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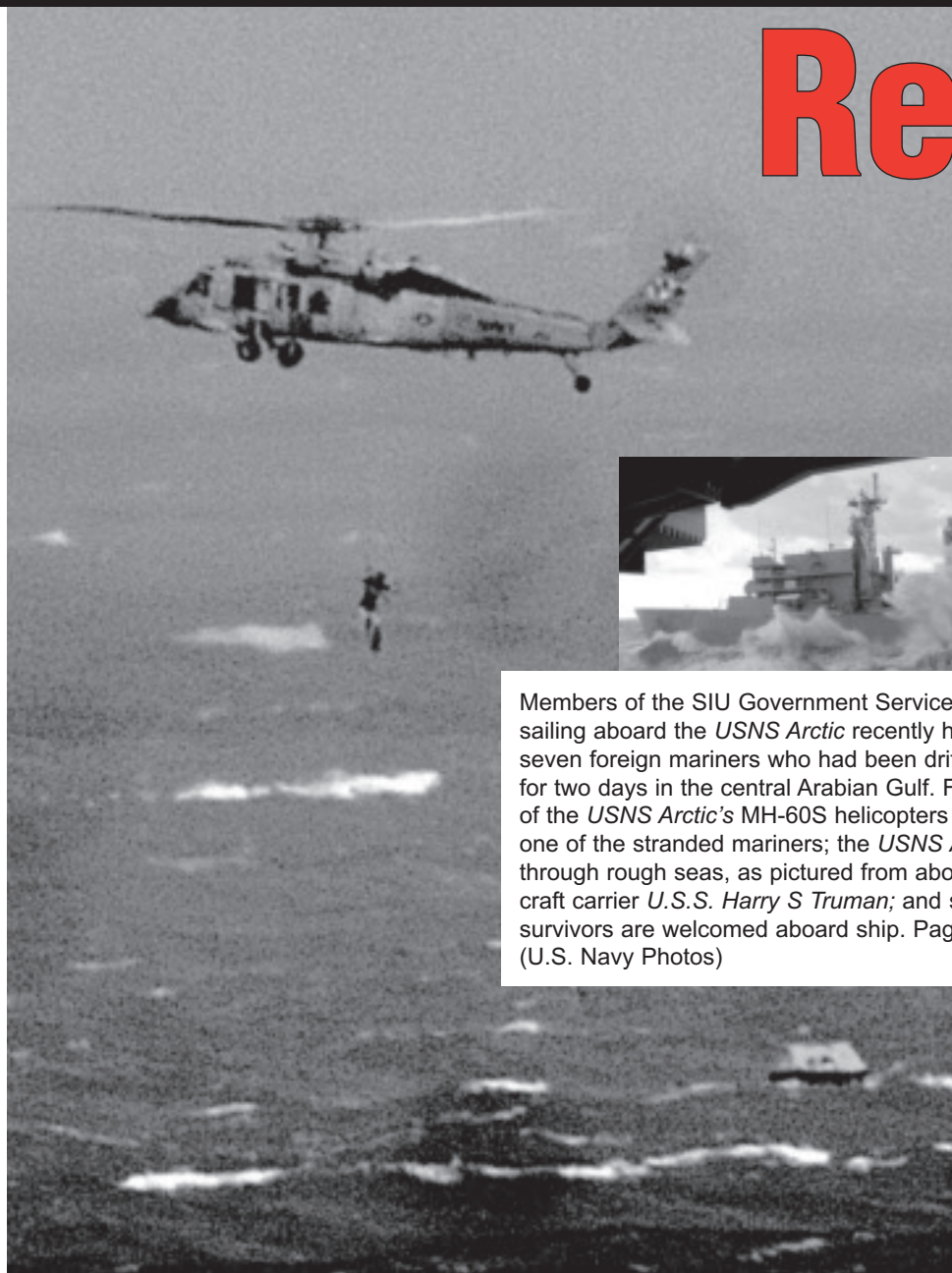
February 2008

# SEAFARERS LOG

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

## Rescue at Sea

### USNS Arctic CIVMARS Help Save 7



Members of the SIU Government Services Division sailing aboard the *USNS Arctic* recently helped rescue seven foreign mariners who had been drifting in a raft for two days in the central Arabian Gulf. From left, one of the *USNS Arctic's* MH-60S helicopters safely lifts one of the stranded mariners; the *USNS Arctic* sails through rough seas, as pictured from aboard the aircraft carrier *U.S.S. Harry S Truman*; and some of the survivors are welcomed aboard ship. Page 2. (U.S. Navy Photos)



### Seafarers Deliver More MRAPs For U.S. Troops

SIU members continued their mission as part of America's fourth arm of defense when the Seafarers-crewed *USNS Piliilau* recently delivered the largest load of life-saving "MRAP" vehicles to date to U.S. troops in Afghanistan and Iraq. One of the mine-resistant, ambush-protected vehicles is pictured driving up the *Piliilau's* stern ramp in Charleston, S.C. Page 8.

### Hospital Ship USNS Comfort Returns After Successful Mission



SIU CIVMARS aboard the *USNS Comfort* last year helped complete a successful fourth-month humanitarian mission that saw the hospital ship deliver much-needed care in Latin America and the Caribbean. Above, OS Bobby D'Angelo power washes the vessel's deck. More photos and a recap of the mission appear on page 24.

Byrd Joins Gov't Services Fleet Page 3

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## President's Report

### U.S. Shipbuilding Remains Vital

Every industry sees its share of ups and downs, and American commercial shipbuilding is no exception.



Michael Sacco

As we move further into the New Year, I'm happy to note that things are on an upswing at several domestic yards. Challenges always remain, but the tanker construction programs in Philadelphia and San Diego, along with ATBs being delivered from other yards, clearly are positive developments for our industry and our nation.

It seems to me the value in maintaining a strong commercial shipbuilding capability is, at the very least, good common sense. Doing so maintains family-wage jobs and protects U.S. national and economic security by helping prevent too much reliance on other countries. The rationale in some ways is the same as what we know to be true of the U.S. Merchant Marine: As a nation, we simply cannot afford to be without the reliable manpower or the industrial capabilities found in the maritime industry – particularly in the post-9/11 world.

Naturally, this belief isn't confined to the commercial side. Since our country's earliest days, naval power has been a key part of a strong defense strategy. We've heard the idea summarized time and time again. "America is a maritime nation." "America is an island nation." However it's expressed, the bottom line is the same: Important strategic interests will be put at risk if U.S. naval power is allowed to fall below a certain level.

Undoubtedly with that in mind, years ago, Congress and the Reagan administration undertook a buildup for the U.S. Navy. By 1987, the fleet reached slightly more than 560 vessels. In that year alone, 17 replacement vessels were built. But ever since then, the annual build rate has declined sharply. For instance, in 2006, only four new vessels were built. Not surprisingly, the U.S. Navy has fallen below 300 vessels. Unless some corrective action is taken soon, the United States fleet will soon fall below 200 vessels.

As Senator Jim Webb (D-Va.), a former secretary of the Navy and Marine officer, put it last month, "Simply stated, we are decommissioning Navy ships faster than we are building them. It's imperative that we reverse this steady slide in shipbuilding."

The decline of the U.S. Navy is not happening in a vacuum. Again to cite just one example for comparison's sake, China has been investing heavily in its naval fleet. In certain areas, most notably submarines, it already has overtaken the U.S. The technological advantage that the U.S. once enjoyed is steadily shrinking, too.

For years, the SIU – often working through the AFL-CIO's Maritime Trades Department – has fought this trend. In addition to the obvious strategic benefits, increased naval construction in U.S. shipyards generates hundreds of thousands middle-class jobs for American workers. These jobs in turn generate badly needed tax revenues and benefits that some U.S. workers would not otherwise enjoy.

There is a core of lawmakers in both the House and Senate who recognize the danger of allowing the U.S. Navy to fall below a certain fleet level. A "Sense of the Congress" resolution was introduced in the 109th Congress calling for a 375-vessel naval fleet. Also in the 109th Congress, the Chief of Naval Operations unveiled a plan to stabilize the fleet at a 313-vessel level.

Last year in the first session of the 110th Congress, the House Defense Appropriations Subcommittee took the lead on this matter. It issued a report stressing that U.S. shipbuilding is "desperately in need of stability." The subcommittee concluded that the only way to achieve that is by increasing production.

While Congress failed to make headway on many funding bills last year, one that it did pass (H.R. 3222), approved \$16 billion for the procurement of nine naval vessels. That is five above the administration's original budget request. The additional ships include an amphibious transport dock ship, three combat force logistics ships and enough money to begin work on a second attack class submarine.

This is an important step in the right direction, and I applaud Congress for increasing the build rate. It's a movement that must continue in the years ahead, because maintaining both a viable naval and commercial shipbuilding capacity clearly is in the best interests of our great nation.

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The USNS Arctic's two MH-60S helicopters deploy for the rescue mission.

## CIVMARS Rescue UAE Mariners

SIU CIVMARS aboard the U.S. Military Sealift Command fast combat support ship *USNS Arctic* (T AOE 8) helped rescue seven United Arab Emirates mariners adrift in a raft for two days in the central Arabian Gulf. The rescue took place Dec. 23.

While conducting replenishment at sea with the Nimitz-class nuclear powered aircraft carrier *USS Harry S. Truman* (CVN 75), the *Arctic* received a bridge-to-bridge radio call from the British-flagged cargo vessel *MV British Courage* requesting assistance rescuing the stranded mariners, who were floating approximately three miles ahead of the *Truman*.

The ships performed an emergency breakaway, and the *Arctic* dispatched two MH-60S helicopters to the scene. The *Arctic* put one rescue swimmer in the water who recovered the four Pakistanis and three Indian mariners. The helicopter crews took the mariners to the *Truman* for medical treatment, food and water. All were in good condition.

The mariners had been transporting cargo from Dubai when their boat sailed into rough seas and broke its keel. When the vessel started taking on too much water to remain afloat, the mariners abandoned ship into a life raft where they remained for two days before the rescue.

## Members Show Strong Interest In New Seafarers 401(k) Plan

Membership response to the new Seafarers 401(k) Plan has been plentiful and positive, according to Seafarers Plans Administrator Maggie Bowen.

"We have received encouraging feedback from eligible members and we are optimistic that a large cross-section of the membership will participate in the Seafarers 401(k) Plan and enjoy all the benefits it offers," Bowen noted.

Based on initial feedback, the Seafarers Plans in conjunction with the SIU team of financial advisors at Smith Barney put together a summary of some of the most frequently asked questions about the new plan, as follows:

### What is the contribution limit for 2008?

The contribution limit for 2008 is \$15,500 (or \$20,500 if you are 50 or older). You may make your contributions as traditional pre-tax contributions, Roth after-tax contributions or a combination of both. However, the total amount of contributions (pre-tax + Roth) can not exceed the dollar limits referenced in this paragraph.

### What is the difference between a traditional 401(k) contribution and a Roth 401(k) contribution?

A traditional 401(k) contribution reduces your current income for tax purposes ("pre-tax"). Your contributions and investment earnings grow tax deferred. In the future, when you receive distributions from the Plan, those distributions will be taxable as ordinary income. A Roth contribution does not reduce your current income for tax purposes ("after-tax"). Your contributions and investment earnings grow tax deferred. In the future, when you receive "qualified" distributions from the Plan (meaning you are at least 59 ½ years old and commenced Roth 401(k) participation at least 5 years earlier), your distributions will be received free of federal income tax. If you think your tax bracket in retirement may be higher than your tax bracket while you're working, you may be a good candidate to make Roth 401(k) contributions.

### Who is eligible for the Plan and what is the process for enrolling in the Plan?

You are eligible to participate if you are working under the standard freightship or standard tanker agreements as well as many other SIU contracts. (Please check with your port agent to see if

your company participates.) As contracts are renegotiated in 2008, additional SIU members will become eligible to participate. Everyone who is eligible should have received an enrollment kit. The kit includes a DVD introducing the Seafarers 401(k) Plan, which we encourage everyone to watch. Also in the kit are the enrollment forms. There are three simple forms you must complete.

■ Enrollment Form - This form asks for your personal information such as name, address and date of birth. This is also the form where you specify the percentage of your pay you wish to contribute pre-tax, and / or the percentage you wish to make as an after-tax Roth contribution. Please note that any time you change employers, you must complete a new enrollment form.

■ Investment Election Form - You may put together your own portfolio by picking a combination of funds from the 20 available investment options. Or, you may simply choose from one of four risk-based model portfolios (conservative, moderate, moderate aggressive or aggressive).

■ Beneficiary Election Form - Note that if you are married and wish to designate someone other than your spouse as beneficiary, your spouse must consent in writing, and that consent must be notarized.

Once you have completed and signed these forms, please return them to your ship's captain. The captain will then forward the forms to your employer's HR department for further processing.

Also please note that the aforementioned forms (and other information) are available in the "Member Benefits and Resources" section of the SIU web site, [www.seafarers.org](http://www.seafarers.org).

### How can I get additional investment guidance and/or financial planning assistance?

Call Smith Barney at 800-421-5127.

Larry Goldstock, vice president and financial planning specialist at Smith Barney, described the Seafarers 401(k) Plan as "a potentially great way to accumulate a portion of the personal savings that may be needed to fund a financially secure retirement. Our approach to investing is based on our time-tested way of doing business. We offer our clients intelligent counsel based on our research, intellect and hard work. It's an approach that has helped our clients work toward their financial goals since Smith Barney was established over a century ago."



# 4th 'Lewis and Clark' Ship Delivered to MSC

## USNS Byrd to Join Gov't Services Fleet

The U.S. Military Sealift Command last month accepted delivery of the dry/cargo ammunition ship *USNS Richard E. Byrd* in San Diego. The ship, to be crewed by members of the SIU Government Services Division, was built by General Dynamics NASSCO.

The *USNS Byrd*, designated T-AKE 4, is the fourth in the Lewis and Clark class of underway replenishment ships which deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups, allowing them to stay at sea for extended periods of time.

MSC took delivery of the vessel on Jan. 8. The agency noted that the T-AKEs will replace some of the older vessels in the Kilauea and

Sirius classes, respectively. The former are ammunition ships while the latter are combat stores vessels.

MSC further reported that the *USNS Byrd* was scheduled for a short "shakedown cruise" in late January, during which crew members were to test "a range of shipboard operations including a mock ammunition transfer that will use shipboard cranes to lift dummy ordnance onto *Byrd's* deck from barges. This is the first such test ever done aboard a T-AKE."

The 689-foot *USNS Byrd* is expected to deploy on its first operational mission this summer. The first ship of the class, the *USNS Lewis and Clark*, recently completed a deployment in the Persian Gulf. The *USNS Lewis and Clark* was replaced in theater by the second ship of the class, the *USNS Sacagawea*.



The *USNS Byrd* is designed to support U.S. Navy missions.

## NTSB: 1st-Tripper Was on Watch When Majestic Boat Grounded

The Associated Press has 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 shows there was a new employee — who had received no training aboard the vessel and was unfamiliar with the waters being traversed — on watch at the time the ship hit a submerged portion of a charted rock.

The ship grounded 25 miles southwest of Juneau when it was on its second day of a seven-day cruise, forcing the evacuation of 206 passengers. After the grounding, the vessel apparently drifted into the vicinity of Hanus Reef. Some passengers had minor injuries.

While the NTSB preliminary report drew no conclusions, it cited that Marino Cattiotti was assigned a four-hour watch from 12 a.m. to 4 a.m. because another navigator fell ill. According to the AP, Cattiotti told NTSB investigators that he recently graduated from the California Maritime Academy and was unfamiliar with the waters, received no training on that ship and had not participated in any drills aboard the vessel.

