative therapy program of physical, occupational and speech therapy is also available on site in Snug Harbor's gymnasium. Many individuals in the community take advantage of respite and Medicare stays upon discharge from the hospital for short-term rehabilitation.

Snug Harbor is among the top retirement homes in the nation and features one of the largest maritime art collections in the world. Each of the three residential wings is in a T-shape design where four hallways of resident rooms meet at a large skylight area with planted greenery at the base of its four brick walls. Each of the four hallways has either 10 resident rooms or up to five suites for married couples. At the end of every hallway is a lounge area with a screened-in porch. Each month, the recreation staff hosts lounge parties within each wing so that residents may socialize and meet new neighbors.

One can reach Snug Harbor by taking Highway 70 East through Morehead City and Beaufort. Sea Level is about 26 miles east of Beaufort on Highway 70. A large statue of Capt. Robert Richard Randall, sculpted by Augustus Saint-Gaudens in 1883 for the Staten Island facility, now graces the front lawn of Snug Harbor on Nelson Bay. For information or to schedule a tour, contact the Janet Grainge of the Snug Harbor marketing department at (252) 225-4411, or visit the facility via the web at [www.snugharborhome.com](http://www.snugharborhome.com).

## SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

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

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

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

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

## Are You Receiving All Your Important Mail?

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

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

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

### HOME ADDRESS FORM

(Please Print)

Name: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Address: \_\_\_\_\_

Social Security No.: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No.: \_\_\_\_\_

Active SIU     Pensioner     Other \_\_\_\_\_

*This will be my permanent address for all official union mailings.  
This address should remain in the union file unless otherwise changed by me personally.* 9/08



## Notice/Reminder NMU Vacation Benefits

As reported at the August membership meetings and in previous editions of the LOG, the NMU Vacation Fund merged into the Seafarers Vacation Plan on Jan. 1, 2007. As a reminder, if a member had 30 days of covered employment up to and including Dec. 31, 2006, for which the member has not yet collected a vacation benefit from the NMU Vacation Fund, he or she is eligible to apply for such earned and uncollected benefits from the Seafarers Vacation Plan at any time on or before Dec. 31, 2008.

Please be aware that the Seafarers Vacation Plan allows participants to collect accrued vacation benefits while working in covered employment and, thus, members will be eligible to collect the vacation benefits which they accrued under the NMU Fund at any time on or before Dec. 31, 2008, even if those members continue to work in covered employment. However, as of Jan. 1, 2009, all uncollected vacation benefits that members accrued under the NMU Fund will expire.

For more information, contact the vacation/records department at headquarters: (301) 899-0675.

## October & November 2008 Membership Meetings

Piney Point.....	Monday: October 6, November 3
Algonac.....	Friday: October 10, November 7
Baltimore.....	Thursday: October 9, November 6
Boston.....	Friday: October 10, November 7
Guam.....	Thursday: October 23, November 20
Honolulu.....	Friday: October 17, November 14
Houston.....	Tuesday: October 14, Monday: November 10
Jacksonville.....	Thursday: October 9, November 6
Joliet.....	Thursday: October 16, November 13
Mobile.....	Wednesday: October 15, November 12
New Orleans.....	Tuesday: October 14, Wednesday: November 12
New York.....	Tuesday: October 7, November 4
Norfolk.....	Thursday: October 9, November 6
Oakland.....	Thursday: October 16, November 13
Philadelphia.....	Wednesday: October 8, November 5
Port Everglades.....	Thursday: October 16, November 13
San Juan.....	Thursday: October 9, November 6
St. Louis.....	Friday: October 17, November 14
Tacoma.....	Friday: October 24, November 21
Wilmington.....	Monday: October 20, November 17