The AP reported that the NTSB interviewed six instructors of Cattiotti's where he earned a bachelor's degree in marine transportation. The instructors reportedly told the NTSB they believe "in general, placing a recent graduate of the school with no watch experience outside of a training environment, at night, in pilotage waters, in an unfamiliar vessel, without additional preparation and/or supervision, was imprudent."

It could be months before the NTSB releases a full final report, but it has made available a few more details about the grounding when it stated that the crew was apparently trying to complete a turn, and failed, when the ship "raked across a rocky shoal." The NTSB is expected to report later as to why the event occurred.

According to *Seattle Times*, the Majestic America Line ship has run into trouble since its launch in 2003. Here are the details the paper cites:

— Oct. 22, 2003: Hits a navigation lock at the Ice Harbor dam on the Snake River near Pasco. The lock was closed to all traffic for two days and remained closed to recreational boats for about five weeks, when it was repaired by the U.S. Army Corps of Engineers.

— Nov. 27, 2003: Develops steering problems on the Columbia River near The Dalles, Ore., and runs aground. A passenger and two crew members suffer minor injuries. The ship works free on its own power and ties up at a barge dock.

— Feb. 25, 2006: Fails a sanitation test by inspectors from the Centers for Disease Control and Prevention.

— Mid-March, 2006: 26 passengers and seven crew members get sick with vomiting and diarrhea during a five-day Columbia River cruise.

— March 24, 2006: Runs aground on a sandbar near Washougal, Wash., as it tries to avoid a barge. Nearly 200 passengers are evacuated. Crews pump 20,000 gallons of diesel fuel from the vessel to make it easier to refloat, and two tug boats free it.

— May 14, 2007: Begins taking on water after it runs aground off the Alaska coast, forcing the evacuation of more than 200 passengers before it is able to move again with a Coast Guard escort.

## NASSCO Starts Construction on 2nd Tanker for U.S. Shipping Partners

Construction on the second ship in a new class of Seafarers-contracted product carriers (PC-1) began Jan. 22 at the General Dynamics NASSCO shipyard in San Diego.

The double-hulled vessel is being built for U.S. Shipping Partners and is scheduled to be delivered in early 2009. It is one of nine such tankers scheduled to be constructed at NASSCO. The build program itself includes options for five additional ships.

Each PC-1 ship will be 600 feet long, displace about 49,000 deadweight tons and have a cargo capacity of 331,000 barrels. The ships are based on a design of DSEC, a wholly owned subsidiary of Daewoo Shipbuilding and Marine Engineering of Okpo, Korea.

As reported earlier in the *LOG*, NASSCO began construction of the first tanker in the series

in August. U.S. Shipping Partners previously announced that the ship will be named *Golden State*, the state nickname of California.

General Dynamics NASSCO employs more than 4,600 people and is the only major ship construction yard on the West Coast of the United States. In addition to the PC-1 program, the San Diego shipyard has contracts to build nine T-AKE class dry cargo-ammunition ships for the U.S. Navy (vessels that will be crewed by members of the SIU Government Services Division), and an agreement to build up to five additional ships.

U.S. Shipping Partners' current fleet includes the *ITF Baltimore*, *ITB Groton*, *ITB Jacksonville*, *ITB Mobile*, *ITB New York*, *ITB Philadelphia*, *SS Chemical Pioneer*, *MV Houston*, *MV Charleston*, *MV Sea Venture* and *ATB Freeport*.

## Aker Philadelphia Shipyard Reports Continued Progress For SIU-Contracted Tanker Program

In early January, steel cutting began on the next tanker being built at Aker Philadelphia Shipyard (Hull 011). The first three vessels in the initial series of 12 double-hulled, environmentally friendly tankers were delivered last year, and start of production on Hull 011 brings

the number of ships currently under construction at the yard to four. The ship is scheduled for completion in 2009.

According to the shipyard, consistent with the build method for all vessels in the Veteran class series, the first steel plates cut for this ship will

be used in construction of the engine room of the 46,000 deadweight ton (dwt) product tanker.

Upon completion, the initial 12 tankers will be owned by Aker American Shipping and bareboat chartered to SIU-contracted Overseas Shipholding Group, Inc (OSG).

As previously reported, Aker American Shipping in late November announced it has entered into an "option agreement" with the shipyard to build up to 13 more product tankers at a total contract value of \$1.3 billion. With this agreement, Aker American Shipping stated that the company aims to expand its fleet from 12 to 25 state-of-the-art vessels.

The *Overseas Houston* is the first in a series of SIU-contracted tankers being built in Philadelphia. The vessel is one of three such ships already in operation.



## APL Balboa Re-Flagging Means More SIU Jobs

SIU mariners will soon crew the *APL Balboa*, a containership that is being re-flagged into APL Maritime Ltd.'s U.S.-registered fleet.

The *Balboa* has been operating in APL Maritime's international fleet under Singapore registry but will now fly the U.S. flag. The

397-foot ship is scheduled to operate in a commercial feeder service in the Arabian Gulf.

The re-flagging of the *Balboa* represents new U.S. tonnage and U.S. jobs available to SIU members. The move follows 2007 trends of adding new tonnage under the U.S. flag by companies such as APL Maritime and Maersk.



# Mariners Need TWIC by Sept. 25, 2008

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

The deadline for U.S. mariners to obtain a TWIC is Sept. 25, 2008. Therefore, the union urges Seafarers to apply for the new card, which eventually will be required of all U.S. mariners who need unescorted access to secure areas of U.S. ports and vessels.

Seafarers should check with their port agents and/or utilize the TSA contact information that follows for the latest information on the TWIC program, including the "TWIC Quarterly Deployment Plan," which is a list of cities where TWIC enrollment centers are or will be located. Updates also regularly appear on the SIU web site ([www.seafarers.org](http://www.seafarers.org), normally in the "Heard at Headquarters" section). Regular updates are anticipated.

Seafarers are advised that although pre-enrollment for the TWIC is optional, both the agency and the first individual SIU members who have applied for the card strongly recommend it. To pre-enroll, individuals must first register for an ID starting at <https://twicprogram.tsa.dhs.gov/TWICWebApp/>

## 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)

## ENROLLMENT

TSA states that applicants must apply at a TWIC enrollment center and that TSA will be expanding the number of centers and also providing mobile enrollment centers.

The enrollment process consists of the following components: optional pre-enrollment, in-person enrollment, security threat assessment and notification of the results, and issuance of the TWIC to the applicant. Applicants may pre-enroll online to enter all of the biographic information required for the threat assessment and make an appointment at the enrollment center to complete the process (although appointments are not required). Then, applicants must visit the enrollment center where they will pay the enrollment fee, complete a TWIC Application Disclosure Form, provide biographic information and a complete set of fingerprints, and sit for a digital photograph. The applicant must bring identity verification documents to enrollment and in the case of aliens, immigration documents that verify their immigration status, so that the documents can be scanned into the electronic enrollment record.

## What documentation is required?

Applicants must provide the appropriate

documents in order to verify their identity. A complete list of such documents was published in the January LOG and is available at [www.tsa.gov/twic](http://www.tsa.gov/twic). A valid merchant mariner document meets the requirement.

## COSTS AND PAYMENT

The fee for a TWIC will be \$132.50 and it is valid for five years. Workers with current, comparable background checks may pay a reduced fee of \$105.25. If workers are eligible to pay the lower price, their TWIC will expire 5 years from the date of the comparable credential. The cost of a replacement TWIC, if the original is lost, stolen or damaged is \$60.

## What are the methods of payment?

Payment must be made with credit card (Visa or MasterCard only), money order, or certified/cashier's check. Checks should be made payable to Lockheed Martin. An additional option has been provided through the use of company purchased pre-paid debit cards. For companies choosing to use the pre-paid option, the website is <http://www.twic-card.com>.

In all cases, payment will be made at the enrollment center at the beginning of the enrollment process.

## What is the fee for a replacement card?

The card replacement fee (for lost, stolen, or damaged TWICs) is \$60.

## SECURITY ASSESSMENT

### What does this assessment consist of?

The assessment includes checks against criminal history records, terrorist watch lists, and immigration status. If no adverse information is disclosed, TSA typically completes a security threat assessment in less than ten days. However, processing time increases for an applicant with a criminal history or other disqualifying information, and is further lengthened if the applicant initiates an appeal or waiver. This security threat assessment is the same for those applying for, transferring, or renewing a HAZMAT endorsement (HME) on their state-issued commercial drivers licenses (CDL).

## WAIVERS AND APPEALS

### Is there going to be an appeals and waivers process?

Yes. Applicants who are denied a TWIC will be notified of the reason for denial and instructed on how to apply for an appeal or waiver. All applicants have the opportunity to appeal a disqualification, and may apply to TSA for a waiver if disqualified for certain crimes, or if they are aliens in Temporary Protected Status. Applicants who seek a waiver and are denied may seek review by an Administrative Law Judge (ALJ).

## TWIC Enrollment Centers

The following is a list of addresses for Transportation Worker Identification Credential (TWIC) enrollment centers as of mid-January, as published by the Transportation Security Administration at the following web address: [http://www.tsa.gov/what\\_we\\_do/layers/twic/twic\\_faqs.shtm](http://www.tsa.gov/what_we_do/layers/twic/twic_faqs.shtm)

When visiting that link, scroll down for the current list of enrollment centers. As they become available, additional addresses will be published in the LOG and faxed to the union halls. The TSA is expected to announce the locations of many more enrollment centers in the weeks and months ahead.

To open a copy of the "TWIC Quarterly Deployment Plan" - in PDF format - go to: [http://www.tsa.gov/assets/pdf/twic-quarterlydeploymentschedule\\_1\\_11\\_08.pdf](http://www.tsa.gov/assets/pdf/twic-quarterlydeploymentschedule_1_11_08.pdf)

**Alabama**  
250 North Water Street  
Mobile, AL 36602-4000

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

1830 Embarcadero Avenue  
Suite 104  
Oakland, CA 94606-5230

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

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

**Delaware**  
1 Hausel Road  
Wilmington, DE 19801-5852

**Florida**  
955 Tallyrand Avenue  
Jacksonville, FL 32206-6049

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

975 North America Way  
Miami, FL 33132-2004

**Georgia**  
5214 Augusta Rd  
Garden City, GA 31408-1606

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

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

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

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

970 Kele Street  
Suite 102  
Lihue, HI 96766

**Illinois**  
8741 South Greenwood  
Dixon Building  
Chicago, IL 60619-7061

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

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

**Indiana**  
200 Russell Street  
Suite 110  
Hammond, IN 46320-1825

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

700 W. McNeese Street  
Lake Charles, LA 70605-5532  
Port Fourchon Harbor Police  
108 A.O. Rappelet Road  
Port Fourchon, LA 70357-0000

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

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

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

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

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

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

916 River Street  
Ontonagon, MI 49953-1622

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

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

2161 University Avenue  
St. Paul, MN 55114-1300  
1310 Port Terminal Road  
Duluth, MN 55802

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

**Mississippi**  
Ergon Refining  
227 Industrial Drive  
Vicksburg, MS 39183-0000

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

**New York**  
102 Smith Boulevard  
Albany, NY 12202-1067

Howland Hook Marine Terminal  
241 Western Avenue  
Staten Island, NY 10303-1103

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

2680 Grand Island Boulevard  
Suite 1  
Grand Island, NY 14072

**North Carolina**  
Suite 102  
5704 Oleander Drive  
Wilmington, NC 28403-4761

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

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

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

**Oklahoma**  
5350 Cimarron Road  
Catoosa, OK 74015-3027

**Oregon**  
621 SW Morrison Street  
Portland, OR 97205

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

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

**Rhode Island**  
17 Virginia Ave  
Suite 105  
Providence, RI 02905-5443

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

**Tennessee**  
3865 Viscount Avenue, Suite 2  
Memphis, TN 38118-6000

**Texas**  
7433 Leopard Street  
Corpus Christi, TX 78409

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

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

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

1000 Foust Road  
Brownsville, TX 78521

1750 FM 1432  
Victoria, TX 77905-0000

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

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

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

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

**Wisconsin**  
Chase Commerce Center  
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# Legislation Establishes Marine Highway Program

On Dec. 19, President Bush signed into law the Energy Independence and Security Act of 2007, which contains provisions establishing a formal marine highway program within the federal government.

Under the new law, marine highway or "short sea" transportation refers to the carriage by vessel of cargo in containers, loaded on the vessel by cranes or by means of wheeled technology. Of particular significance to the SIU and the rest of the maritime community are provisions contained in the bill promoting short sea shipping initiatives as an instrument to alleviate land-based cargo and passenger transport congestion. Specifically, the Department of Transportation is charged with the development of a short sea transportation program and the designation of selected projects to document the potential advantages of utilizing

marine highway alternatives.

Such projects would include the use of short sea shipping routes to accommodate federally owned or generated cargo movements and programs to further cooperation between local, state, regional and federal transportation entities to foster marine highway operations. Additionally, operators would be able to access the Capital Construction Fund for financing the construction of vessels to be deployed in contiguous short sea shipping ventures.

The union believes that the outlook for marine highway or short sea shipping is very positive and deserves the attention of the maritime and environmental communities.

According to a government-issued news release, a report on the marine highway transportation program must be submitted to Congress within one year. "It will include a description of the

activities conducted under the program, and any recommendations for further legislative or administrative action that are considered appropriate."

U.S. Maritime Administrator Sean Connaughton, testifying last year before the House Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation, pointed out, "By 2020, every major U.S. container port is expected to double the volume of cargo it must process, with East Coast ports tripling in volume and some West Coast ports quadrupling in volume. The United States is expected to import 30 million containers in 2010 and 40 million in 2020. The domestic tonnage of freight carried by all U.S. systems will increase by 67 percent, while international trade is expected to at least double. Presently, this domestic freight is carried almost

exclusively by road or rail — coastal shipping handles only two percent of our domestic freight, even though coastal counties hold more than half of the nation's population....

"Clearly, the nation's marine highway can help mitigate this congestion," he continued. "The world's waterways are an infinite system, and our marine highways have infinite capacity. Unlike rail and roads, there are no fixed infrastructure costs to develop transportation routes, and ships can carry more cargo per dollar than any other method of transport. The full scope of America's marine highway — a system that includes not only our coastal waters, but our inland waterway system and the Great Lakes — is enormous and if properly utilized and integrated, can help us expand our way out of the crises before us."



Sean Connaughton  
U.S. Maritime Administrator

## Administration Report Cites Vital Role of U.S. Merchant Marine

In a report examining many aspects of the nation's marine transportation system, the United States Maritime Administration (MarAd) strongly credits the U.S. Merchant Marine as an integral part of national security.

The agency published the 47-page report in late 2007. It is titled, "The Maritime Administration and the U.S. Marine Transportation System: A Vision for the 21st Century."

Besides recognizing mariners for their historic reliability and present-day importance, the report looks at maritime and the economy; the nation's port system and marine highways; public-private partnerships in the industry; workforce development; environmental issues; the Ready Reserve Force; and successful laws and programs including cargo preference, the Jones Act, the Maritime Security Program and its related Voluntary Intermodal Sealift Agreement (VISA), and more.

Where mariners are concerned, the agency notes, "The U.S. Merchant Marine has been an integral part of America's defense establishment since the founding of the nation.... Since then, time and again the men, women and vessels of the merchant marine have supported America's armed forces in periods of war and national emergency. Thousands of American mariners have died, been wounded or taken prisoner during those conflicts....

"Those who would do great harm to the United States, its people and interests pose a real danger. Safeguarding freedom and security involves a global commitment. The U.S. Merchant Marine has had and will continue to take a leading

role in that struggle in times of peace as well as war and national emergency."

The report goes on to point out that U.S. national defense has relied heavily on the U.S. commercial sector for more than two centuries, and continues doing so today. "This includes using ships as naval auxiliaries, vessels to transport military personnel and supplies and trained seafarers for naval service.

**"...The United States simply cannot respond to conflicts or emergencies overseas without sealift. It is figuratively and literally a lifeline to U.S. armed forces and their missions."**

---MarAd Report, 2007

For the maritime transportation system today, defense mobilization still equates to having a strong industrial base as well as sufficient U.S. commercial ships and civilian crews available to meet defense sealift requirements.... The United States simply cannot respond to conflicts or emergencies overseas without sealift. It is figuratively and literally a lifeline to U.S. armed forces and their missions. This is being proven once again during the current Global War on Terrorism....

"It is also essential that the active commercial U.S.-flag fleet and its intermodal systems are available to serve the United States' military and economic needs."

## ITF Week of Action a Success Efforts Bring Results for Crews in India, Sri Lanka

The International Transport Workers' Federation (ITF) in early January took a week-long action against the so-called flag-of-convenience (FOC) system in Indian and Sri Lankan ports.

During the successful week of action, more than 100 inspections were carried out on board FOC vessels, also known as runaway-flag ships. The inspections were instrumental in yielding concrete results including the securing of more than \$1 million in back pay claims and signing new ITF agreements, which help ensure fair wages and working conditions for mariners.

The federation's efforts weren't confined to a single week. After the mobilization's scheduled conclusion, the ITF team in Chennai stayed on board the Panamanian-flagged *Global Flora* in an attempt to persuade its Japanese owners to sign an ITF agreement with the Japanese Seafarers' Union (JSU). Members of the dockers union in Chennai are also standing firm in the face of the managers' delaying tactics; they are determined to secure the Filipino seafarers on board a respectable wage. The action continued at press time for the *LOG*.

In Mumbai, the ITF inspector on board the Maltese-flagged, Norwegian-owned and Korean-managed *Samho Jewelry* discovered that the Croatian, Russian, Polish and Burmese crew members were being paid less than the minimum ITF wage rates. However, following the action, the owner agreed to sign an ITF agreement with the Korean Seafarers' Union; the agreement will cover not only mariners on board the *Samho Jewelry*, but also those on another of its vessels, the *Samho Heron*.

Prospects of an ITF agreement for mariners on the Panamanian-flagged *Rabbana* also seem bright, the federation reported.

Inspections of the Panamanian-flagged, Sri Lankan-owned *Windsor Ruby*, which also took place in Mumbai, revealed that crew members were being paid much less than stipulated by the ITF agreement that the owners had signed. The Sri Lankan mariners had been afraid to speak out, but the ITF inspectors' prompt action led to an agreement by the owner to settle their back pay claim for two months' wages, amounting to around \$24,000.

Mahendra Sharma, deputy regional secretary of the ITF Asia Pacific regional office, said the week of action "was a resounding success and we are very happy with the out-

comes. Apart from signing new agreements and claiming back pay wages, action by ITF inspectors has led to the signing of ITF agreements by unions in the beneficial ownership countries. Certainly credit is due for this to dockers' and seafarers' unions in India and Sri Lanka."

The ITF is a global federation of 681 transport trade unions (including the SIU) which collectively represent 4.5 million workers in 148 countries. SIU Secretary-Treasurer David Heindel is first vice chair of the ITF Seafarers' Section.

A runaway-flag or FOC ship is one that flies the flag of a country other than the country of ownership. According to the ITF, "FOCs provide a means of avoiding labor regulation in the country of ownership, and become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions. Since FOC ships have no real nationality, they are beyond the reach of any single national seafarers' trade union.

"The ITF has therefore been obliged to take on internationally the role traditionally exercised by national trade unions — to organize and negotiate on behalf of FOC crews. For 50 years the ITF, through its affiliated seafarers' and dockers' unions, has been waging a vigorous campaign against shipowners who abandon the flag of their own country in search of the cheapest possible crews and the lowest possible training and safety standards for their ships."

The federation further notes that while the political component of the FOC campaign "has not so far succeeded in preventing a constant growth in ships using FOC registers, the industrial campaign has succeeded in enforcing decent minimum wages and conditions on board nearly 5,000 FOC ships. In addition, the ITF has become the standard-bearer for exploited and mistreated seafarers, irrespective of nationality or trade union membership, throughout the world. Every year millions of dollars are recovered by the ITF and its affiliated unions in back pay and in compensation for death or injury on behalf of seafarers who have nowhere else to turn."

Compliance with ITF-recognized agreements is monitored by a network of more than 100 ITF inspectors in ports throughout the world. The contracts themselves stem from policies developed by ITF maritime affiliates over many years. Those policies seek to establish minimum acceptable standards applicable to seafarers serving on FOC vessels.





The USNS Pomeroy arrives at Gwangyang, South Korea.



Deck department members (left to right) OS Philip Forman, OS Anthony Clemons, AB Miles Janecka, AB Christopher Johnson and Bosun Adrian Jones



Pictured from left to right are QMED Antuan Barnes, QMED Jim Barker, Electrician Ralph Garner and Wiper George Lavender.

## USNS Pomeroy is MSC's 'New Kid on the Block' in Pacific

### Captain Commends Crew for Hard Work, Safe Operations

*Editor's note: USNS Pomeroy Captain Mike F. Finnigan wrote the following story and submitted the accompanying photos. The vessel, operated by Maersk Line Limited, is a large, medium-speed, roll-on/roll-off ship, abbreviated as LMSR.*

The USNS Pomeroy has just started its new deployment with the U.S. Military Sealift Command's Maritime Prepositioning Ship Squadron Three in the Guam/Saipan operations area. At the start of the deployment the Pomeroy completed its load-out in Charleston, S.C., and made stops in Busan and Gwangyang, South Korea in addition to Sasebo, Japan.

The USNS Pomeroy completed one

lift for MSC and the United States Marine Corps by repositioning cargo from Gwangyang to Okinawa at the start of the new deployment. We are the new kids on the block and we are looking forward to joining the rest of the MPSRON 3 Squadron, who have been on station for many years. The squadron is made up of 10 vessels total: the MV PFC James Anderson Jr., MV 1ST LT Alex Bonnyman, MV MAJ Bernard F. Fisher, MV CPL Louis J. Hauge Jr., SS Cape Jacob, USNS 1ST LT Jack Lummus, USNS 1ST LT Harry L. Martin, SS MAJ Stephen W. Pless, USNS PFC Ralph E. Pomeroy, and VADM K.R. Wheeler.

The crew of the USNS Pomeroy had the chance to meet the commodore of MPSRON 3, Captain Ulysses O.

Zalamea, and the staff of MPSRON 3 while in Korea. This was a great opportunity for the commodore to come aboard and meet the crew on a routine workday.

I want to thank the crew for their hard work getting the vessel ready for deployment. The vessel also just completed its U.S. Coast Guard Certificate of Inspection and ABS Annual Inspections while in Korea. The AMO officers and the SIU mariners and the MPSRON 3 staff take pride in their job each and every day to make sure the vessel is "mission ready."

You can see a direct result of all the training the crew attends at the SIU-affiliated Paul Hall Center and the AMO Star Center by the condition of the vessel. I would like to relay to all the training instructors that all their hard work and training efforts do pay off, and the crew



AB King Scott

shares many of the skills they learned from you all each day.

The vessel also works with a strong safety culture instilled in each crew member. Maersk Line Limited's "Safety Boot Camp" program with the SIU and

*Continued on next page*



Storekeeper Chris Maye



Steward department members SA Paul Patrick, SA Paul San Nicholas, SA Simplicia Twohie, Chief Steward Milton Sivells, SA Jacqueline Sivells and SA Recuerdo Inciong.



The USNS Pomeroy approaches the docks in Gwangyang, South Korea.





Cargo is loaded in Gwangyang.



QMED Antuan Barnes (left), Electrician Ralph Garner



OS Anthony Clemons, AB Oliver Daily, QMED James Barker, Bosun Adrian Jones.



QMED James Barker takes a meal break.



OS Philip Forman (Left) and AB Miles Janecka prep lifeboats for U.S. Coast Guard inspection.



AB William Fielding (left) and a member of Securewest Security try to stay warm.



Chief Steward Milton Sivells and SA Simplicia Twohie help throw a barbeque for U.S. Marines aboard the USNS Pomeroy.



Chief Cook Toni Johnson helps dish up Thanksgiving dinner.

## Pomeroy Begins Deployment in Guam

*Continued from Page 6*

the AMO gives the crew a chance to talk directly with senior management of Maersk Line Limited and to understand their goals toward safe operating procedures for the crew and the environment.

Chief Mate William McClusky, 1st Asst. Engineer Kevin Murphy, Bosun **Adrian Jones**, Storekeeper **Chris Maye** and Chief Steward **Milton Sivells** along with their departments stepped up to help out with the cargo lift. With the additional 30 Super Cargo aboard the crew stayed busy with 73 (people) aboard. The ability of the vessel to help support Military Sealift Command on a short-notice cargo lift shows the determination of the crew to keep the vessel mission ready at all times.

The *USNS Pomeroy* was on a Persian Gulf run to Kuwait for the last few years and knows

that the vessel can be called upon or called forward at any time.

The *USNS Pomeroy* crew enjoyed the stay in Korea. There is a large amount of history between the *USNS Pomeroy* and the Korean Peninsula. Ralph Pomeroy is a Medal of Honor recipient of the Korean War. His Medal Of Honor Citation can be found at [www.msc.navy.mil](http://www.msc.navy.mil) The *USNS Pomeroy* keeps information aboard the ship about the Korean War history and a copy of the last letter that Ralph Pomeroy sent to his family dated 14 October 1952, the day before he was killed in action, along with various pictures.

Pomeroy was killed while defending his company from North Korean forces. Fighting off charge after charge and mortar attack, PFC Pomeroy died after the battle turned to hand-to-hand combat.



The SIU-crewed LMSR loads a military vehicle in Gwangyang for repositioning.



# SIU-Crewed USNS *Pililaau* Completes Largest Delivery of Life-Saving MRAPs

Seafarers continued their mission as part of the nation's fourth arm of defense when the SIU-crewed *USNS Pililaau* recently delivered the largest load of life-saving "MRAP" vehicles to date to U.S. troops in Afghanistan and Iraq.

Operated by American Overseas Marine (AMSEA) for the U.S. Military Sealift Command, the *Pililaau* in mid-December loaded more than 200 mine-resistant, ambush-protected vehicles in Charleston, S.C. and then safely transported them. Previously, other SIU-crewed ships including the *Alliance New York* and the *SS Great Land* delivered other cargoes of MRAPs to U.S. troops overseas.

MRAPs are designed to protect occupants against armor-piercing roadside bombs.

"Our ultimate mission is always to support the war fighter, and we take that very seriously," said Navy Captain George Galyo, commander of MSC's

Sealift Logistics Command Atlantic, and operational commander for the recent *Pililaau* load. "We are going to ensure that this vital equipment is under way on time in the most efficient manner possible."

The agency described the 950-foot *Pililaau* – a roll-on/roll-off ship – as "ideally suited" to carry the heavily armored vehicles. The vessel has 380,000 square feet of cargo capacity – accessible by ramps between each deck that allow the MRAPs to be driven aboard.

"*Pililaau* was designed for just such a task," said Tom D'Agostino, director of ship operations at the Sealift Logistics Command Atlantic office in Charleston. "In one load, the *Pililaau* can carry what could take a month to deliver by air. *Pililaau* helps us put these critically needed vehicles in the war fighters' hands at the right place, at the right time, for the right price."



These two images show the new mine-resistant, ambush-protected (MRAP) vehicles inside and out. SIU-crewed ships recently delivered several cargoes of MRAPs for American troops overseas. The Department of Defense, U.S. Army and U.S. Marine Corps developed the "humvees on steroids" to better shield military personnel in Iraq from today's maiming weaponry such as improvised exploding devices and mines. According to the Army, the vehicles have raised, V-shaped underbellies that deflect the force of improvised explosive devices and other blasts from below better than other vehicles in use. (U.S. Navy Photos)



## Advancing Your Career Via the Paul Hall Center

The SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. The center features top-notch training from experienced instructors and state-of-the-art equipment and facilities. The school offers courses for mariners sailing in the deck, engine and steward departments. Below is a quick look at one of those classes. For more information about the center and its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075; call (301) 994-0010; or visit the Paul Hall Center section of [www.seafarers.org](http://www.seafarers.org). Course dates are listed on page 20 of this issue of the LOG and also are carried on the web site.

### Engine Department Course Spotlight

#### Fireman, Oiler and Watertender (FOWT)

The U.S. Coast Guard-approved Fireman, Oiler and Watertender (FOWT) program prepares candidates to earn both the Fireman/WT and Oiler rating endorsements as well as STCW certification as a Rating Forming Part of the Engineering Watch. This course completes the unlicensed apprenticeship program for engineering students

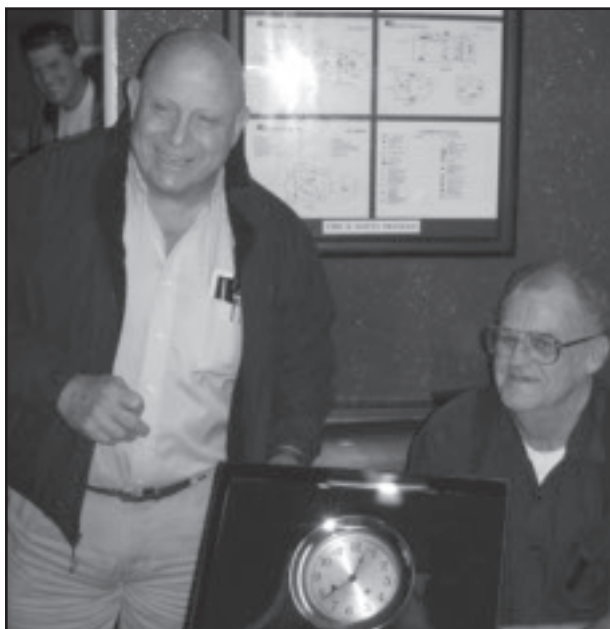
by acquiring their rating and is the entry point for transitioning military veterans.

This eight-week program consists of three course modules: Basic Auxiliary Plant Operations (four weeks), Basic Motor Plant Operations (two weeks), and Basic Steam Plant Operations (two weeks). The program makes extensive use of computerized simulators. Students are assessed via written examinations with a primary emphasis on practical marine



engineering plant operations while in a support role, as well as a practical demonstration of job-related skills. Students are required to perform those tasks associated with the performance of their job duties as a watchstander, including routine maintenance performed while on watch.

## Honoring Newly Retired Captain



SIU Captain William F. Carter (seated in photo) retired from Express Marine, Inc. in early November. He received a Chelsea ship's clock with a brass plate expressing the company's gratitude for his many years of service. Dick Walling (left), owner of Express Marine, presented the clock to Brother Carter, who for the last five years commanded the tug *Consort*, operating in the northeast.

## Unlicensed Apprentice Baum Earns Diploma



Christopher L. Baum (second from left), a member of Unlicensed Apprentice Class No. 693, recently earned his high school diploma through the program run by the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. Presenting him with the diploma and congratulating him at the January membership meeting in Piney Point, Md. are (from left) SIU Executive VP Augie Tellez, Secretary-Treasurer David Heindel and VP Contracts George Tricker.