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

## Attention Seafarers Another New Ship!



**SPAD**  
Works For You!

# Dispatchers' Report for Deep Sea

July 16, 2008 — August 15, 2008

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	1	1	1	0	0	0	4	4	2
Anchorage	0	3	0	0	3	0	2	0	7	0
Baltimore	9	8	2	4	1	2	2	12	8	0
Fort Lauderdale	13	15	4	12	13	2	11	22	20	4
Guam	1	6	1	0	3	0	0	2	10	3
Honolulu	5	8	1	9	6	0	4	6	12	1
Houston	51	29	2	35	22	3	24	71	56	3
Jacksonville	27	19	4	34	14	3	14	51	30	5
Joliet	1	1	1	0	1	0	0	3	8	2
Mobile	15	9	0	6	5	0	2	28	19	0
New Orleans	15	8	1	9	4	0	2	32	17	3
New York	31	29	3	29	19	0	17	82	38	5
Norfolk	13	14	5	17	15	4	10	22	33	12
Oakland	24	14	3	14	12	1	6	36	24	4
Philadelphia	0	4	1	4	4	0	4	5	10	2
Piney Point	0	4	1	0	6	1	0	1	1	0
Puerto Rico	7	6	1	7	6	0	4	14	10	1
St. Louis	1	4	1	2	2	0	0	2	11	2
Tacoma	23	29	4	18	21	2	21	66	47	3
Wilmington	26	15	4	26	13	5	11	46	28	6
<b>Totals</b>	<b>263</b>	<b>226</b>	<b>40</b>	<b>227</b>	<b>170</b>	<b>23</b>	<b>134</b>	<b>505</b>	<b>393</b>	<b>58</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	0	0	0	0	0	0	4	0
Anchorage	0	1	0	0	3	1	0	0	2	1
Baltimore	6	2	1	2	5	0	2	7	2	2
Fort Lauderdale	12	7	1	4	6	0	7	19	13	2
Guam	1	2	1	1	1	0	0	3	6	1
Honolulu	8	2	0	9	1	1	0	15	5	1
Houston	14	18	0	11	8	0	2	31	25	2
Jacksonville	12	15	0	20	13	0	12	24	24	5
Joliet	0	3	1	0	0	0	0	1	3	1
Mobile	6	4	1	3	4	0	1	12	9	2
New Orleans	6	5	2	6	3	0	1	14	6	2
New York	15	18	1	20	7	0	11	26	24	7
Norfolk	5	14	2	8	5	2	6	11	22	2
Oakland	12	6	2	6	6	1	2	20	10	4
Philadelphia	1	2	0	1	2	0	1	4	5	0
Piney Point	0	4	0	0	1	0	0	2	5	2
Puerto Rico	5	3	0	3	3	0	4	6	5	0
St. Louis	2	2	1	2	3	0	0	1	6	1
Tacoma	11	9	2	9	9	2	21	23	21	4
Wilmington	7	11	4	5	9	1	5	18	13	7
<b>Totals</b>	<b>121</b>	<b>128</b>	<b>19</b>	<b>110</b>	<b>89</b>	<b>8</b>	<b>65</b>	<b>237</b>	<b>210</b>	<b>45</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	2	0	0	0	0	0	1	3	0
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	2	3	0	1	0	0	1	4	4	1
Fort Lauderdale	6	5	2	4	12	1	3	11	8	1
Guam	3	3	0	2	2	0	0	4	1	0
Honolulu	9	4	0	8	4	0	2	14	6	1
Houston	27	6	1	19	5	1	5	41	8	0
Jacksonville	18	7	1	17	9	0	9	27	8	1
Joliet	0	0	0	1	0	0	0	0	0	0
Mobile	5	0	1	4	0	1	1	12	8	0
New Orleans	6	5	0	7	1	0	4	8	7	0
New York	18	4	1	14	4	0	10	39	10	2
Norfolk	10	10	2	14	10	2	8	9	18	2
Oakland	15	3	1	16	0	0	1	30	7	2
Philadelphia	5	1	0	2	1	1	0	6	0	0
Piney Point	7	2	1	3	1	1	1	7	1	0
Puerto Rico	2	2	0	1	0	0	0	5	3	0
St. Louis	1	3	0	3	3	0	1	1	2	0
Tacoma	15	3	1	16	2	1	3	22	10	0
Wilmington	19	2	1	18	2	1	5	33	7	1
<b>Totals</b>	<b>168</b>	<b>66</b>	<b>12</b>	<b>150</b>	<b>56</b>	<b>9</b>	<b>54</b>	<b>274</b>	<b>113</b>	<b>11</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	1	3	0	1	0	0	0	1	3
Anchorage	0	3	0	0	1	0	0	0	3	0
Baltimore	0	2	0	0	2	0	0	0	3	0
Fort Lauderdale	0	6	6	0	2	1	0	0	12	14
Guam	0	2	2	0	1	1	0	0	4	2
Honolulu	4	9	7	0	5	3	0	7	11	13
Houston	5	22	6	3	13	5	0	9	39	12
Jacksonville	4	17	11	4	13	6	0	2	27	32
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	6	2	0	3	1	0	2	11	2
New Orleans	0	1	2	1	1	2	0	0	7	5
New York	4	35	7	3	23	1	0	10	66	18
Norfolk	1	17	23	1	14	16	0	1	22	30
Oakland	3	18	17	6	4	5	0	7	34	25
Philadelphia	0	0	1	0	0	0	0	0	2	1
Piney Point	0	7	14	0	7	12	0	0	3	8
Puerto Rico	0	5	0	0	2	1	0	0	7	0
St. Louis	0	0	1	0	2	0	0	0	1	2
Tacoma	0	17	2	2	10	4	0	4	28	6
Wilmington	4	6	6	3	4	1	0	5	19	14
<b>Totals</b>	<b>27</b>	<b>174</b>	<b>110</b>	<b>23</b>	<b>108</b>	<b>58</b>	<b>0</b>	<b>47</b>	<b>300</b>	<b>187</b>
<b>Totals All Departments</b>	<b>579</b>	<b>594</b>	<b>181</b>	<b>510</b>	<b>423</b>	<b>98</b>	<b>253</b>	<b>1063</b>	<b>1016</b>	<b>301</b>



## Seafarers International Union Directory

**Michael Sacco, President**  
**Augustin Tellez, Executive Vice President**  
**David Heindel, Secretary-Treasurer**  
**George Tricker, Vice President Contracts**  
**Tom Orzechowski,**  
*Vice President Lakes and Inland Waters*  
**Dean Corgey, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
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**Kermett Mangram,**  
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**René Lioeanjie, Vice President at Large**  
**Charles Stewart, Vice President at Large**

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



The *Flickertail State* (photo at left) delivered the components of the temporary pier. Seafarers aboard the LMSR *USNS Pililaau* (photo above) contributed to the success of Pacific Strike 2008.

## SIU Crews Help Ensure U.S. Readiness Seafarers Participate in Military 'JLOTS' Exercise

Numerous SIU-crewed ships were in full swing on July 29 in an exercise off the coast of California as part of Pacific Strike 2008 – a joint logistics over-the-shore (JLOTS) activity involving more than 3,000 soldiers, sailors, Marines and civilians as well as four U.S. ships under the U.S. Military Sealift Command's operational control.

Those vessels included the SIU-crewed *USNS Pililaau*. The *Pililaau* is a large, medium-speed, roll-on/roll-off ship (LMSR) operated by American Overseas Marine Corporation (AMSEA). During the exercise, it discharged more than 210,000 square feet of Army vehicles and cargo from an anchorage two miles offshore.

The fleet also included the heavy lift ship *Cape Mohican* (operated by Ocean Ships), which delivered the Navy barges; the crane ship *Flickertail State* (operated by Interocean American Shipping), which delivered the components of the temporary pier; and the tanker *Chesapeake* (operated by Interocean American Shipping), which pumped more than 200,000 gallons of water to shore – demonstrating the ship's ability to transfer fuel. The *Chesapeake* also supplied fuel to

the 39 Navy and Army watercraft operating as part of the exercise.

JLOTS is the U.S. military's method of transporting military and humanitarian cargo to shore from ships at sea. This capability allows the Department of Defense to deliver cargo even where port facilities are nonexistent, damaged or inadequate.

"The only way to move massive amounts of equipment to our military forces or to people in need is by ship," said Brig. Gen. Mark MacCarley, deputy commander of the 8th Theater Sustainment Command, which is responsible for oversight of this year's exercise. "If there isn't a port, we still need the capability to get our equipment to shore."

The *Pililaau* arrived off the coast of Camp Pendleton July 21, carrying nearly 1,000 wheeled and tracked vehicles and more than 500 containers of equipment belonging to the 3rd Brigade of the 25th Infantry Division and the 45th Sustainment Brigade. Offload operations began the next morning and continued around-the-clock until just before midnight July 27.

The equipment began its journey from the *Pililaau's* cavernous cargo holds to shore in

one of two ways. The *Pililaau's* two ship-board, 110-ton cranes lifted containers from the weatherdeck onto barges that transported the equipment to shore. Concurrently, military personnel drove tanks, trucks and other vehicles down the ship's stern and side ramps onto one of two floating platforms of shallow-draft barges. The vehicles were then driven onto various Army and Navy watercraft for transport to shore.

At the beach, military personnel transferred the cargo to shore via a temporary pier that Navy Seabees built in the weeks leading up to the offload. Once ashore, soldiers staged the equipment, which traveled via local roads to the Army's National Training Center in Ft. Irwin, Calif.

Navy reservists for the Military Sealift Command orchestrated the movement of all four of these ships, coordinating directly with the exercise operations staff to ensure success.

The *Cape Mohican*, *Flickertail State* and *Chesapeake* are all part of the U.S. Maritime Administration's Ready Reserve Force. When not deployed on a mission, these ships are maintained pier-side by a small crew.