Human resources personnel from Maersk Line Limited were among the special guests who attended the December 21 Christmas luncheon in the port of Norfolk, Va. Pictured above (from left) are Robert Lambourne, dispatcher; Jeff Londonsky, port captain; and HR Director Dennis Houghton (fourth from left). Joining them are Norfolk Port Agent Georg Kenny (third from left) and SIU VP Government Services Division Kermet Mangram.



Norfolk Port Agent Georg Kenny welcomes Ed Hanvey to the holiday festivities in the port of Norfolk. Hanvey is vice president of labor relations for Maersk Line Limited.



# Holidays With Seafarers

Officials, Members, VIPs Gather for Christmas Luncheon at Port of Norfolk



Maurice Cokes (left), SIU Government Services representative, poses with STOS Cliff Page prior to the start of the Christmas luncheon.



VP Government Services Division Kermet Mangram, center, chats with Recertified Bosun Tony Maben (left) and ABG Donald Hood prior to the start of the luncheon.



GUDE Harold Langley (above) and Sam Glickman (below) partake of the main course while other SIU members and guests make their way through the serving line (photo below at left). Langley sails aboard the *USNS Regulus* while Glickman is a longtime friend and neighbor to employees at the port of Norfolk.



A great time was had by all who attended the annual Christmas luncheon at the port of Norfolk. In photo above (from left), ABGs John Carr and Dino Marchions and CME Butch Vane (right) are all smiles after consuming a delicious meal complete with all of the trimmings. With them is Marchions' mother, Dorothy (third from left). In photo at right, SA Michelle Woodley poses with VP Government Services Division Kermet Mangram.



### Compliments to the Chef



The Christmas luncheon was a huge success thanks largely to the efforts of SB Army Joe Leake who took the lead in catering the event. Leake serves as steward baker aboard the SIU-crewed *Maersk Rhode Island*.





# Holidays With Seafarers

## Port of Jacksonville Hosts Annual Thanksgiving/Christmas Event



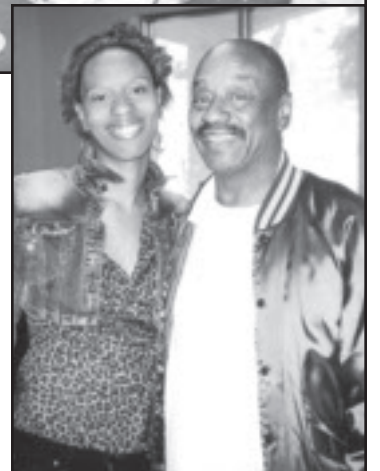
More than 300 people—SIU members, their families, retirees and guests—turned out for the Nov. 17 Thanksgiving/Christmas luncheon at the Port of Jacksonville, Fla. In photo above, guests make their way through the serving line which boasted a wide variety of food items. Chief Steward May Sims (photo at far right) was one of several SIU members who volunteered their time and skills in preparing food for the event.



Port of Jacksonville maintenance man Tommy Vain (left) makes his selections from the serving line while GUDE Wade Johnson and his family (above) take a pause from their meal. Enjoying one another's company as well as a great meal (photo at right, from left) are ABs Curtis Dunlap, Damon Anderson, Janaro Jackson and Roosevelt Clark.



A wonderful time was had by everyone in these four photos (starting at lower left) who participated in the Thanksgiving/Christmas event at the Port of Jacksonville. Shown in the photos (clockwise, left to right) are QMEDS Rene Vazquez and Jose Vazquez; Jacksonville Safety Director Karl Leiter, Jacksonville Executive Assistant Karen Shuford and Carmen Troche. In the next photo are Laura, Kathleen, Pam and Donna from the union doctor's office. In photo above, 3rd Cook Jamie Cayonte (left) entertains her friends. Pensioner George Vorise and his daughter Deme Vorise share a joyous moment (photo at right) prior to their meal.





# Holidays With Seafarers



## Annual Christmas Dinner Attracts Huge Turnout at Port of Houston



More than 125 Seafarers, retirees and members of their families on Dec. 20 converged on the union hall in the Port of Houston for the annual Christmas dinner. In photo at left, Houston Patrolman Mike Russo and Pedro Castillo comply with a guest's entree selections on the serving line. Prior to assembling and opening up the serving line Stewards Randy Stephens, Castillo and Fernando Guity were hard at work in the union hall's galley area (photo at right) whipping up dishes. The trio, each member a specialist in their own right, relied on their collective experiences and expertise to craft an exceptional menu.



The serving lines were filled with enthusiastic guests. In photo at left, Bosun John Cain lends his assistance in order to speed the serving process along.

## More Photos from the Port of Jacksonville Thanksgiving/Christmas Event



Enjoying the food and good company at the Jacksonville event (clockwise from photo at left) are Chief Cook Tracey Newsome, AB Curtis Dunlap, OMU Nat Lapp and their friend; (above) AB Matt Arnold and his daughter, AB Jay Thomas and Recertified Steward Theodore Quammie; Wilmer Leiter and his friend; Jacksonville Patrolman Ashley Johnson and (photo at immediate right) Pensioner Leon Butler (center) and his wife, Elizabeth, and Karen Shuford, port of Jacksonville executive secretary. In addition to those pictured on this page and Page 10, a large contingent of guests from Coastal Maritime and Crowley also attended.





## WHAT'S NEW FOR 2007?

Following are some of the changes that will take effect in 2007, along with changes that remain in effect from 2006 from the Pension Protection Act of 2006, the 2005 Energy Tax Incentive Act, the Tax Relief and Health Care Act of 2006, and other tax law changes.

While the vast majority of taxpayers can file as usual, about 13.5 million taxpayers who file any of five tax forms affected by recent tax law changes related to the Alternative Minimum Tax (AMT) will have to wait until Feb. 11, 2008, to file their returns. The affected forms are: Form 8863 (Education Credits), Form 5695 (Residential Energy Credits), Schedule 2 of the Form 1040A (Child and Dependent Care Expenses for Form 1040A filers), Form 8396 (Mortgage interest credit) and Form 8859 (District of Columbia First Time Home Buyer Credit).

**Standard Mileage Rates** - The 2007 rate for business use of your vehicle is 48.5 cents a mile. The 2007 rate for use of your vehicle to get medical care or to move is 20 cents a mile. The 2007 rate for charitable services is 14 cents a mile.

**Exemption** - The amount you can deduct for each exemption has increased from \$3,300 in 2006 to \$3,400 in 2007. You lose all or part of the benefit of your exemptions if your adjusted gross income is above a certain amount. The amount at which the phase-out begins depends on your filing status. For 2007, the phase-out begins at:

- ◆ \$234,600 for married people filing jointly and qualified widow(er) with dependent children,
- ◆ \$195,500 for a head of household,
- ◆ \$156,400 for single taxpayers; and
- ◆ \$117,300 for married persons filing separately.

**Direct deposit of refunds** - If you choose direct deposit of your refund, you may be able to split the refund into two or three accounts.

**Kiddie Tax** - The limit on the so-called kiddie tax remains unchanged at \$850 in 2007, but the cutoff age was raised from 14 to 18, effective in 2006. This means children under age 18 will pay no income tax on the first \$850 of unearned income, such as capital gains or interest from a savings account, and will be taxed at their own rate (most likely 10%) on the next \$850 (5% for long-term capital gains). Unearned income over \$1,700 is taxed at the parents' rate. Children 18 and older continue to pay tax at their own rate.

For tax year 2008, the kiddie tax will apply not only to children under the age of 18 at the close of the tax year but to any children who continue to qualify to be claimed as a dependent and who are not contributing more than 50% of their own support.

**Tax Credit for Hybrid Vehicles** - In 2007, a credit is available for hybrid vehicles. The credit has two components—one based on the vehicle's fuel economy and the other based on the estimated lifetime fuel savings. But you have to act fast. This credit will be phased out once the combined total of qualifying vehicles exceeds 60,000—regardless of model—sold after 2005 by the manufacturer for use in the U.S.

**Charitable Contributions** - Beginning August 17, 2006, any donations of clothing and household items won't be deductible unless the donated items are in good used or better condition. This means that the IRS may deny a deduction for any item that has minimal monetary value. However, this rule does not apply to a contribution of any single item for which a deduction of more than \$500 is claimed and for which you include a qualified appraisal and Form 8283 with your tax return.

Beginning in 2007, you may no longer deduct contributions made in cash or by check unless you can produce a bank record or a receipt, letter, or other written communication from the charitable organization. This should include the organization's name and address, the date and location of the gift, and a description of property. This requirement applies to all "cash" contributions, regardless of the amount of the donation.

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

You may be able to take the EIC if:

- ◆ A child lived with you and you earned less than \$37,783 (\$39,783 if married filing jointly), or
- ◆ A child did not live with you and you earned less than \$12,590 (\$14,590 if married filing jointly).

The maximum investment income you can have and still get the credit has increased to \$2,900.

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

**Foster Child** - New rules apply to determine who is a foster child and when a foster child can be used to claim certain benefits. To claim a foster child as a qualifying child for any tax benefits, the child must be placed with a taxpayer by an authorized placement agency or by judgment, decree or other

order of any court of competent jurisdiction. A foster child no longer qualifies a taxpayer to use qualifying widow(er) filing status.

**Tuition and Fees Deductions** - Taxpayers who choose to claim the tuition and fees deduction must fill out and attach new Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19. Note that many who qualify for the tuition and fees deduction may reap greater tax savings by instead claiming the Hope credit or the lifetime learning credit for a particular student.

**Residential and Non-Business Energy Efficient Property Credit** - Credits are available on Form 5695 for any of the following improvements to your main home located in the United States in 2007 if they are new and meet certain requirements for energy efficiency. Examples include insulation material and metal roofs with pigmented coatings to reduce heat gain or loss, exterior windows and doors, and certain electric heat pump water heaters, electric heat pumps, geothermal heat pumps, central air conditioners, and natural gas, propane, or oil water heaters.

**Six-Month Automatic Extensions** - Individuals will be able to file Form 4868 to get an automatic six-month extension of time to file. Also, almost all states have indicated they are following the IRS's lead.

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

**Combat Pay** - Some military personnel receiving combat pay get larger tax credits because of two law changes. The new law counts excludable combat pay as income when figuring the Child Tax Credit and gives the taxpayer the option of counting or ignoring combat pay when figuring the Earned Income Tax Credit. Counting combat pay as income when calculating these credits does not change the exclusion of combat pay from taxable income.

**Sales Tax Deduction** - Taxpayers who itemize deductions will have a choice of claiming a state and local tax deduction for either sales or income taxes on their 2007 return. The IRS will provide optional tables for use in determining the deduction amount, relieving taxpayers of the need to save receipts throughout the year. Sales taxes paid on motor vehicles and boats may be added to the table amount, but only up to the amount paid at the general sales tax rate. Taxpayers will check a box on Schedule A, Itemized Deductions, to indicate whether their deduction is for sales or income taxes.

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

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

**The Alternative Minimum Tax (AMT)** - is a parallel tax calculation method. Unlike the regular tax computation, the AMT disregards certain deductions, adds in certain income, and has a higher exemption amount. For 2007, the AMT exemption amount increased slightly: \$44,350 for single filers, \$66,250 for married people filing jointly and for qualifying widows or widowers, and \$33,125 for married people filing separately. By comparison, the 2006 exemption amount for single filers was \$42,500. The AMT exemption amounts are scheduled to decrease in 2008.

Starting in 2007, taxpayers may receive a refundable credit for any used prior year minimum tax credit that has been carried forward from year 2003 or earlier. Additionally, new laws allow taxpayers to use most refundable personal credits to offset AMT liability. These include the dependent care, HOPE and Lifetime Learning education credits and the District of Columbia first-time homebuyer's credit. Taxpayers should get out any carryover worksheets they have or AMT tax forms from earlier years in order to prepare their 2007 returns.

# TAX TIPS FOR

As the LOG went to press, Congress was working on other tax law changes which may in return. Also, you may be mailing your return to a different address this year because the hope with your tax package, please use it. Otherwise, see Where

## HOW TO PREPARE A TAX RETURN

**Step 1.** Get all records together.  
◆ Income Records. These include any Forms W-2, W-2G and 1099.

◆ Itemized deductions and tax credits.

◆ Medical and dental payment records.

◆ Real estate and personal property tax receipts.

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

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

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

**Step 3.** Fill in the return.

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

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

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

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

**Fast Refund:** Taxpayers are able to request direct deposit of their tax refunds by filling out lines 74b, 74c and 74d on their Form 1040. Line 74b is for the bank's routing number. Line 74c indicates the type of account, and line 74d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area

can file the return electronically. For a list of who can file a tax return electronically in any given area, visit the IRS web site at: [www.irs.gov](http://www.irs.gov).

## WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,400 per person. In 2007, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

**Standard Deduction Has Increased:** The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box on this page). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

**Personal Interest Deductions:** For 2007, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

**Interest on Secured Loans Deductible:** Interest paid on mortgages or investments is 100 percent deductible.

**Union Dues Deduction:** Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

**Club Dues Deduction:** No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

**Deductions Subject to 2 Percent of Adjusted Gross Income:** These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, unreimbursed employee expenses, safe deposit box rental and tax preparation fees.

**Deducting Work-Related Expenses:** Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

**Deducting Work-Related Car Expenses:** Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute auto-

## STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$1,050 for a married person or "spouse" or \$1,300 for an unmarried person). Note that the personal exemption deduction is \$3,400.

Filing Status	Standard Deduction
Single	\$5,350
Married filing joint return or qualifying widow(er)	
with dependent children.	\$10,700
Married filing separate return	\$5,350
Head of household	\$7,850



# R MARINERS

may impact your 2007 income taxes. Please check [www.irs.gov](http://www.irs.gov) before filing your return. The IRS has changed the filing location for several areas. If you received an envelope, check the "Where Do You File?" on the back cover of the instructions.

mobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 48.5 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking.

In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

**Deducting Work-Related Meals When Traveling:** Workers in transportation are allowed a special rate on the meal allowance of \$52 per day in the continental U.S. and \$58 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$45. In some locations it is \$58, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

There has been a tax court case (Johnson v. Comm. 115 TC210[2000]) where a merchant seaman was denied a full deduction for the full M & IE rates. The court ruled that in situations where meals are provided at no cost, the incidental expense rate allowable as an itemized deduction is limited to \$3 a day (in the continental U.S.) and rates ranging from \$1 to \$53 in other areas. In lieu of these rates, to the extent you have receipts, a higher deduction amount may be allowed.

**Limit on Itemized Deductions:** In 2007, itemized deductions may be limited for individuals earning more than \$156,400 of federal adjusted gross income (or \$78,200 if married and filing separately).

**Earned Income Credit:** A refundable earned income credit (EIC) is available to certain individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 2007, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$12,590 and no qualifying children—\$428 maximum credit; taxpayers with income less than \$33,241 and with 1 qualifying child—\$2,853 maximum credit; taxpayers with income less than \$37,783 and with 2 or more qualifying children—\$4,716 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

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

**Child Tax Credit:** In 2007, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old, are entitled to the child tax credit. The amount of the credit is \$1,000 per child. The credit begins to phase out when modified Adjusted Gross Income (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or

\$55,000 for married taxpayers filing separately.

**Credit for Higher Education Tuition:** Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of \$1,650 per student for each of the first two years of postsecondary education. For qualified expenses paid after Jan. 1, 2007, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses. These credits are subject to income limitations. The phase-out of the credits begins for single taxpayers when modified AGI reaches \$47,000, and completely phase out when modified AGI reaches \$57,000. For joint filers, the phase-out range is \$94,000 to \$114,000. The HOPE and Lifetime Learning Credit are not available to taxpayers married filing separately. In 2007, the Lifetime Learning Credit will be \$2,000.

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

**Individual Retirement Accounts:**

- ◆ **Education IRAs** - Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in which the HOPE credit or the Lifetime Learning Credit is claimed.

- ◆ **Traditional IRAs** - The contribution limit to a traditional IRA in 2007 is \$4,000. If a taxpayer reaches age 50 before 2007, the most that can be contributed will be \$5,000. Modified Adjusted Gross Income (AGI) phase-out range increased to \$52,000-\$62,000 for single, head of household, and \$83,000-\$103,000 for married couples filing jointly or qualifying widow(er). Also, solely for the purpose of figuring the \$100,000 modified AGI limit on eligibility to make qualified rollover distributions from a Traditional IRA to Roth IRA, minimum required distributions from IRAs and other qualified plans received in tax year beginning with 2006 are excluded from modified AGI.

- ◆ **Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$4,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$99,000 and \$114,000, for joint filers with an AGI between \$156,000 and \$166,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

- ◆ **Penalty-Free IRA Distributions** - The additional 10 percent tax penalty

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

## OTHER TAX INFORMATION

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

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

## WHICH RECORDS TO KEEP

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

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

**Death of a Taxpayer:** If a taxpayer died before filing a required return for 2006, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

## WHICH INCOME TO REPORT

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

- ◆ Jones Act settlements for lost wages.
- ◆ Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- ◆ Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- ◆ Canceled debts
- ◆ State income tax refunds
- ◆ Rents
- ◆ Repayments
- ◆ Royalties
- ◆ Unemployment benefits
- ◆ Profits from corporations, partnerships, estates and trusts.
- ◆ Endowments.
- ◆ Original Issue Discount.
- ◆ Distributions from self-employed plans.
- ◆ Bartering income (fair-market value of goods or services received in return for services).

- ◆ Tier 2 and supplemental annuities under the Railroad Retirement Act.

- ◆ Lump-sum distributions.
- ◆ Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- ◆ Accumulation distributions from trusts.
- ◆ Prizes and awards (contests, raffles, lottery and gambling winnings).
- ◆ Earned income from sources outside the United States.
- ◆ Director's fees.
- ◆ Fees received as an executor or administrator of an estate.
- ◆ Embezzled or other illegal income.

## WHICH INCOME NEED NOT BE REPORTED

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

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

## WHY SEAFARERS MUST PAY STATE INCOME TAX

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

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

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

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

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

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

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

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

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

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

## OVERSEAS AT TAX TIME

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

extent the amounts were more than the cost of normal expenses while living in the home.

- ◆ Certain amounts received as a scholarship.

## FILING AN EXTENSION

Taxpayers can get an automatic 6-month extension if, no later than April 16, 2007, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

## WHERE IS MY REFUND?

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

## WHERE TO GET INFORMATION

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

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

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

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

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the number "9" will repeat the topic and the number "2" will cancel

the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund.

This telephone service is available 24 hours a day, 7 days a week.

**Personal Computer:** Access the IRS's internet web site at [www.irs.gov](http://www.irs.gov) to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator, check the status of your 2005 refund, send the IRS comments or requests for help via e-mail; and sign up to receive local and national tax news by e-mail.

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



# Sailing with the SIU



Steward Baker Amanda Suncin cleans up a grill in *Anchorage's* galley.

## At Sea Aboard the Horizon Anchorage

The photos appearing on this page were taken aboard the *H/L Anchorage* during a voyage which took place late last fall.



AB Basil "Red" Stolen stands a wheel watch.



ABs Jon Washburn and Shawn Strand paint side of *H/L Anchorage's* house while at sea.



QMED John Day (right), who also is the *Anchorage's* engine delegate assists DEU Abdullah Ali in completing some documents.



SA Rene Caballero is hard at work in the galley of the *H/L Anchorage*.



Chief Cook Pat Durnin prepares an entree for the dinner meal.



## Welcome Ashore



Newly retired Seafarers Sal Ciciulla (top photo, center) and Stanley "Butch" Vane (below, left) recently picked up their first pension checks. Congratulating Ciciulla (who sailed as a recertified bosun) at the hall in Jacksonville, Fla. are SIU Assistant VP Contracts Archie Ware and Karen Shuford, executive assistant. Presenting a check to Vane (a crane maintenance electrician for 29 years) at the hall in Norfolk, Va. is Port Agent Georg Kenny.



## March & April 2008 Membership Meetings

Piney Point .....Monday: March 3, April 7  
 Algonac .....Friday: March 7, April 11  
 Baltimore.....Thursday: March 6, April 10  
 Boston .....Friday: March 7, April 11  
 Guam.....Thursday: March 20, April 24  
 Honolulu.....Friday: March 14, April 18  
 Houston .....Monday: March 10, April 14  
 Jacksonville.....Thursday: March 6, April 10  
 Joliet .....Thursday: March 13, April 17  
 Mobile .....Wednesday: March 12, April 16  
 New Orleans.....Tuesday: March 11, April 15  
 New York .....Tuesday: March 4, April 8  
 Norfolk .....Thursday: March 6, April 10  
 Oakland .....Thursday: March 13, April 17  
 Philadelphia.....Wednesday: March 5, April 9  
 Port Everglades ....Thursday: March 13, April 17  
 San Juan .....Thursday: March 6, April 10  
 St. Louis .....Friday: March 14, April 18  
 Tacoma .....Friday: March 21, April 25  
 Wilmington.....Monday: March 17, April 21

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

## Dispatchers' Report for Deep Sea

DECEMBER 16, 2007 — JANUARY 15, 2008

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	0	2	2	2	2	0	0	3	7	3
Anchorage	1	2	0	2	3	0	0	0	3	2
Baltimore	4	8	1	2	5	1	6	8	10	1
Fort Lauderdale	15	7	3	8	4	1	2	19	20	6
Guam	0	6	5	1	3	1	0	2	9	6
Honolulu	5	7	1	3	5	1	1	15	9	2
Houston	36	26	3	29	22	4	16	77	43	5
Jacksonville	31	25	8	30	14	7	21	54	40	7
Joliet	2	2	1	0	3	0	0	3	4	1
Mobile	13	6	1	7	5	0	3	24	18	4
New Orleans	18	8	1	7	6	1	1	31	14	4
New York	43	28	2	24	18	2	16	93	45	4
Norfolk	16	20	5	10	15	3	7	26	29	5
Oakland	25	15	4	20	13	3	10	40	24	4
Philadelphia	6	3	2	7	4	0	3	7	5	3
Piney Point	0	12	0	1	11	0	0	0	7	0
Puerto Rico	9	10	1	6	7	2	3	18	16	0
St. Louis	2	8	0	2	6	0	2	2	10	0
Tacoma	23	34	4	14	26	4	10	59	47	6
Wilmington	31	17	1	13	11	4	18	61	37	5
<b>Totals</b>	<b>280</b>	<b>246</b>	<b>46</b>	<b>188</b>	<b>183</b>	<b>34</b>	<b>119</b>	<b>542</b>	<b>397</b>	<b>68</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	3	0	0	3	0	0	0	3	0
Anchorage	0	1	0	0	0	1	0	0	3	0
Baltimore	3	6	1	3	3	0	5	6	5	1
Fort Lauderdale	14	3	1	5	2	2	3	16	10	1
Guam	0	4	1	2	1	0	0	1	5	1
Honolulu	10	2	2	10	4	2	3	17	3	3
Houston	13	1	0	11	8	3	3	27	10	3
Jacksonville	15	22	1	18	16	0	9	24	31	1
Joliet	1	1	0	1	1	0	1	0	2	1
Mobile	9	4	2	6	2	1	2	13	8	1
New Orleans	4	2	0	5	1	0	0	13	4	0
New York	13	14	4	9	7	3	3	33	16	3
Norfolk	6	18	2	7	15	1	5	13	16	4
Oakland	8	10	1	5	8	0	2	17	11	2
Philadelphia	2	1	0	2	5	0	3	6	1	0
Piney Point	2	1	0	1	1	0	0	2	2	0
Puerto Rico	6	2	1	2	4	1	5	9	5	0
St. Louis	0	3	0	0	3	1	1	1	5	2
Tacoma	16	16	3	11	11	2	4	21	30	4
Wilmington	8	13	2	9	6	1	7	16	18	7
<b>Totals</b>	<b>130</b>	<b>127</b>	<b>21</b>	<b>107</b>	<b>101</b>	<b>18</b>	<b>56</b>	<b>235</b>	<b>188</b>	<b>34</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	2	1	0	0	0	0	1	2	1
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	2	0	0	1	0	0	2	4	0	0
Fort Lauderdale	4	7	0	4	8	0	3	9	9	0
Guam	1	0	0	1	2	0	0	2	1	0
Honolulu	7	2	0	7	1	0	1	12	10	0
Houston	17	8	1	15	6	1	4	35	11	2
Jacksonville	15	7	2	14	5	1	9	27	14	2
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	3	4	0	1	0	1	2	7	6	1
New Orleans	3	1	0	0	4	0	1	14	6	1
New York	23	8	0	6	4	0	5	45	10	1
Norfolk	7	13	2	10	7	1	4	15	21	5
Oakland	21	3	0	14	2	0	4	41	5	0
Philadelphia	2	3	0	1	3	0	0	5	1	0
Piney Point	1	0	0	4	0	0	1	2	1	1
Puerto Rico	2	2	0	1	1	0	0	3	3	0
St. Louis	1	1	0	1	3	1	1	1	1	0
Tacoma	11	2	1	10	2	0	7	28	9	3
Wilmington	18	7	1	13	2	1	9	43	10	1
<b>Totals</b>	<b>139</b>	<b>70</b>	<b>8</b>	<b>103</b>	<b>51</b>	<b>6</b>	<b>53</b>	<b>294</b>	<b>121</b>	<b>18</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	1	1	0	0	0	0	1	4	4
Anchorage	0	4	0	0	0	0	0	0	4	0
Baltimore	0	1	1	0	0	0	0	0	1	1
Fort Lauderdale	1	3	3	1	1	1	0	0	9	11
Guam	0	5	0	0	2	0	0	0	7	2
Honolulu	1	2	8	1	0	3	0	4	10	18
Houston	4	20	6	1	14	7	0	10	33	14
Jacksonville	1	20	8	0	14	3	0	3	38	25
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	1	6	1	0	5	0	0	2	10	3
New Orleans	3	3	3	0	2	1	0	5	9	7
New York	7	21	11	4	15	1	0	13	53	24
Norfolk	2	14	6	0	9	4	0	2	28	30
Oakland	4	14	7	2	8	4	0	7	23	13
Philadelphia	0	0	0	0	0	0	0	0	1	1
Piney Point	0	3	21	0	6	28	0	0	8	27
Puerto Rico	1	1	0	0	1	0	0	1	3	1
St. Louis	0	1	1	0	1	0	0	0	3	1
Tacoma	3	11	7	1	8	7	0	8	23	14
Wilmington	1	12	8	0	13	3	0	2	19	14
<b>Totals</b>	<b>29</b>	<b>142</b>	<b>93</b>	<b>10</b>	<b>99</b>	<b>62</b>	<b>0</b>	<b>58</b>	<b>286</b>	<b>211</b>
<b>Totals All Departments</b>	<b>578</b>	<b>585</b>	<b>168</b>	<b>408</b>	<b>434</b>	<b>120</b>	<b>228</b>	<b>1,129</b>	<b>992</b>	<b>331</b>

\*"Total Registered" means the number of Seafarers who actually registered for shipping at the port.

\*\*"Registered on Beach" means the total number of Seafarers registered at the port.



**Seafarers International Union  
Directory**

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

**HEADQUARTERS**

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 (301) 899-0675

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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  
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**BOSTON**

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

**GUAM**

P.O. Box 315242, Tamuning, Guam 96931-5242  
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 (671) 477-1350

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SANTURCE**

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

**ST. LOUIS/ALTON**

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

**TACOMA**

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

**WILMINGTON**

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

# Two Seafarers Memorialized During Shipboard Ceremonies

Two Seafarers were commemorated by their respective shipmates last year during ceremonies aboard the *Horizon Producer* and *Horizon Hawaii*.

On Oct. 24, mariners on the *Producer* paid their respects to the late Unlicensed Apprentice **Earl R. Wood Jr.**, who died of natural causes a day earlier at age 35. The crew mustered on the stern, where Bill Boyce, the ship's master, led a ceremony that included bringing the American flag to half-mast followed by an opening prayer, the reading of Psalm 93, an additional prayer, the "sentence of committal," a moment of reflection and the sounding of the ship's whistle for 20 seconds. The vessel was off the west coast of India.

On Dec. 1, with the *Hawaii* en route from Jacksonville, Fla. to San Juan, Puerto Rico (approximately 39 miles north of Abaco Island, Bahamas), Capt. David D. DeCastro led a service for the late deck department SIU retiree **James Millard Cheshire**, who passed away Oct. 13 at age 84. Following the ceremony, Brother Cheshire's ashes were committed to the sea in accordance with his wishes.



Shipmates memorialize Earl R. Wood Jr. during a ceremony aboard the *Horizon Producer*.



Mariners aboard the *Horizon Hawaii* honor James Millard Cheshire and, in accordance with the late Seafarer's wishes, commit his ashes to the sea (photo at left).

## PICS-FROM-THE-PAST



Mrs. Aaron Higham of Kemah, Texas submitted these photos of her husband, Chief Steward A.J. Higham (right in both photos). The top photo shows Higham and two of his mates aboard a Bloomfield ship during the 40s. In photo at right, Higham poses with the late SIU President Paul Hall. The two were great friends, Mrs. Higham said.



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

## IMPORTANT NOTICE:

### SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

#### HEALTH CARE CONTINUATION

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.





## DEEP SEA



**JOSE ANDICOEHEA**, 64, joined the SIU in 1971. Brother Andicoechea was born in Spain. During his seafaring career he primarily sailed aboard vessels operated by A&S Transportation including the *Dina Marie*. He sailed in the deck department. Brother Andicoechea calls North Arlington, N.J. home.

**LARRY BROOKS**, 65, was born in Utah. Brother Brooks became an SIU member in 1971. He initially shipped in the steward department on the *Santa Magdalena*. In 2000 and 2001, Brother Brooks attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He most recently worked aboard the *Horizon Consumer*. Brother Brooks is a resident of Sacramento, Calif.



**VICENTE CUEVA JR.**, 66, embarked on his seafaring profession in 1995. Brother Cueva's maiden voyage was on the *Independence*. The engine department member was born in the Philippines. Brother Cueva upgraded his skills at the Seafarers-affiliated school in 2000 and 2001. His concluding journey was aboard the *Buenos Aires*. Brother Cueva lives in Roselle Park, N.J.

**DAVID CUNNINGHAM**, 56, first went to sea in 1978 from the port of San Francisco. Brother Cunningham originally sailed aboard the *Santa Magdalena*. He visited the maritime training center in Piney Point, Md. on numerous occasions to enhance his seafaring abilities. Brother Cunningham was born in Massachusetts and worked in the steward department. His final excursion was on the *Horizon Producer*. Brother Cunningham makes his home in Sacramento, Calif.



**ERNEST DOOMS**, 59, joined the SIU ranks in 1966. Brother Dooms initially shipped aboard the *Sabine* as a member of the

steward department. He was a frequent upgrader at the Piney Point school. Brother Dooms is an Alabama native. His concluding journey was on the *Florida*. Brother Dooms resides in Houston.