The *Chesapeake* (photo at left) pumped more than 200,000 gallons of water to shore – demonstrating the ship's ability to transfer fuel. During the exercise, the *Cape Mohican* transported Navy barges.



## Pic-From-The-Past



The photo above was sent to the LOG by Trinidad Sanchez, a retired steward department member from Puerto Rico. Sanchez, second from left in the photo, is pictured with three of his U.S. Navy shipmates (full names not available) in the Navy Club in Sacebo, Japan. The photo was taken in 1958 while Sanchez and his mates were on liberty from the aircraft carrier *USS Hancock*, C.V.A. 19 (photo at right). After serving in the Navy, Sanchez joined the SIU in 1967. He sailed in the deep sea division for more than 25 years.



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



# Welcome Ashore

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

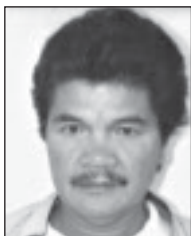


retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

## DEEP SEA

### AMADO ABANIEL

Brother Amado Abaniel, 67, was born in the Philippines. He became an SIU member in 1980. Brother Abaniel initially sailed on the *Santa Juan* in the deck department. He enhanced his seafaring abilities often at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Abaniel's most recent voyage was aboard the *Charger*. He makes his home in Long Beach, Calif.



department member was born in Mobile, Ala. Brother Flemings enhanced his seafaring abilities frequently at the maritime training center in Piney Point, Md. He last sailed on the *El Faro*. Brother Flemings continues to live in his native state.



### ANTONIO HALL

Brother Antonio Hall, 70, joined the union in 1991 while in the port of New Orleans. He initially shipped aboard the *Cape Mendocino*. Brother Hall worked in the steward department. He was born in Panama. In 2003, Brother Hall took advantage of educational opportunities offered at the Piney Point school. His final trip was on the *Cape Hudson*. Brother Hall calls New Orleans home.



*Mendocino*. On numerous occasions, the deck department Seafarer upgraded his skills at the Piney Point training center. Brother Murray was last employed aboard the *Horizon Reliance*. He lives in Tacoma, Wash.

### DONALD OYOLA

Brother Donald Oyola, 65, joined the Seafarers in 1965. His first voyage was on the *Ocean Spray*. Brother Oyola was born in Peru and worked in the engine department. His final trip to sea was aboard the *Champion*. Brother Oyola resides in Dundalk, Md.



### NELSON POWERS

Brother Nelson Powers, 69, donned the SIU colors in 1999 while in the port of Wilmington, Calif. His first vessel was the *USNS Effective*; his last was the *Charger*. Brother Powers was born in Springfield, Ohio.

The engine department member attended classes at the Paul Hall Center in 2000 and 2001. Brother Powers settled in Victorville, Calif.

## INLAND

### JAMES HATTER

Brother James Hatter, 55, signed on with the SIU in 1975 while in the port of New York. He originally shipped on a Barge Harbor Towing vessel. Brother Hatter enhanced his abilities on two occasions at the Seafarers-affiliated school. He most recently sailed with G&H Towing Company as a member of the deck department. Brother Hatter calls Brazoria, Texas, home.



### JOHN TIPICH

Brother John Tipich, 71, became a union member in

1984 in the port of Wilmington, Calif. He mainly worked aboard vessels operated by Crowley Towing & Transportation of Wilmington as a member of the engine department. Brother Tipich upgraded frequently at the maritime training center in Piney Point, Md. He makes his home in his native state of California.



### EUGENE WOTURSKI

Brother Eugene Woturski, 62, joined the SIU in 1966. His first ship was the *Globe Carrier*. Brother Woturski sailed in the deck department. In 1976, he visited the Piney Point school to enhance his skills. Brother Woturski was last employed with American Towing of Virginia. He is a resident of Villas, N.J.



### ROGER BUENCONSENJO

Brother Roger Buenconsenjo, 66, joined the union in 1993 while in the port of San Francisco. He first shipped on the *Horizon Producer*. Brother Buenconsenjo worked in the deck department. He upgraded his skills on three occasions at the Piney Point school. Brother Buenconsenjo's last vessel was the *Blue Horizon*. He is a resident of Houston, Texas.



### WILFREDO CRUZ

Brother Wilfredo Cruz, 71, signed on with the SIU in 1986. He originally sailed aboard the *USNS Wilkes* as a member of the deck department. In 2000, Brother Cruz attended classes at the Seafarers-affiliated school. He was born in Puerto Rico. Brother Cruz's final trip to sea was on the *El Morro*. He resides in Yauco, P.R.

### HENNIE HAYLOCK

Brother Hennie Haylock, 66, began sailing with the SIU in 1993 from the port of New Orleans. His earliest trip to sea was aboard the *Courier*. Brother Haylock sailed in the deck department. He upgraded his skills in 2000 at the Paul Hall Center. Brother Haylock's most recent voyage was on the *USNS Pollux*. He makes his home in North Miami Beach, Fla.



### JUAN MAMARIL

Brother Juan Mamaril, 65, became an SIU member in 2001. He was born in the Philippines and shipped in the steward department. Brother Mamaril worked primarily aboard the *Cape Edmont*. He enhanced his seafaring abilities in 2001 and 2006 at the union-affiliated school. Brother Mamaril is a resident of Goose Creek, S.C.



### ABRAHAM MURRAY

Brother Abraham Murray, 66, was born in North Dakota. He started shipping with the SIU in 1991. Brother Murray initially sailed on the *Cape*

### JAMES ELBE

Brother James Elbe, 71, donned the SIU colors in 1982. His first voyage was aboard the *Virgo*. Brother Elbe was born in Bloomsberg, Pa., and worked in the deck department. He visited the Paul Hall Center in 1999 and 2000 to upgrade his skills. Brother Elbe most recently shipped on the *Maersk Missouri*. He settled in Euclid, Ohio.



### AUDRY FLEMINGS

Brother Audry Flemings, 65, first went to sea in 1986 aboard the *USNS Assurance*. The steward

Reprinted from past issues of the Seafarers LOG

### 1945

Another SIU mariner from World War II has received the coveted Meritorious Service Medal for his actions. Lex Fanjoy was aboard the *SS Lawton B. Evans* when it was anchored off the Italian coast at Anzio. A violent gale and electrical storm broke and Fanjoy volunteered to cut the static-charged cables holding a barrage balloon that threatened to ignite the gasoline cargo. Fanjoy went aloft, despite several electrical charges and cut the cable. Shortly afterwards he was struck by an electrical charge that caused him to fall, knocking him into the crosstrees. Luckily he was not seriously injured.