**ANASTASIOS DRAGAZIS**, 65, first donned the SIU colors in 1970. Brother Dragazis' maiden voyage was aboard the *Fairland*. He was born in Greece and sailed in the deck department. Brother Dragazis last shipped on the *Adventurer*. In 1971 and 1984, he attended classes at the Paul Hall Center to enhance his skills. Brother Dragazis calls Brooklyn, N.Y. home.



**CHARLES DUCHARME**, 65, launched his seafaring career in 1998 in Norfolk, Va. Brother Ducharme's earliest trip to sea was aboard the *USNS Gordon*. He was born in Massachusetts. Brother Ducharme shipped in both the steward and deck departments. His most recent expedition was on the *USNS Watson*. Brother Ducharme is a resident of Morehead City, N.C.



**DAVID GORDIUS**, 60, became a Seafarer in 1980. Brother Gordius was originally employed aboard the *St. Louis*. He was a member of the engine department. Brother Gordius upgraded on three occasions at the SIU-affiliated school. His last journey was on the *Horizon Consumer*. Brother Gordius lives in Sea Level, N.C.



**AGUILIO LLORENTE**, 75, began sailing with the SIU in 1989. Brother Llorente initially worked in the inland division aboard a Crowley Towing & Transportation of Jacksonville vessel. The Cuban-born mariner enhanced his skills often at the union-affiliated school. He sailed in the deck and engine departments. Brother Llorente's concluding trip to sea was on the *El Morro*. He makes his home in Tampa, Fla.



**FRITZ MCDUFFIE**, 55, embarked on his seafaring career in 1970 while in the port of New York.

Brother McDuffie's maiden voyage was aboard the *Arizpa*. He was a member of the deck department and upgraded frequently at the Piney Point training center. Brother McDuffie was born in Alabama. His last ship was the *Maj. Stephen W. Pless*. Brother McDuffie resides in Madisonville, Texas.

**STANLEY VANE**, 49, hails from Baltimore, Md. Brother Vane joined the SIU ranks in 1978 while on one of his many trips to the Piney Point school. The engine department member originally sailed on the *Monticello*. His final excursion was aboard the *Portsmouth*. Brother Vane makes his home in Virginia Beach, Va.



**ADOLPHUS YOUNG**, 73, first donned the SIU colors in 1976. Brother Young initially shipped on a Waterman Steamship Corporation vessel as a member of the steward department. He was born in Texas and attended

## 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.

classes on three occasions at the Seafarers-affiliated school in Piney Point, Md. Brother Young most recently worked aboard the *Paul Buck*. He calls Oakland, Calif., home.

## INLAND

**LARRY BOUDOIN**, 60, was born in Mississippi. Boatman Boudoin started sailing with the Seafarers in 1984 on a National Marine Service vessel. Boatman Boudoin enhanced his seafaring abilities in 1967 and 1997 at the Piney Point School. He last worked on a vessel operated by Maritrans Operating Company. Boatman Boudoin settled in Harrisonburg, La.



**RONALD CENTANNI**, 62, joined the union in 1997 in Piney Point, Md. Boatman Centanni primarily worked aboard vessels operated by Crowley Towing & Transportation of Jacksonville. He upgraded numerous times at the Paul Hall Center. Boatman

Centanni shipped in the deck department. He continues to live in his native state of Louisiana.

**RICHARD DONLEVY**, 67, became an SIU member in 1972. Boatman Donlevy's earliest trip to sea was with Inter Cities Navigation Corporation. In 2001 he took advantage of educational opportunities available at the Piney Point school. Boatman Donlevy was born in Wisconsin. He most recently sailed aboard a Maritrans Operating Company vessel. Boatman Donlevy is a resident of Sun City Center, Fla.



## GREAT LAKES



**GERALD TIMM**, 65, launched his seafaring profession in 1978 while in the port of Fort Lauderdale, Fla. Brother Timm is a Michigan native. He first shipped on the *Lewis G. Harriman* as a member of the engine department. Brother Timm's final journey was aboard the *E.M. Ford*. He lives in Hillman, Mich.

Reprinted from past issues of the Seafarers LOG.

### 1965

At a joint demonstration in San Juan, the SIU strongly protested attempts by the government and certain industry leaders on the island to allow foreign-flag vessels to enter the Puerto Rico trade. The SIU warned that the introduction of foreign-flag shipping into the island trade could result in the unemployment of 20,000 seamen.

In response to the demonstration, Adm. John Harlee, chairman of the Federal Maritime Commission, promised a "confident, determined and aggressive effort" to aid in the solving of the Puerto Rico freight rates controversy. He said that such a solution should be found without having to resort to the use of foreign-flag vessels in Puerto Rican trade.

### 1974

Seafarers will crew up the SIU-contracted liquid natural gas carrier *Kentown*—making it the first time SIU members will be manning one of those high-technology vessels. Orders for an additional 20 LNGs are expected to be placed within the next five years.

To provide the SIU crew members who will be manning these ships with the technical knowledge neces-

sary to operate the vessels at maximum safety and efficiency levels, the vocational staff at the union-affiliated Harry Lundeberg School in Piney Point has developed a comprehensive LNG/LPG course of study.

### 1993

Marked by state-of-the-art equipment, spacious design and opportunities for more individual instruction, the new steward department lab at the Paul Hall Center opened. The lab, which represents the continuing effort to fine-tune the SIU's shipboard feeding programs, covers 5,300 square feet and

features a dining room, an amphitheater-like demonstration room, a classroom and an eight-station lab.

### 2000

By overwhelming majorities, SIU members and members of the National Maritime Union (NMU) approved a referendum to proceed with merging the two unions. SIU members approved the resolution with 86 percent voting in favor of full merger talks to bring NMU into the SIU. In a similar action, 93 percent of NMU members voting approved the same resolution. SIU members said they approve full merger because they see such unification as strengthening all concerned.

## This Month In SIU History



# Final Departures

## DEEP SEA

### RANULFO ALVAREZ

Pensioner Ranulfo Alvarez, 84, died Aug. 23.

Brother Alvarez joined the union in 1959 while in the port of Baltimore. His first trip to sea was aboard the *Mankato Victory*.



Brother Alvarez sailed as a member of both the engine and deck departments. He was born in Argentina. Brother Alvarez's final voyage was with Tyco's *Long Lines*. He retired in 1987 and lived in Dundalk, Md.

### FRANCISCO ARAL

Brother Francisco Aral, 61, passed away July 4. He started shipping with the MC&S (Marine Cooks & Stewards) in 1989 initially from the port of San Francisco. Brother Aral was born in the Philippines and worked in the steward department. His most recent excursion was aboard the *Mahimahi*. Brother Aral made his home in Wilmington, Calif.

### JAMES CARTER JR.



Pensioner James Carter, 83, died Aug. 17. Brother Carter became an SIU member in 1953. He originally sailed on a Seatrade

Corporation vessel in the steward department. Brother Carter was an Alabama native. His concluding journey was aboard the *Sgt. Matej Kocak*. Brother Carter began collecting compensation for his retirement in 1990. He was a resident of Mobile, Ala.

### JOHN CHERMESINO

Pensioner John Chermesino, 78, passed away July 14.

Brother Chermesino embarked on his seafaring career in 1952. He initially sailed on the tanker *Four Lakes*. Brother Chermesino was born in Boston. His last ship was the *Falcon Champion*. Brother Chermesino went on pension in 1990. He called Suffolk, Mass., home.



### JIMMIE DUFORE

Pensioner Jimmie Dufore, 70, died July 7. Brother Dufore launched his SIU profession in 1961. He was born in Louisiana and worked in the deck department. Brother Dufore first went to sea aboard the *Trent*; his last



ship was the *Ultrasea*. He became a pensioner in 1991 and resided in Summit, Miss.

### ISSAC FLETCHER

Pensioner Issac Fletcher, 79, passed away Aug. 26. Brother Fletcher joined the SIU ranks in 1966. His maiden voyage was on the



*American Victory*. Brother Fletcher was born in Kentucky. The steward department member most recently sailed aboard the *Marilyn*. Brother Fletcher began his retirement in 1994 and settled in Wilmer, Ala.

### THEODORE GRAHAM

Pensioner Theodore Graham, 84, died July 28. Brother Graham started sailing with the union in 1979 while in the port of Seattle. He shipped primarily with American Ship Management. His initial trip to sea was on the *President Wilson*. Brother Graham was born in Houston and worked in the steward department. He retired in 1987 and lived in Seattle.

### WILLIAM HATCHEL



Pensioner William Hatchel, 69, passed away Aug. 3. Brother Hatchel, who was born in Starks, La., began his SIU profession in 1961. His first

voyage was aboard the *Michael* where he sailed as a member of the engine department. Brother Hatchel's last excursion was on the *Horizon Tacoma*. He became a pensioner in 1999. Brother Hatchel was a resident of Merryville, La.

### RAYMOND ITEN

Pensioner Raymond Iten, 83, died July 2. Brother Iten joined the MC&S in 1972 while in the port of San Francisco. The steward department member sailed with American Ship Management Company during his seafaring career. Brother Iten's first vessel was the *President Madison*; his last was the *President Adams*. He was born in Lake Stevens, Wash. Brother Iten went on pension in 1988 and called Kent, Wash., home.

### GARLAND JACKSON

Pensioner Garland Jackson, 79, passed away Aug. 23. Brother Jackson was born in Texas. He initiated his seafaring profession in 1961. Brother Jackson originally sailed aboard the *Cleveland* as a member of the steward department. His final journey was on the *Ewa*. Brother Jackson retired in 1989 and resided in San Jose, Calif.

### ROLAN LAGAAC

Brother Rolan Lagaac, 29, died Aug. 19. He first donned the SIU colors in 2005. Brother Lagaac shipped aboard the *Pride of America*. He worked as a member of the engine department. Brother Lagaac was born in the Philippines but made his home in Sugarland, Texas.



### KENNETH LINAH

Pensioner Kenneth Linah, 68, passed away Aug. 24. Brother Linah embarked on his seafaring career in 1969. His maiden voyage was on the *Avenger*. Brother Linah was a New York native and sailed in engine department. Prior to his retirement in 1995, he shipped



aboard the *Quality*. Brother Linah lived in Kathleen, Fla.

### DAN MANTHEI

Brother Dan Manthei, 50, died Aug. 9. He joined the SIU ranks in 1990. Brother Manthei initially sailed on the *Cape Edmont*. The engine department member was born in Wisconsin. Brother Manthei's most recent expedition was aboard the *Maersk Nevada*. He settled in Jacksonville, Fla.

### JERRY MCLEAN

Pensioner Jerry McLean, 65, passed away July 7. Brother McLean started shipping with the Seafarers in 1962. His earliest trip to sea was on the *Del Sud*. Brother McLean was last employed aboard the *Overseas New Orleans*. He sailed in the deck department. Brother McLean resided in his native state of Tennessee. He became a pensioner in 1998.



### JAMES MORGAN



Pensioner James Morgan, 80, died Aug. 12. Brother Morgan was born in Louisiana. He began his SIU profession in 1947 while in the port of New York. Brother

Morgan mainly sailed in the steward department on vessels operated by CSX Lines. He started receiving compensation for his retirement in 1986. Brother Morgan was a resident of New Orleans.

### FRANK O'KOORIAN

Pensioner Frank O'Koorian, 83, passed away Aug. 11. Brother O'Koorian joined the union in 1951. He originally sailed with Sprague Steamship Company. Brother O'Koorian was born in New Jersey and shipped in the steward department. His final trip to sea was on the *Tamara Guilden*. Brother O'Koorian went on pension in 1982 and continued to make his home in his native state.



### GREGORY RICE

Brother Gregory Rice, 51, died Aug. 9. He became an SIU member in 1981. Brother Rice's maiden voyage was aboard the *Button Guinnett*. He was born in Inglewood, Calif. Brother Rice most recently sailed on the *Capt. Steven L. Bennett*. He settled in Honolulu.

### WAN SALIM

Brother Wan Salim, 54, passed away July 24. Born in Indonesia, Brother Salim first donned the SIU colors in 1999 in the port of Wilmington, Calif. He initially shipped aboard the *USNS Petersburg*. Brother Salim worked in the deck department. His concluding journey was aboard the *Jean Anne*. Brother Salim called Buena Park, Calif., home.

### WILLIAM SMITH

Pensioner William Smith, 84, died Aug. 10. Brother Smith joined the



Seafarers in 1946. The deck department member originally sailed with Colonial Steamship Company. Brother Smith was born in

Texas. His final trip to sea was on the *Manhattan*. Brother Smith lived Poynot, Texas.

### HERBERT THROWER

Pensioner Herbert Thrower, 63, passed away July 28. Brother Thrower initiated his SIU career in 1966 while in the port of New York. His first ship was the *Montpelier Victory*; his last was the *Elizabeth*. Brother Thrower was a member of the deck department. He was born in Alabama but made his home in Chesapeake, Va. Brother Thrower began his retirement in 2001.



### FAIA TUILEFANO

Pensioner Faia Tuilefano, 75, died July 10. Brother Tuilefano started sailing with the union in 1972 from the port of San Francisco. He shipped primarily with American Ship Management as a member of the steward department. Brother Tuilefano was born in American Samoa. In 1993, he retired and settled in Daly City, Calif.



## INLAND

### ROBERT MACHLINSKI

Pensioner Robert Machlinski, 73, passed away June 1. Boatman Machlinski launched his seafaring profession in 1956 in the port of Baltimore, Md. While employed with the SIU he sailed in the deck department, mostly on McAllister Towing of Baltimore vessels. Boatman Machlinski was a resident of his native state of Maryland.



### MURPHY MARTIN

Pensioner Murphy Martin, 80, died Aug. 1. Born in Raceland, La., Boatman Martin joined the Seafarers in

1962. A member of the engine department, he spent his entire career working aboard vessels operated by Moran Towing of Texas. Boatman Martin began collecting compensation for his retirement in 1988 and resided in Bridge City, La.

### LEON PULLEY

Pensioner Leon Pulley, 68, died July 27. Born in Philadelphia, Boatman Pulley joined the union in



1964. He originally worked with P.F. Martin Co., in the deck department. Boatman Pulley's concluding expedition was on the *American Mariner*. He went on pension in 2004 and resided in Oregon.

### PAUL STANLEY

Boatman Paul Stanley, 76, died Aug. 21. A native of Louisiana, he donned the SIU colors in 1958 and sailed in both the Deep Sea and Inland Divisions. Boatman Stanley shipped in the deck department and initially sailed aboard the CSX operated *Fairchild*. He was last employed on vessels operated by Crowley Towing & Transportation. Boatman Stanley made his home in Sacramento.



## GREAT LAKES

### ALI SALEH

Pensioner Ali Saleh, 82, passed away July 15. Brother Saleh embarked on his SIU career in 1960 while in the port of Detroit, Mich. The engine department member was born in Yemen. Before his retirement in 1990, Brother Saleh shipped aboard the *H. Lee White*. He called Radaa, Albaida home.