### 1959

While loaded with sand dredged off Coney Island, the dredge *Sand Captain's* bow lookout heard two men calling out into the night sky. Immediately the crew was roused from their sleep and swung into action. The crew lowered the ship's lifeboat and with the vessel's search light, they spotted the two men clinging to wreckage. The men's small watercraft had swamped and the two men were afloat for five hours.

The crew chipped in with clothes and money and deposited the two men at the captain's anchorage in the Bronx.

### 1967

The 5,400 members of the SIU of Canada have returned to their ships pending

formal ratification of an agreement reached last week between negotiators for the union and 32 Canadian inland shipping companies. Voting on the full agreement will be held aboard all ships within the next two weeks, according to Leonard McLaughlin, SIU of Canada president. Release of full details of the settlement must await formal membership ratification, McLaughlin said, but it involves an overall 34 percent increase for Seafarers over three years and provides for a basic work week of 40 hours, previously denied to seamen in Canada.

The decision by the SIU members to return to work after an agreement was reached ended a 37-day strike in which the key issues in dispute were a 40-hour week, ship manning, the 24-hour work span and paid leave. Although a wage increase was sought by the union, most of its demands centered in the area of fringe benefits.

### 1978

The SIU-manned *ST Alliance* was cited by the American Institute for Merchant Shipping and the National Safety Council for rescuing five people aboard a foundering sailboat off the Boston coast. The tanker was running eight miles off Boston Pilot Station in 10-foot waves and gale-force winds when the crew spotted a sloop-rigged sailboat that was without engine power and radio. The sailboat's mast and sails were also in the water. After an hour, the 630-foot *Alliance* was able to move alongside the little boat and take the passengers aboard to safety.

## This Month In SIU History



# Final Departures

## DEEP SEA

### GEORGE BARBER

Pensioner George Barber, 63, passed away April 28. Brother Barber signed on with the union in 1966. He first sailed aboard the *Red Arrow*. Brother Barber was born in New York and shipped in the deck department. His final voyage was on the *Comet*. In 2006, Brother Barber started collecting his retirement compensation. He resided in San Diego, Calif.



### SAMUEL BROWN

Pensioner Samuel Brown, 85, died May 8. Brother Brown donned the SIU colors in 1951. He was originally employed aboard the *John Hanson*. Brother Brown was a member of the steward department. His last ship was the *Overseas Washington*. Brother Brown went on pension in 1988. He continued to live in his native state of North Carolina.



### ERNEST COX

Pensioner Ernest Cox, 65, passed away May 4. Brother Cox joined the Seafarers in 1969. He initially sailed on the *Halcyon Panther* in the engine department. Brother Cox was born in Harrisburg, Pa. His final trip to sea was aboard the *Courier*. Brother Cox made his home in Brooklyn, N.Y. He began receiving his pension in 1999.



### KENT DOCTOR

Brother Kent Doctor, 38, died May 25. He became an SIU member in 1994 while in the port of Wilmington, Calif. Brother Doctor's maiden voyage was with OLS Transportation. He was born in Indiana and worked in the deck department. Brother Doctor most recently sailed on the *Ocean Atlas*. He was a resident of Antwerp, Ohio.



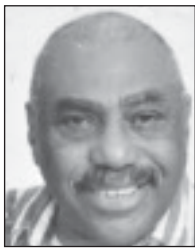
### FREDDIE GOETHE

Pensioner Freddie Goethe, 57, passed away May 20. Brother Goethe, a member of the deck department, began shipping with the Seafarers in 1971. He initially sailed aboard the *Halcyon Panther*. Brother Goethe was born in Lyons Ga. His last trip was on the *Florida*. Brother Goethe retired in 1998 and called Jacksonville, Fla., home.



### SAMUEL GOODMAN

Pensioner Samuel Goodman, 82, died April 29. He started shipping with the union in 1978 in the port of San Francisco. Brother Goodman was born in Arkansas. He originally worked aboard the *Delta America* in the steward department. Brother Goodman's final journey was on the *Voyager*. He resided in Tacoma, Wash.



### GEORGE HAND

Pensioner George Hand, 87, passed away April 7. Brother Hand signed on with the SIU in 1947 while in the port of New York. His first voyage was aboard a South Hail Company vessel. Brother Hand sailed in the engine department. Prior to his retirement in 1981, Brother Hand shipped on the *San Juan*. He was born in South Carolina but made his home in Towson, Md.



### LESLIE HARADA

Pensioner Leslie Harada, 84, died May 14. Brother Harada joined the union in 1959 while in the port of New York. He initially shipped aboard the *Navigator* as a member of the engine department. Brother Harada was born in Hawaii. He last worked on the *Horizon Navigator*. Brother Harada went on pension in 1990. He lived in San Pedro, Calif.

### SHERMAN JARMAN

Pensioner Sherman Jarman, 78, passed away April 23. Brother Jarman was born in Washington State. He began his MC&S (Marine Cooks & Stewards) membership in 1975. Brother Jarman's earliest trip was with States Steamship Company. He sailed in the steward department. Brother Jarman's final ship was aboard the *President Jefferson*. He settled in Everett, Wash.



### JAMES JUZANG

Pensioner James Juzang, 85, died April 27. Brother Juzang donned the SIU colors in 1944 in the port of New York. He was originally employed aboard the *Del Rio*. Brother Juzang was born in Alabama and shipped in the steward department. His final voyage was on the *Cove Navigator*. Brother Juzang was a resident of Prichard, Ala. He became a pensioner in 1986.



### JAMES KING

Pensioner James King, 78, passed away May 6. Brother King began shipping with the Seafarers in

1956 from the port of Baltimore. The engine department member was born in North Carolina. Brother King initially sailed aboard the *Marore*. His last voyage was on the *Lake*. In 1985, Brother King started collecting his retirement compensation. He called Dundalk, Md., home.



### STEVE KOLINA

Pensioner Steve Kolina, 85, died April 12. Brother Kolina became an SIU member in 1943 in the port of New York. His first vessel was the *Alcoa Planter*; his last was the *American Condor*. Brother Kolina was born in Pennsylvania. He sailed in the steward department. Brother Kolina resided in his native state and retired in 1987.



### JAMES MANNETE JR.

Pensioner James Mannete, Jr., 71, passed away May 15. Brother Mannete was born in Pennsylvania. He started sailing with the SIU in 1958 while in the port of New York. Brother Mannete's earliest trip to sea was on the *Rose Knot*. The deck department member last shipped aboard the *Sugar Islander*. Brother Mannete went on pension in 1994. He made his home in Gretna, La.



### RICHARD McCausland

Pensioner Richard McCausland, 80, died April 26. Brother McCausland joined the union in 1966. His first voyage was on a Columbia Steamship Company vessel. Brother McCausland was born in Sharpsburg, Pa., and shipped in the steward department. His final voyage was aboard the *Performance*. Brother McCausland began receiving his retirement pay in 1993. He lived in Florida.



### JUAN OTERO

Pensioner Juan Otero, 82, passed away April 5. Brother Otero signed on with the Seafarers in 1951 in the port of New York. He originally sailed on the *Robin Doncaster*. Brother Otero was born in Puerto Rico. He worked in the steward department. Brother Otero most recently shipped aboard the *San Juan*. He became a pensioner



in 1987. Brother Otero was a resident of Puerto Rico.

### MOHAMED SHAIK

Pensioner Mohamed Shaik, 71, died April 25. Brother Shaik donned the SIU colors 1967. He initially shipped on the *Warrior*. Brother Shaik sailed in the engine department. His final journey was aboard the *Horizon Producer*. Brother Shaik was born in Arabia but called Armona, Calif., home. He began collecting his pension in 2002.



### LOLA TORLAND

Pensioner Lola Torland, 87, passed away April 27. Sister Torland became a Seafarer in 1978. Her first voyage was on the *Santa Mercedes*. Sister Torland was born in Los Angeles, Calif. The steward department member most recently sailed aboard the *Mauui*. Sister Torland resided in San Francisco. She retired in 1988.

### PATRICK TURBIDY

Pensioner Patrick Turbidy, 91, died April 1. Brother Turbidy joined the MC&S in 1962 while in the port of San Francisco. He first shipped on the *Santa Maria* as a member of the steward department. Brother Turbidy's final trip took place aboard the *President McKinley*. He went on pension in 1982 and lived in San Francisco.

### R. D. WHALEY

Pensioner R. D. Whaley, 82, passed away May 31. Brother Whaley was born in Middleton, Tenn. He began sailing with the Seafarers in 1968 in the port of Houston. Brother Whaley originally shipped on the *York*. He worked in both the steward and engine departments during his SIU career. Brother Whaley was last employed aboard the *Independence*. He made his home in Jackson, Tenn. Brother Whaley started receiving his retirement compensation in 1990.



### MOSES WILLIAMS

Pensioner Moses Williams, 88, died April 26. Brother Williams signed on with the MC&S in 1958 while in the port of San Francisco. He sailed primarily on vessels operated by American Ship Management which included the *President Madison* and the *President Fillmore*. Brother Williams was born in the Philippines and shipped in the steward department. He became a pensioner in 1983 and settled in Severn, Md.

## INLAND

### ALTON BOYD

Pensioner Alton Boyd, 81, passed away May 13. Brother Boyd joined the SIU ranks in 1957 in the port of Detroit, Mich. He was born in Wilkes, N.C., and worked as a member of the deck department. Brother Boyd initially sailed on



the *Mt. McKinley*. His final voyage was aboard the *Bob-Lo Island*. Brother Boyd retired in 1992 and called Sea Level, N.C., home.

### JAMES CARAWAN

Pensioner James Carawan, 78, died April 13. Brother Carawan became a union member in 1972. He was first employed with IBC Company. Brother Carawan was born in Pamlico, N.C. Before his retirement in 1994, he sailed with C.G. Willis Inc. Brother Carawan was a resident of Bayboro, N.C. He went on pension in 1994.



### MANUEL RIVAS

Pensioner Manuel Rivas, 69, died April 14. Brother Rivas started sailing with the SIU in 1988. He worked in both the deep sea and inland divisions. Brother Rivas originally shipped on the *Quality*. The Cuban-born mariner most recently sailed with G&H Towing Company. Brother Rivas resided in Houston, Texas, and began collecting his pension in 2002.



### HERBERT THOMPSON

Pensioner Herbert Thompson, 71, passed away April 10. Brother Thompson donned the union colors in 1975. He first worked aboard a G&H Towing vessel. Brother Thompson was born in Austin, Texas. Before retiring in 1999, he shipped with Crowley Towing and Transportation of Wilmington. Brother Thompson lived in Houston.



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

Name	Age	DOD
Betancourt, Roberto	81	June 1
Bobie, Nicholas	83	April 22
Boivin, Roger	87	April 26
Cook, William	93	May 31
Fernandez, David	71	April 29
Greenidge, St Clair	85	June 26
Guidry, Herbert	81	May 20
Hughes, Willie	81	May 11
Johnson, Harry	80	May 19
Lovelady, Paul	87	July 1
Luke, Harold	84	May 30
Ramos, Louis	74	July 14
Severino, Anthony	84	July 16
Suissa, Elie	84	May 21
Wells, William	65	July 15
Williams, George	72	May 25
Woods, Charles	76	May 28
Zoldi, Julius	85	May 25



# Digest of Shipboard Union Meetings

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

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

**CLEVELAND** (Sealift Inc.), June 8 – Chairman **Christopher C. Chikwere**, Secretary **Denis W. Burke**, Educational Director **Dale D. Nesfield**, Deck Delegate **Pio L. Vili**, Engine Delegate **Dale D. Nesfield**, Steward Delegate **Wally J. Saul Jr.** Chairman announced payoff in Lake Charles, La., on June 14. He encouraged mariners to read the *Seafarers LOG*. Secretary asked departing crew members to leave staterooms clean for arriving Seafarers and advised all members to keep dues paid up. Educational director urged crew to enhance skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He noted that TWIC cards must be obtained by April 15, 2009. No beefs or disputed OT reported. Concerns were expressed regarding air conditioning vents in crew mess hall. Steward department was thanked for excellent food and BBQs. Next ports: Lake Charles, La., Aquaba, Jordan, Alexandria, Egypt, and Houston.

**CHARGER** (Maersk Line, Limited), June 28 – Secretary **Terry N. White**, Educational Director **Juanito P. Dansalan**, Engine Delegate **Yahya Mohamed**, Steward Delegate **Andy N. Campollo**. Secretary reported a safe trip and expressed gratitude to his fellow crew members for their hard work. He also thanked them for helping keep the ship clean and urged them to upgrade at the Piney Point school whenever possible. Treasurer stated \$700 in ship's fund which will be used to purchase movies. No beefs or disputed OT reported. Request was made for a new DVD player in crew lounge. Vote of thanks given to the steward department for great food and service.

**HORIZON EAGLE** (Horizon Lines), June 19 – Chairman **Darryl G. Smith**, Secretary **Cynthia L. Caster**, Educational Director **Shawn L. Clark**, Deck Delegate **Chad B. Chivrell**, Engine Delegate **Jessie Canales Jr.** Chairman reminded mariners to have their z-card ready for immigration and customs upon arrival in port. He read and posted TWIC extension information on bulletin board. Secretary was grateful for crew's good attitude and cooperation while there was no air conditioning. She encouraged anyone needing cleaning supplies for their rooms to see her. Educational director discussed TWIC document and recommended mariners visit the maritime training center in Piney Point, Md., to enhance seafaring abilities. Treasurer noted \$524 in ship's fund. It was reported that deck head and laundry room needed more attention as mentioned in sanitary inspection. No beefs or disputed OT reported. Clarification was requested pertaining to recent reduction in seetime requirements for medical eligibility. Crew thanked steward department for a job well done.