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

Name	Age	DOD
Afanador, Juan	91	June 14
Aponte, Miguel	63	June 15
Bottge, Edward	79	June 17
Brown, Lee	78	June 9
Cruz, Antone	86	June 24
Eglecias, Iluminada	93	June 1
Este, Clifton	92	June 29
Field, Warner	86	June 3
Fontinelli, Franklin	83	June 14
Gordon, Shermom	82	June 13
Hagan, Ben	81	June 8
Hernandez, Juan	83	May 17
Hyde, Davis	87	April 8
Kelly, Victor	89	June 28
Lopez, Edward	84	May 4
Madar, Paul	86	April 14
Mahoney, Charles	87	May 22
Malveira, Joseph	76	May 18
Mangham, Jack	79	June 3
Manley, Edward	93	April 9
Matos, Ramon	93	May 23
Mejia, Augustine	83	June 10
Melnick, Frank	89	May 15
Moring, William	80	June 9
Neu, James	79	April 17
Norman, Alex	70	June 7
Picazo, Paul	81	April 12
Pitcox, Harvey	74	April 12
Ponder, George	64	April 28
Ramos, Rafael	83	May 7
Reed, Simmie	94	April 19
Reese, Karl	76	May 16
Reyes, Severo	75	April 6
Richardson, Samuel	81	April 29
Robertson, Harold	90	June 15
Sanders, James	79	April 9
Schultz, Adolfo	75	May 15
Serrano, Ismael	82	April 17
Snyder, Francis	78	May 15
Solis, Vicente	72	June 14
Sullivan, William	91	May 16
Toro, Ramon	90	June 1
Torres, Tomas	85	May 7
Ventura, Louis	89	May 7
Viera, Genaro	88	May 14
Vigee, Wallace	77	April 23
Ware, Jack	75	June 19
Warycha, Theodore	85	April 27
Webb, Austin	83	April 8
Webster, Andrew, Jr.	59	June 1
Woodall, George	81	April 10
Woodson, Ocie	83	June 20
Zuegg, Joseph	80	April 13

**SIU Headquarters and all SIU Hiring Halls will be closed Monday, Feb. 18 for the observance of Presidents' Day. Normal business hours will resume the following day.**



## 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.*

**EL MORRO** (Interocean American Shipping), Nov. 28 – Chairman **Robert T. Grubbs**, Secretary **Daniel Herrera**, Educational Director **Joseph A. Letang**, Engine Delegate **Marcus A. Pittman**. Chairman reminded crew members that new eligibility rules become effective Jan. 1, along with the new 401(k) plan. Secretary stated all departments were doing an excellent job and that the ship looks great; keep up the good work. Educational director advised mariners to take advantage of educational opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Motion was made to change retirement plan qualifications. Next port: Jacksonville, Fla.

**GREAT LAND** (Interocean American Shipping), Nov. 18 – Chairman **Francis C. Adams**, Secretary **Johnnie B. McGill Jr.**, Deck Delegate **Ferdinand Lugo**, Steward Delegate **Mike A. Bubaker**. Chairman thanked all SIU crew members for a safe trip and for working well together. Secretary encouraged Seafarers to upgrade skills at the union-affiliated school. No beefs; disputed OT reported in the deck department. President's report from the *Seafarers LOG* was read and posted. Next port: Houston.

**HORIZON HAWAII** (Horizon Lines), Nov. 25 – Chairman **Eric J. Perez**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Keith I. Bitran**, Deck Delegate **Edgardo Martinez**, Engine Delegate **Carlos Bonenfant**, Steward Delegate **Richard Jones**. Chairman announced payoff in Jacksonville, Fla., on Nov. 30. Union officials will be coming aboard, so have union books and dues payments ready. He congratulated crew on passing Coast Guard and ABS inspections. Secretary expressed gratitude to the deck department for their help

on the BBQ. He wished everyone a safe and happy holiday season. Vote of thanks was given to Chief Cook Jones for great meals, especially Thanksgiving dinner. Educational director urged members to check out what the Piney Point school offers. He also reminded them to keep track of all documents and when they expire. No beefs or disputed OT reported. Crew members sent out a special holiday greeting to Brother Carlos Sanchez, beloved cook and steward. Next ports: Jacksonville, Fla., San Juan, P.R., and Port Elizabeth, N.J.

**HORIZON TACOMA** (Horizon Lines), Nov. 28 – Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Mohamed N. Alsinai**, Deck Delegate **Timothy L. Smith**, Engine Delegate **Willy P. Smith**. Chairman reported payoff would take place upon arrival in Tacoma, Wash., on Nov. 28; patrolman will also be present to take care of any beefs. Educational director urged members to take advantage of upgrading and training offered in Piney Point. He also suggested they contribute to SPAD (Seafarers Political Activity Donation). No disputed OT; beefs reported in the deck department. Steward department was thanked for keeping ship clean and for a great Thanksgiving dinner. Next port: Tacoma, Wash.

**HOUSTON** (USS Transport), Nov. 25 – Chairman **John R. Lamprecht**, Secretary **Robert E. Wilcox Jr.**, Educational Director **Scott S. Fuller**, Engine Delegate **Jeffery Fields**. Chairman stated he was very pleased with crew and the amount of work that was accomplished during voyage. Secretary thanked Seafarers for their efforts in keeping laundry room and lounge clean. Educational director informed crew members that TWIC information was available in the *Seafarers LOG* and on the SIU

web site. Members were also encouraged to keep track of document expiration dates. Deck delegate thanked deck gang for turning in overtime sheets in a timely manner. Steward delegate reminded mariners that clean linen is available upon request. No beefs or disputed OT reported. Chairman read letter from headquarters going over the importance of shipboard meetings. Copies of TWIC information received from Ft. Lauderdale patrolman were passed out. Crew discussed possibility of getting a TV for crew messhall for watching safety videos instead of members trying to pack into crew lounge. It was also reported that a dryer had been ordered for crew laundry and some showers needed to be caulked. Steward department was thanked for a great holiday menu. Next port: Richmond, Calif.

**ENERGY ENTERPRISE** (Central Gulf Lines), Dec. 26 – Chairman **Egidio J. Ferreira**, Secretary **Francisco L. Delgado**, Educational Director **Jonathan C. Wagner**, Steward Delegate **Fernando F. Lopes**. Chairman read president's report from the *Seafarers LOG*. He stressed the need to work together as one union, not against each other. "We are all SIU now – there is no more NMU and SIU." Educational director advised mariners to enhance seafaring abilities whenever possible at the SIU-affiliated school. No disputed OT; beefs reported in the deck department. Crew thanked steward department for a wonderful Christmas spread. Members expressed the need for new mattresses, pillows and linens. Next ports: Brayton Port, Mass., and Baltimore, Md.

**GLOBAL SENTINEL** (Transoceanic Cable Ship), Dec. 13 – Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Dave D. Higdon**, Deck Delegate **Justin S. Beal**, Engine Delegate **Robert J. Haggerty**, Engine Delegate **Johnny Carson**. Chairman went over ship's itinerary and reminded everyone departing vessel to leave rooms clean for next mariner. Secretary reported that new juice machine had been installed in the pantry. Educational director urged mariners to upgrade skills at Paul Hall Center so they could qualify for better jobs aboard vessels. Treasurer noted \$4,100 in ship's fund. No beefs; disputed OT

## Sailing Aboard the Sealand Atlantic



The three photos above were taken aboard the *Sealand Atlantic* during a voyage in November. Pictured in the top photo (from left) are DEU John Cooper, AB Corey Stanton and AB Mike Borders. Pictured directly above are (left photo) AB Carey Hatch and Bosun John Grosskurth.

reported in deck department. ABG Tim Fogg reminded everyone to contribute to SPAD, especially during an election year.

**HORIZON EAGLE** (Horizon Lines), Dec. 23 – Chairman **Daniel W. Seagle**, Secretary **Travis R. Jefferson**, Educational Director **Greg Alvarez**, Steward Delegate **Ruben Q. Fiel**. Chairman announced payoff in Tacoma, Wash., on Dec. 28. Secretary discussed TWIC information and reminded mariners they had until September 25, 2008 to get one. Educational director spoke about upgrading opportunities available at Piney Point to better one's skills. No beefs or disputed OT reported. Vote of thanks was given to the steward department for excellent BBQ and food. Next port: Tacoma, Wash.

**PHILADELPHIA EXPRESS** (Crowley Lines), Dec. 9 – Chairman **Willie M. Marsh Jr.**, Secretary **James H. Narcisse**, Educational Director **Quincy Wilson**, Deck Delegate **Wilfred H. Luckie**, Engine Delegate **Phillip Niles**, Steward Delegate **Jessie Jones**. Chairman thanked crew for a safe trip. Educational director talked about TWIC card. He urged mariners to read the 5, check the SIU web site or see patrolman for more information. No beefs or disputed OT reported. AB Celso Castro was commended for his actions that

helped maintain safety aboard the vessel. Next port: Houston.

**QUALITY** (Maersk Line Limited), Dec. 7 – Chairman **William M. Richards Jr.**, Secretary **Franklyn J. Cordero**, Engine Delegate **David Terry Jr.** Chairman reported a smooth, safe voyage. Secretary thanked all departments for helping keep ship clean. He also reminded everyone that the pre-hiring physical given by the company is good for a year. No beefs or disputed OT reported. Members were advised to read the *Seafarers LOG* to stay abreast of the latest information on TWIC. Seafarers departing vessel were asked to leave rooms clean and supplied with fresh linen.

**USNS YANO** (American Overseas Marine), Dec. 9 – Chairman **John A. Mendez**, Secretary **Lauren J. Oram**, Educational Director **Jon I. Hembra**. Chairman discussed the union's position promoting use of American crews on LNG ships. Educational director urged mariners to check expiration dates on z-cards and passports and apply for TWIC cards. Treasurer reported \$1,000 in ship's fund. No beefs or disputed OT reported. Members talked about concerns with medical benefits. Request was made for internet access. Thanks to galley gang for great food. Next ports: Charleston, S.C., and Philadelphia, Pa.

## ...and the Sealand Charger



This snapshot was taken aboard the *Sealand Charger* in early December in Wilmington, Calif. Seafarers sailing aboard the vessel at that time included Bosun Salvatore Lagare, ABs Dennis Hurley, Jose Tagle and William Foley, Deck Maintenances Philemon Quitariano and Rodolfo Antonio, Chief Electrician Randy Clark, QMED Rickey Pettaway, Wiper H. Asumari, Chief Steward Raymond Garcia, Chief Cook Curtis William and GSU Saleh Saleh.



Share your ideas for news and feature items for publication in the *Seafarers LOG* by calling (301) 899-0675. Simply ask the operator for the Communications Department. E-mailed items may be sent to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)



# Letters to the Editor

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

## **New Year's Resolution: Buy American**

On Thanksgiving Day, after feasting on that old bird with all the trimmings, I got to thinking of all the things that we as Americans can be thankful for. Unfortunately, there are concerns, too. Think of the recent Christmas season when all those foreign-made lights were burning here in the United States and our citizens were opening foreign-made presents that were bought at all the malls throughout America. To me, that represents the loss of jobs which will never return to America.

There are very few blue-collar workers left in our country. They are no-collar workers because they've lost their shirt to cheap foreign labor. Brothers and sisters, the solution is to just stop buying those foreign products.

The children in America are the only future that America has. Why buy defective toys for them made in China?

Think about it.

*Retiree Edwin S. Harris  
St. Petersburg, Florida*

## **Thanks to Port Agent**

On behalf of the crew and myself, we would like to thank SIU Wilmington, Calif. Port Agent John Cox for promptly addressing a critical issue on the *MV Jean Anne*. The rapid response by the union continues to show the members the true embodiment of what a union should be. That is, an organization to protect workers and our rights.

Again, thanks for "standing up" with us and for us.

*Steward/Baker Samuel Sinclair  
Aboard the MV Jean Anne*

## **Sharing WWII Memories**

During the latter part of World War II, I was serving as an oiler on the Liberty ship *SS Russell A. Alger* in Belgium. Shortly after lunch one day, some of the gun crew were attending to duties in the vicinity of the 20 MMs on the flying bridge. A plane appeared from the west, flying low and strafing.

Our gun crew immediately manned the 20s and shot down the plane, which turned out to be a Messerschmitt 109.

All the ships in the area manned all guns. At this time, a plane appeared from the east at high altitude and diving at the ships. A terrific barrage went up and the plane was shot down. However, it turned out to be a British Spitfire! No one claimed the Spitfire, although the not-too-bright pilot was not hurt.

Before the day was done, our stack was painted with a GUNNER logo, swastika and ME 109. I'm not saying the eagle was large, but if we had shot down another plane, we would have needed another stack!

Two of our crew members thought our stack would bring retaliation against us, but pride overcame sheepishness, and our stack remained as the gun crew had designed it.

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

## **Tribute to 'Uncle Richard' And to all U.S. Mariners**

I would like to share a letter I received from our nephew, Bill Woodcock, a former Marine. It is a "Tribute to Uncle Richard," but it could apply to all merchant mariners who have done much to keep our country safe and free – with little recognition for their efforts.

"Uncle Richard" is James Richard Boone, an SIU retiree who passed away Nov. 17, 2007. You probably called him by his first name: Jim, Jimmy or Boonie, but his family called him Richard. We all miss him very much.

*Mrs. Betty Boone  
Parkville, Maryland*

*Editor's note: The tribute written by Mr. Woodcock follows. Brother Boone first shipped in 1945, at age 16 – he had dropped out of school to join the war effort. He was a frequent upgrader at the Seafarers-affiliated school in Piney Point, Md., where he also earned his GED. A member of the engine department, he came ashore in 1984 due to health issues.*

## **My Tribute to Uncle Richard**

I was 19 years old and was fortunate to be introduced to the Brockmeyer/Boone family.

This was due to my beautiful wife, Kathleen, and again I was blessed to become part of such good people.

My best memory is more of a personal story. I find this event highly ironic. It is a good demonstration of Richard as a person. He had always "watched my back," but this time he really was there for me and many other Marines.

It was 1969. I was in Danang, Vietnam. We were responsible for the security of Danang Air Base and the bomb dump which housed all our bombs – mainly 500 lb. and 2,000 lb. bombs. Unfortunately, someone started a fire in this bomb dump. Danang Air Base was always a major target for the NVA and Viet Cong. The air base housed A-4s, F-4s, A-6A Intruders, OV-10s, and spy-photo planes. The Marble Mountain helo base also was in this area.

We lost every one of our bombs. They exploded for days. There was shrapnel flying all over the Danang area for miles. Shockwaves were visible in the sky, which look like ocean waves. Everyone had to stay outside – any type of enclosure would start your ears bleeding. We had a lot of "walking wounded." The Danang area and airbase were evacuated with the exception of a few outfits. My outfit was one of the Marine outfits to stay to hold down the fort.

The 2,000 lb. bombs would build up a slow cloud of black smoke for approximately 15 minutes and then they would explode like an atomic bomb. The grounds would shake for minutes.

We were being overrun in several directions. Without our bombs for aircraft, we were in serious trouble. The enemy had overrun Freedom Hill, which was only a couple miles from the airbase.

A U.S. Merchant Marine ship pulled into the Danang Harbor, which looked like the Fourth of July because of the bombs exploding. This ship was loaded with new bombs, which were unloaded and taken directly to the waiting fighter/bomb aircraft. We caught the enemy in the open and took care of business.

Without this merchant marine ship and Uncle Richard in the harbor, there would have been many more names on the Vietnam Veterans Memorial Wall. Without the bombs, we would have been completely overrun.

**Thank you, Uncle Richard and your fellow U.S. Merchant Mariners from me and**

## **many other Marines!**

I would venture to say we have many Americans who have never heard of the merchant marine, much less what they contribute. I admire these men, including Uncle Richard.

If you do not believe in faith and/or a guardian angel, this is a living testimony to a man we all love.

## **Newly Retired Port Agent Offers more Credit, Thanks**

I would like to add a few thoughts to my retirement article that appeared in the January edition of the *LOG*.

In particular, I emphasize my special admiration for SIU President Mike Sacco and the late SIU Executive Vice President Joey Sacco, as they reversed the death spiral that the American shipping industry was plagued with at the time they were selected and elected as president and executive VP. There could not have been a more critical moment for them to apply their skill and contacts and to market their vision of the solution. Without any doubt, this transformed the economic health and safety of the nation. They certainly saved my family's future.