**HORIZON HAWK** (Horizon Lines), June 22 – Chairman

**Wayne D. Casey**, Secretary **Glenn A. Taan**, Educational Director **David M. Parker**, Deck Delegate **Rodolfo Asopardo**. Bosun informed members that seetime requirements for medical have been reduced to 125 days and that TWIC card deadline has been pushed back until April 15, 2009. Educational director stressed the importance of upgrading skills at the SIU-affiliated school. No beefs or disputed OT reported. It was reported that chairs in mess hall needed cleaning. Crew members were reminded to fill out completion of duty application.

**HORIZON PRODUCER** (Horizon Lines), June 27 – Chairman **Patrick C. Ray Jr.**, Secretary **Thomas D. Smith**, Educational Director **Angel S. Hernandez**, Steward Delegate **Carlos Sanchez**. Chairman thanked mariners for a safe, injury-free voyage. He encouraged crew to inform him of any problems. Educational director advised Seafarers to apply for TWIC card ASAP because some delays have been reported. Treasurer stated \$3,400 in ship's fund. No beefs or disputed OT reported. Electrician asked members to put clothes in washing machine evenly so it will operate smoothly during spin cycle. Crew extended vote of thanks to steward department for great job.

**LIBERTY GLORY** (Liberty Maritime), June 22 – Chairman **Victor M. Beata**, Secretary **Grant H. Armstead**, Educational Director **Charles Sneed**, Deck Delegate **Fitsum Yohannes**, Steward Delegate **Hamin Sialana**. Chairman announced payoff in Corpus Christi, Texas, on June 25. He thanked crew for a job well done and reminded them of TWIC card extension. Secretary reported that stores would be received June 25. He expressed gratitude to crew members for their help in keeping vessel clean. Educational director suggested mariners pre-enroll for TWIC card online. Treasurer reported \$600 in ship's fund; money will be used to purchase a TV and DVD player. No beefs or disputed OT reported. Recommendations were made regarding pension benefits. Crew members requested fans for state rooms. Next port: Corpus Christi, Texas.

**LIBERTY GRACE** (Liberty Maritime), June 1 – Chairman **Pablo O. Borja Jr.**, Secretary **Christopher B. Amigable**, Educational Director **Ronald F. Lukacs**. Chairman notified crew that payoff would take place on June 6 in Pittsburg, Calif. He talked about how important it is to keep union dues current and thanked everyone for another safe trip. Secretary thanked crew for helping keep mess hall and lounge clean. He asked departing members to leave rooms clean for next mariner. Educational director urged Seafarers to enhance skills at the union-affiliated school and keep documents current. He also talked about the importance of



SA Jose Garcia (left), Chief Cook John Padilla (photo above) are shown in the *President Adams* galley. Pictured from left to right (photo at right) are Recertified Steward Brandon Maeda, 2nd Mate Chris Kalinowski (graduate of Paul Hall Center trainee class 500) and Chief Mate Nick Marcantonio (class 446). The *Adams* (photo below) loads cargo in Singapore.



## Snapshots from the President Adams



Recertified Steward **Brandon Maeda** emailed these photos taken this summer during a 58-day round trip aboard APL Maritime's *President Adams*. The voyage began (and eventually ended) in New York and included stops in Charleston, S.C.; Savannah, Ga.; Norfolk, Va.; Port Said, Egypt; Jebel Ali, Dubai, UAE; Port Klang, Malaysia; Singapore; Colombo, Sri Lanka; and Salalah, Oman. The vessel sailed through 13 different time zones.



This photo of the Omani coastline was taken from the seamen's club in Salalah, Oman.

contributing to SPAD (Seafarers Political Action Donation). No beefs or disputed OT reported. Thanks were given to entire crew for all the hard work they performed. New full-size washing machine has been ordered. Next ports: Pittsburg, Calif., San Francisco, and China.

**MAERSK CAROLINA** (Maersk Line, Limited), June 8 – Chairman **Brian K. Fountain**, Educational Director **Kevin M. Cooper**, Deck Delegate **Abdul Q. Gharama**. Chairman reported another smooth voyage with no LTA. He announced payoff in Newark, N.J., on June 16. Secretary thanked mariners for help keeping house clean. Educational director advised crew members to check expiration dates on necessary seafaring documents. No beefs or disputed OT reported. Suggestions were made pertaining to vacation and pension benefits. Request was made for new mattresses. Next ports: Newark, N.J., Charleston, S.C., and Malaga, Spain.

**MAERSK RHODE ISLAND** (Maersk Line, Limited), June 23 – Chairman **Daniel Laitinen**, Secretary **Christopher T. Hale**, Educational Director **Marcelino**

**V. Cayabyab**, Deck Delegate **Larry A. Rawlins**, Engine Delegate **Matthew D. Wright**. Bosun expressed gratitude for another safe voyage. He stated that ship and crew are to receive award for no LTAs in the past five years, which is a testament to the training they received at the Paul Hall Center. Educational director encouraged all mariners to upgrade at any chance you get; it will lead to a better life for you and your family. Treasurer reported \$3,400 in ship's fund. No beefs or disputed OT reported. Next port: Ulsan, Korea.

**MARILYN** (Sealift Inc.), June 8 – Chairman **Mohamed H. Mohamed**, Secretary **Jonathan L. Damphier**, Educational Director **Dennis N. Barbosa**, Deck Delegate **Kevin A. Kellum**, Steward Delegate **Meili W. Seegers**. Chairman informed members of payoff on June 10 in Houston. He warned them not to forget to apply for their TWIC card. Secretary thanked Seafarers for keeping mess hall and lounge clean. He suggested everyone keep documents up-to-date and contribute to SPAD. Educational director urged crew to take advantage of upgrading and training offered

in Piney Point, Md. No beefs or disputed OT reported. Request was made for an extra dryer and furniture for lounge. Next ports: Houston, New Orleans, and North Korea.

**OVERSEAS HOUSTON** (OSG Ship Management), June 22 – Chairman **Michael S. Sinclair**, Secretary **Scott A. Opsahl**, Educational Director **Edward H. Self**, Deck Delegate **Marvin M. Chester**. Chairman thanked crew for a great voyage and discussed manpower pool requirements for OSG Ships. Secretary expressed his gratitude to members for helping keep pantry and mess hall clean. He asked mariners to fill out new address cards and/or beneficiary cards. Educational director encouraged mariners to check expiration dates on all necessary seafaring documents. No beefs or disputed OT reported. Recommendation was made to increase food budget and to install chalk board in crew lounge to post union information. Discussion was held on proper protocols to follow when resolving problems aboard vessel. Next ports: Long Beach, Calif. and Cherry Point, N.C.



# Letters to the Editor

## Paul Hall Center Training Pays Off

My name is Bill Boardman. I was a member of class 639 at the Paul Hall Center and wanted to thank the school for the excellent training I received there. I sailed as an AB for three years.

On August 12, 2008, I was operating a charter fishing vessel (the *Fat Cat*) 80 miles off the coast of New Jersey. We received a mayday call from a sinking vessel (the 42-foot *Made to Sea*) less than five miles away from us, around 2 a.m.

Thanks to the training I learned at Piney Point, I was able to help successfully rescue all five people of the sunken vessel out of their life raft. Thank you!

I remember well as a student hearing about people who did great things with the training they received at the SIU-affiliated school, and I wanted to pass this on. Looking back on the rescue, I remember the appropriate questions coming from my mouth that I'd learned in Piney Point as if someone else was asking them. When faced with this emergency, my training came through and I was able to perform exactly as I was taught.

Capt. Bill Boardman  
Belmar, New Jersey

## AB from USNS Buck Credits Bosun Corl

This is a letter of appreciation from aboard the *USNS Paul Buck* for Recertified Bosun **Phil Corl**.

He recently joined the ship in Jacksonville, and he elevated morale aboard the vessel. I had heard stories about the bosun prior to his signing on, but couldn't believe he was that good. Well, was I in for a surprise!

The bosun handles all of the crew with respect and appreciation. He capitalizes on people's strengths while understanding their weaknesses. There is nothing he would ask of a crew member that he wouldn't willingly do. He inspires loyalty and is a pleasure to work with and for.

I was just hoping that through writing this letter to the *LOG* that he could be given a pat on the back and the recognition he deserves.

AB Sue Fagan  
Aboard *USNS Paul Buck*



Recertified Bosun Phil Corl

## Annual Funding Notice/SIU Pacific District Pension Plan

### Introduction

This notice, which federal law requires all multiemployer plans to send annually, includes important information about the funding level of the SIU Pacific District Pension Plan, Plan Number 001, Employer Identification Number 94-6061923 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning August 1, 2006 and ending July 31, 2007 (Plan Year).

### Plan's Funding Level

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

### Plan's Financial Information

The market value of the Plan's assets as of August 1, 2006 was \$130,406,267. The total amount of benefit payments for the Plan Year was \$9,042,135. The ratio of assets to benefit payments is 14.4. This ratio suggests that the Plan's assets could provide for approximately 14 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

### Rules Governing Insolvent Plans

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

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce

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

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

### Benefit Payments Guaranteed by the PBGC

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

**Example 1:** If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 \* \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 \* 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 \* \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 \* 10).

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

benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

### Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's 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 1-800-400-7242).

### Additional Explanation Introduction

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

### Plan's Financial Information

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

### Rules Governing Insolvent Plans

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

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

### Benefit Payments Guaranteed by the PBGC

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

### Where to Get More Information

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

# Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

### SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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



# Seafarers Paul Hall Center Upgrading Course Schedule

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

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 29 November 10	October 23 December 5
Automatic Radar Plotting Aids (ARPA) (must have radar unlimited)	October 6 November 17	October 10 November 21
Celestial Navigation	October 20 November 24	November 14 December 19
GMDSS	September 15	September 26
Lifeboatman/Water Survival	September 15 October 27	September 26 November 7
Radar	September 22 November 3	October 3 November 14
Radar Renewal (one day)	October 27 December 8	October 27 December 8
Specially Trained Ordinary Seaman (STOS)	October 20	October 31
Bosun Recertification Course	October 14	November 3

## Engine Upgrading Courses

Advanced Container Maintenance (Refer)	November 10	December 5
Basic Auxiliary Plant Operations (BAPO)	September 15 November 10	October 10 December 5
Firemen/Watertender/Oiler (FOWT)	October 13	November 6
Junior Engineer	August 30	October 24
Marine Electrician	October 27	December 19
Welding	September 8 October 6 November 3 December 1	September 26 October 23 November 21 December 19

Course	Start Date	Date of Completion
<b>Safety Specialty Courses</b>		
Fast Rescue Boat	September 8	September 12
Medical Care Provider	September 8	September 12
Tanker Assistant (DL)	September 22 November 10	October 3 November 21
Tankerman (PIC) Barge	September 6	September 12

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations  
These modules start every Monday.

Certified Chief Cook/Chief Steward

These classes start every other Monday. The most recent class began September 1.

## Academic Department Courses

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

## Online "Distance Learning" Courses

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

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

## Important Notice

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

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

With this application, **COPIES** of the following must be sent: One hundred and 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. 9/08



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 704** – Unlicensed apprentices from Class 704 recently graduated from the water survival course. Those graduating from the course (above, in alphabetical order) were: Jason Babbitt, William Bailey, Martin Baker, Daniel Balch, Reginald Berkes, Larry Byrd, Darrin Cobb, Angela Corbitt, Jason Crusing, Ezekiel Deas Jr., Daniel Devine, Timothy Garton Jr., Heather Hammons, Pacheco Hernandez, Aretta Jones, Ryan Kiefer, Daniel Kosnik, Kirby Landert, Lucian Lepadatu, Tierra Noble, Eric Pinto, Thomas Reed II and Stephen Wood. Their instructor, Ben Cusic, is standing second from left in the second row. (Note: Not all are pictured.)



**FOWT** - The following upgraders (above, in alphabetical order) on July 11 completed this course: Azad Ardeshirdavani, Victor Atkinson, Jovita Cario, Juan Castillo, Kevin Daughtry, Mohammed Elazzouzi, John Fraley, Daniel Griffin, Si Hughes, Arthur Kately III, Donnetta McLee, Joshua Montgomery, Pierre Norwood and Andres Nunez. Tim Achorn, their instructor, is at far right.

## Government Vessels

- Twelve upgraders completed this course July 24. Those graduating (right, in alphabetical order) were: Alyxi Alexander, Desmond Baptiste, Sergio Cedeno, Thomas Cyrus Jr., Raphael Dewberry, Michael Durago, Marc Escalona, Troy Fleming, Dale Harrison, Alex Mitchell, Sandy Santiago and Alfredo Silva. Their instructor, Mark Cates, is at far right.



## Computer Classes



Nine Seafarers recently completed computer courses while undergoing upgrade training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.



Those completing various classes (photo above, standing left to right) were Sergio Cedeno, Sandy Santiago and Glenn McCullough. Vincent Ippolito is kneeling. In photo at left, Jovita Carino posed with Rich Prucha, instructor. Graduates in the

photo below (from left to right) include Adam Degleiter, Cornelius Smith, Philander Walton and Alfredo Mendoza.