I also still value the guidance received by the Brooklyn headquarters officials of the 1960s, especially the mentoring by George Ripoll. George was always devoted to perfection and is a unique person of great intensity.

I appreciated the various roles that came my way. I'll miss working at the craft and miss the dedicated people of Mike Sacco's capable team – a group which certainly includes Secretary-Treasurer David Heindel. Dave has done a terrific job for the SIU affiliates and members, as well as the leadership among the world's transportation unions. He has reinforced the solidarity that the SIU has worldwide and can pick up the phone at any moment and get things done immediately, almost anywhere in the world.

We have really great people in the SIU and I am so very proud of them and our members and our contracted companies. We have a winning team, as Mike likes to say, and all of you make me feel so very proud to have been associated with you.

*Edd Morris  
Piney Point, Maryland*

# 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. The annual financial committee will be elected during the March 3 headquarters membership meeting to review the 2007 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

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

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

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

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

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

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

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

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

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



## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	March 3 April 14 May 26	March 28 May 9 June 20
Automatic Radar Plotting Aids (must have radar unlimited)	April 14 June 16	April 18 June 20
Celestial Navigation	June 2	June 27
GMDSS	April 21	May 2
Lifeboatman/Water Survival	February 18 March 31 May 12	February 29 April 11 May 23
Radar	March 31 June 2	April 11 June 13
Radar Renewal (one day)	April 21, June 23	
Specially Trained Ordinary Seaman	March 3 April 28	March 14 May 9
Bosun Recertification Course	May 12 October 14	June 2 November 3

### Engine Upgrading Courses

Advanced Container Maintenance (Refer)	March 3	March 28
Basic Auxiliary Plant Ops	March 24 May 19	April 18 June 13
FOWT	February 25 April 21 June 16	March 21 May 16 July 11
Machinist	March 3 March 17 March 31	March 21 April 4 May 23
Marine Electrician		
Pumpman	April 7	April 18

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

Seniority \_\_\_\_\_ Department \_\_\_\_\_

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

Course	Start Date	Date of Completion
Welding	March 3	March 21
	April 7	April 25
	May 5	May 23
	June 2	June 20

### Safety Specialty Courses

Advanced Fire Fighting (must have basic fire fighting)	March 10	March 21
	May 5	May 16
	June 30	July 11
Basic Fire Fighting	March 17	March 21
	April 14	April 18
	June 16	June 20
Basic Safety Training/STCW	February 25	February 29
	March 24	March 28
	April 7	April 11
	May 12	May 16
	May 26	May 30
	June 30	July 4
Fast Rescue Boat	May 12	May 16
	June 16	June 20
Government Vessels (Week 1)	February 18	February 22
	March 31	April 4
	May 19	May 23
	June 23	June 27
Medical Care Provider	March 24	March 28
	May 19	May 23
Tankerman Familiarization/Assistant Cargo (DL) (must have basic firefighting)	March 24	April 4
	June 2	June 13
Tankerman (PIC) Barge (must have basic firefighting)	April 21	April 25

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations These modules start every Monday.		
Certified Chief Cook/Chief Steward These classes most recently began February 4.		
Steward Recertification Course	March 17 August 18	April 7 September 8

### Academic Department Courses

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

*With this application, COPIES of the following must be sent: One hundred and fifty (150) days 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 \_\_\_\_\_

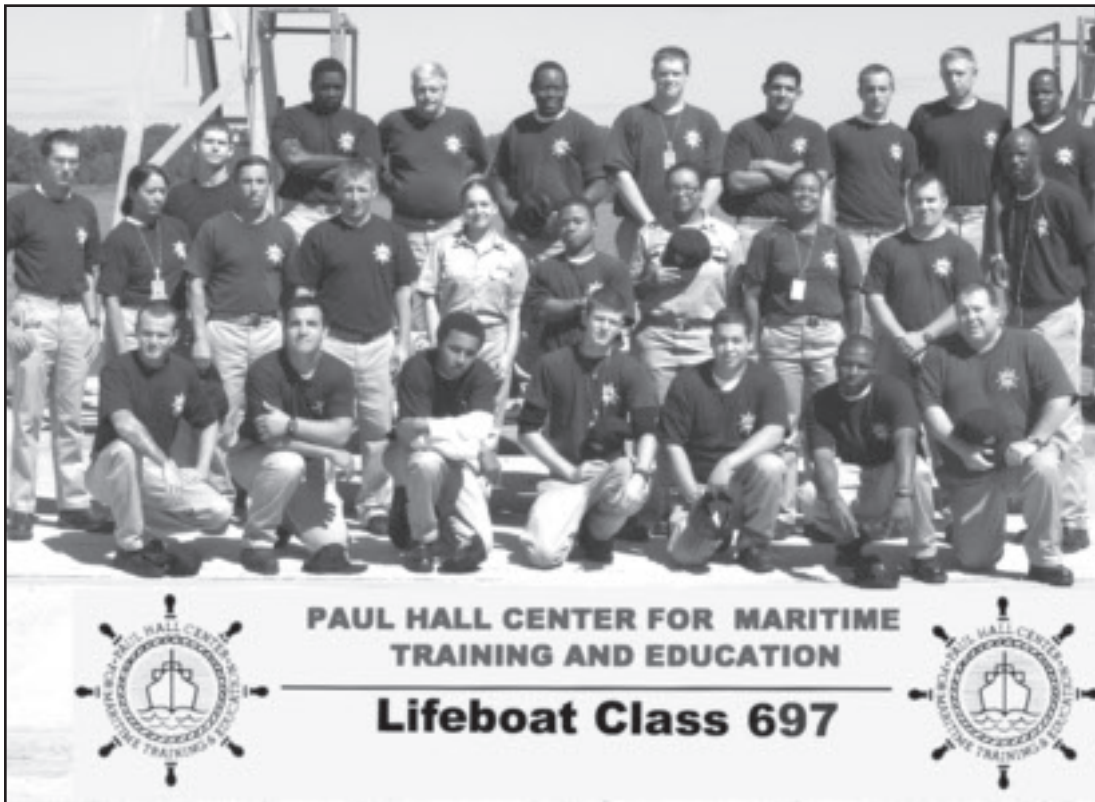
*NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.*

*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. 2/08



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** — Unlicensed apprentices from Classes 696 and 697 recently graduated from the water survival course. Those graduating from the course (above in alphabetical order) were: Jose Alcaide, George Box, Jacqueline Calhoun, Aaron Chiusano, Brooke English, Sean Fitzgerald, Jason Fountaine, Gordon Glover, Gabriel Izquierdo-Arais, Jahmal Jones, Ryan Kinser, Cory Leonard, Eddie Major Jr., Reynaldo Maldonado, Roderick McClary, Denise Mendoza, Christopher Mercado, Patrick Milton, Steven Myrick, Leslie Pratts, Steven Pyle, Scott Rosseel, Frank Smith, Anthony Snoeyenbos, William Walker, Christopher White and Jacob Zitnick. (Note: Not all are pictured.)



**Welding** — Six boatmen from Crowley Maritime completed the welding class Dec. 7. Those completing the class (above, in no particular order) were Joseph Korpalski, Jordan Rapp, Nicholas Piccinich, Ryan Hayes, John Harvey and Wes Farley. Buzzy Andrews, left, was the class instructor. (Note: Not all are pictured.)



**Welding** — These Crowley boatmen graduated from the welding fundamentals course Dec. 14. Members of the class (above, in no specific order) were Paul Hart Jr., Scott Smith, David Christinzio, Samuel Birth and Bill Murray. Their instructor, Buzzy Andrews, is second from the left.



**AB** — Nine mariners on Dec. 7 received certificates for their completion of the AB course. Completing the class (above, in no specific order) were Awal Syiafullah, David Weeks, Peter Dudoit III, Hussein Mohsen, Ryan McElroy, Brian Awde, Jason Devine, Clarence Lee Jr., and Christopher Hunnings. Their instructor, Bernabe Pelingon, is standing at far left.



**Tankerman Assistant** — Eighteen mariners on Dec. 7 graduated from the tankerman assistant course. Those completing the course (above, in no specific order) were John Favero, Ronald Wilson, Quentin Scott, Marian Martin, Noland Earl, John O'Shaughnessy, Adrian Schubert, Shastri Mullahoo, Fontanos Ellison, Omar Aswad, Dan Marcus, Simon Jason, Louis Holder Jr., Rupert Henry, Roberto Avila, Robinson Eromosele, Papa Yankeh and Dario Dizon. Jim Shaffer, their instructor, is at far right.



**Basic Auxiliary Plant Operations** — The following individuals (above, in no specific order) on Nov. 30 completed the basic auxiliary plant operations course: Montree Nakwichet, Daniel Coffey, Forfirio Amaya, Azad Davani, Andrew Cooper, David Newsome, Zachary Miano, Sean Keaton, Deandre Whitley, Ruben Haynes, Donnetta McLee, Shawn Pantschyschak, Riley LaBlanc, Cheryl Gutkowski, Kenneth Bricker, Bryan Clark, Edwin Arroyo, David Turley, Tashara Newton, Terry Taylor, Omar Izquierdo, Jon Larrinaga, Casey Shannon, Henry Sheppard and Leroy Sierra. (Note: Not all graduates, or their instructor, John Wiegman Jr. are pictured.)

**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 that arrangements can be made to have other students take their places.**



**Advanced Refer Container Maintenance** — On Dec. 21, the following individuals (above, in no specific order) graduated from the advanced refer container maintenance course: Calvin Beal, Herman Castro and Donald Christian. Beal, left, is a new member of the Paul Hall Center's vocational staff. Jay Henderson, second from left, was the class instructor.



# Paul Hall Center Classes



**STCW – SIU**, Dec. 14: Damian Allen, Gerald Beaubien, Fontanos Ellison, Robinson Eromosele, John Favero, William Goeltz, Zachariah Greenwood, Martin Hochstafel, Jeffrey Lalande, Charles Lamb, Edward Leonard, Dan Marcus, John O’Shaughnessy, Charles Richardson, Steve Schwedland, Thomas Tucker, Ronald Vandercook, Edward Villanda, Ronald Wilson and Papa Yankeh. (Note: Not all are pictured.)



**STCW – NCL**, Dec. 7: William Adams, Eric Arellano, Nicole Backus, John Balicki, Isaiah Barbour, Lorelei Barger, Kathleen Bennett, Emily Beyers, Rakesh Bhai, Timothy Boettcher, Jeffrey Boscoe, Benita Bradford, Jon Brandstaetter, William Brown Jr., Nicholas Brunette, Jeffery Buresch, Amber Calderilla, Margaret Carlson, Santiago Canales Castaneda, Cassandra Clark, Jamie Clarke, Michael Coleman, Vega Concepcion and Kevin Dao.



**STCW – NCL**, Dec. 7: Melissa Oliver, Laura Post, Lauren Reese, Susan Regdos, Alfredo Resto Camacho, Elizabeth Rishmawy, Antonio Rivera, Carlos Rizo, Jose Rosa Solis, David Roy, Dalmo Santos Jr., Jose Seda Rodriguez, Jennifer Slade, Scott Smathers, Ashley Speller, Maxim Staroselsky, Erika Suarez Cuadrado, Theodore Talbot Jr., Orlando Torres, Shawn Watkins-Hall, Amanda White, Damian Wilkerson, Steven Winters, Steven Wintersteen and Orlando Zelayandia Jr.



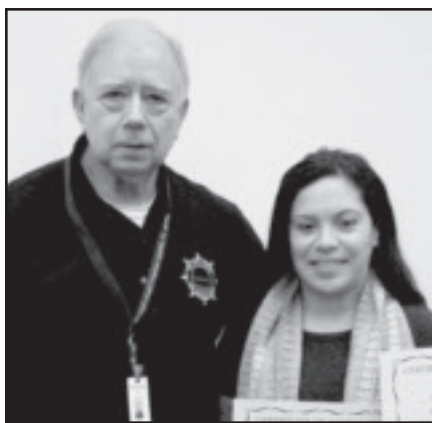
**BST/STCW** – Completing the BST class Dec. 15 at the Seafarers Training Center at Barbers Point, Hawaii (above, in no particular order) were: Taylor Stibbard, Catherine Foy, Sarah Zirkle, Loretta Darnell, Ladonna Gray, Courtney Gentile, Jennifer Aberle, Zachary Hansen, Quinn Niesing, Jesse Baxley, Jeanette Baxley, Jeremy Straley, Jessica Straley, Michael Casacci, Daniel Lyles, Mark Schustrin, Brandon Weiss and Brandon Gaylord.



**STCW – NCL**, Dec. 7: Jeffrey Daymont, Carlos Deliz Quintana, Shane Denbo, Drew DeVine, Amada Dizon, Timothy Eng, David Fernandez, Gloria Hatcher Steele, Galvin Huss, Sherina Jefferson, Reginald Jenkins Jr., Racheal Knight, Daniel Lee, Vincent Liberto, Fabrice Lopez, Nicholas Madsen, Angelica Maldonado Castro, Juan Maisonet Santana, Philip McCoy Jr., Tahir Merchoud, Monte Moss, Thomas Mullen, Sean Myers and Tracey Naulty. (Note: Not all graduates are pictured.)



**BST/STCW** – These individuals completed the BST class Dec. 15 at the Seafarers Training Center at Barbers Point, Hawaii. They are (in no specific order) Jose Laguidano, Arnold Marquez, Jason Leonardo, Jerome Barrera, Arnel Garcia, Jesus Boncoy, Sammy Sarmiento, Manny Lising, Errol Evardone, Noel Miones, Jeron Osorio, Romarioa Esguerre, Michael Acosta, Roy Soque, Michael Tolentino, Bryan Deutsch, Arnold Umaii and Epie Benitez. (Note: Not all are pictured.)



## Computer Class Graduates Earn Certificates

Posing with Instructor Rick Prucha (left in photos at left, right in photo at right and center in photo at far right) are students who recently completed computer classes at the Paul Hall Center. Displaying their certificates of achievement, from left, are Sandra Garcia, Ernest Frank III, and Tereza Padelopoulou.



# Seafarers Provide Comfort and Joy Before Holidays

## Goodwill Abounds Throughout Hospital Ship's 4-Month Humanitarian Mission

CIVMARS spent four months before the end of 2007 aboard the U.S. Military Sealift Command hospital ship *USNS Comfort* providing humanitarian assistance to Latin America and the Caribbean. Crewed by members of the union's Government Services Division, the *Comfort* departed from Norfolk, Va., on June 15 and returned to its home in Baltimore, Md., on October 19.

The *Comfort's* crew of CIVMARS, uniformed and civilian medical personnel, and operations and support workers teamed up to provide medical assistance and relief to more than 98,000 people in 12 countries.

According to MSC, as part of

the *Comfort's* goodwill and humanitarian mission, crew members helped make it possible for the medical personnel to provide "extensive" care including performance of more than 1,000 surgeries, issuance of 24,000 pairs of eyeglasses and 32,000 immunizations, and distribution of 122,000 pharmaceuticals — all in parts of the world that truly need the assistance.

Crew members also reached out by refurbishing hospitals, providing new playground equipment, repairing plumbing in bathrooms and patching up more than 20 schools and medical facilities. They also found time to make balloon animals for sick kids in hospitals.



Electronic Technician Alan Horowitz



Bosun Gerald Butch (photo at left) displays a life ring he painted, while Engine Utility Michael Forner (above) takes readings in engine room.



Unlicensed Junior Engineer Sean Larouche reads the *Seafarers LOG*.



Supply Clerk Lucio Salvador



Cook-Baker Stanley Drew mans the serving line for Navy personnel.



A banner thanks *Comfort* crew members for the recent mission.