**Fast Rescue Boat** - Five individuals on July 18 completed training in this course. Those graduating (above, in alphabetical order) were Denis Burke, Jovita Carino, Ashby Furlough, Bernabe Pelington and David Turinski. Their instructor, Stan Beck, is at left in the far back. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Tank Ship Familiarization** - Twenty-one phase three apprentices on July 11 graduated from this course. Those completing the training (above, in alphabetical order) were: Stephen Amthaner, Ryan Bernal, Keithan Bland, Tyesha Boyd, Adam Brubeck-Galloway, Ashley Carmichael, Louise Digman, Jack Forde, Marcus Gramby, Joshua Johnson, Tanaka Junior, Joseph Loureiro, LaToya Lunford, Jasper McNeill, John Monaco, Travis Odom, Robert Orloff III, Ronnie Rodriguez, John Wahl, Pamela Wilson and Sean Wilson.



**STCW (Hawaii)** - The following students (above, in no particular order) on July 18 completed this course at the Seafarers Training Center at Barbers Point, Hawaii: Nubia Acevado, Willie Beamer, Douglas Campbell, Victor Dorobantu, Leslie Dunning, Jason Evans, D'Andre Evans, Aaron Lade, Vincent Pickney, Cortez Smith, Sergey Tikhonov, Luke Carrico, Chelsy Burns, Yomar Diaz, Connie Dietrich, Christopher Haughey, Mario Monroy, Victor Rivera, Beth Thomure and Bobbi Wells.



**Welding** - The following individuals (above, in alphabetical order) on June 27 graduated from this one-week course: Tony Beasley, Patrick Bradley, John Chapin, Douglas Duvak, Dante Mungioni III, Cecil Williams and Charles Wisler. Buzzy Andrews, their instructor, is second from left.



**BST** - The following individuals (above, in alphabetical order) recently completed this course: Rene Alfaro, Raphael Dewberry, Troy Fleming, Lonnie Jones Jr., Michael Munoz, Jermaine Robinson, Alexander Rodriguez and Dana Wilks. Their instructor, Joe Zienda is at far left.



**Celestial Navigation** - Ten individuals on June 27 completed this course. Those graduating (above, in alphabetical order) were: Philip Corl, Frank Guido, Chad Noda, Leslie O'Hair, James O'Meara, Jason Pinsky, William Ray, Errol Soderquist, Lawrence Soulier and Mike Wiley. Their instructor, Stacy McNeely, is standing at far right. (Note: Not all are pictured.)



**Water Survival** - Four upgraders on July 4 completed this 60-hour course. Those graduating (above, in alphabetical order) were: Albert Beneman, Luis Irias, Kirk Moffett and Manes Sainvil. Bernabe Pelingon, their instructor, is at far left. (Note: Not all are pictured.)



**Advanced Firefighting** - Nine upgraders on July 11 completed this course. Those graduating (left, in alphabetical order) were: Marie Acosta, Darryl Alexander, Adam Begleiter, Brian Gauntt, Vincent Ippolito, Glen McCullough, Eddie Taylor, Olson Thorne and Philandar Walton. Their instructor, Steven Stockwell, is at far right.





The

www.seafarers.org

Volume 70, Number 9

September 2008

# Seafarers Log

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

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TWIC by April 15, 2009  
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## Letter from Senator Obama to SIU President Sacco

Following is the text of a letter sent late last month to SIU President Michael Sacco by U.S. Senator Barack Obama (D-Ill.). The letter was sent in response to the SIU's endorsement of Senator Obama's bid for the presidency – the union's press release is printed at lower left.

August 28, 2008

Dear President Sacco:

It is an honor to have the endorsement of the Seafarers International Union and its members. Working Americans like you at the SIU have throughout our history been the backbone of the American economy, and your commitment and effort this election cycle will help restore a sense of shared prosperity and security to the nation.

America needs a strong and vibrant U.S.-Flag Merchant Marine. That is why you and your members can continue to count on me to support the Jones Act (which also includes the Passenger Vessel Services Act) and the continued exclusion of maritime services in international trade agreements. American Merchant Mariners always have answered the nation's call from the first days of the Revolutionary War to today. In peace and in war, our Mariners have stood with us and my Administration will stand with them.

To make sure our Armed Forces have the equipment and ammunition they need at the time the materiel are required, my Administration will solidly support the continuation of the Maritime Security Program. The MSP has proven itself since being enacted in 1996, making sure our troops deployed overseas have no worries about when their supplies will be delivered.

A strong U.S.-Flag commercial fleet needs our nation's Cargo Preference laws. Whether it is carrying needed goods to those overseas in distress or moving government-generated cargo, American Mariners aboard American ships make sure the job is done. People around the world look to the U.S. Flag as a symbol of hope and determination. Ships flying Old Glory with American crews are important icons of our resolve.

Those programs set a firm foundation for America's Merchant Mariners by providing opportunities for decent wages, good benefits and fair treatment. Certainly, a strong union movement has been and will continue to be a major contributor to the achievement of this essential national goal.

I am proud to stand with and for you and your members. I consider the SIU endorsement a significant statement about what we can do, working together, for change and progress that improves the quality of life for working families.

Sincerely,  
Barack Obama

### SIU Endorses Senator Obama for President

August 13, 2008

FOR IMMEDIATE RELEASE

The Seafarers International Union (SIU) is proud to endorse the candidacy of Senator Barack Obama of Illinois for President of the United States. The union – which represents American merchant mariners who work aboard deep sea, Great Lakes and inland waters vessels – made the decision based on the candidates' positions on matters that directly affect SIU members.

"Senator Obama has stood with the Seafarers and the U.S.-flag Merchant Marine on the vitally important issues of the Jones Act, the Maritime Security Program and cargo preference," stated Seafarers President Michael Sacco. "Senator Obama has confirmed that an administration led by him would continue to fight for these programs in order to maintain and grow our country's merchant fleet."

Sacco noted the SIU has a strong history of bipartisan support on Capitol Hill. "Our union traditionally does not take party affiliation into consideration when it has endorsed. In making this endorsement, the SIU is considering what it always has when making such a decision – the primary concerns of the membership," he added.

"The American Merchant Marine serves as the nation's fourth arm of defense. In these uncertain times, the men and women who serve in our Armed Forces need to know their supplies will be delivered efficiently and on time. Senator Obama understands this," said Sacco.

The Seafarers International Union was founded in 1938. Its 82,500 members live throughout the country.

**Election Day: November 4, 2008**

**Register to Vote!**

**Make Sure Your Voice is Heard!**

**Don't Sit This One Out!**

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**5201 Auth Way,**

**Camp Springs, MD 20746**

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