

The

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# Seafarers Log

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## President's Report

### Members Tell It Like It Is



Michael Sacco

If anyone wants to know what the SIU is all about, check out the comments in this month's *LOG* from the newest class of recertified bosuns (page 7). There, you'll read about how the union and our affiliated training center have helped people find direction and become highly productive workers in a vitally important field. You'll read about how SIU members have been able to make a good living and provide for their families by taking advantage of opportunities available through the union and the Paul Hall Center for Maritime Training and Education.

Last month wasn't the first time I've heard such comments from graduates of the various upgrading programs at Piney Point, but it nevertheless was heartwarming, especially at this time of year. We remain a family in the SIU—union brothers and sisters, united by common goals, including the promotion of America's national and economic security.

If anyone wants to know what the SIU is all about, read the words of Government Services Division member Billy Bushey on page 9. Brother Bushey understands how and why the SIU looks out for its members. He does a great job explaining it, and just in case anyone's wondering, the article was totally his idea.

If anyone wants to know what an SIU member is made of, take a look at the "Paint Tacoma" feature on pages 12-13. The union members, employees and friends who volunteered their time and labor to help others didn't do so because they wanted recognition. But they deserve it, as do all other Seafarers who take part in charitable activities.

As another year winds down, I've never been more proud of the SIU and its members—and I've never been more grateful for the unwavering support of rank-and-file Seafarers.

### Strong Turnout for Elections

Union families came through with another strong turnout last month on Election Day. Even though these were so-called "off-year elections," they nevertheless were very important to all working families across the country.

The same will be true in 2008, a presidential election year. Once again, it'll be up to us to help elect or re-elect pro-maritime, pro-worker candidates—and then to follow up by fully educating them about our issues.

I often use this space to discuss politics, and that's simply because grassroots political action remains crucial to Seafarers' livelihoods. If you're new to the SIU, you owe it to yourself to at least understand the basics of how our industry is regulated and how we're affected by maritime and transportation laws along with government agencies. If you've been around, I'm sure you already know how much the U.S. Merchant Marine interacts with those agencies and how much we rely on laws like the Jones Act, cargo preference and the U.S. Maritime Security Program to help sustain America's fourth arm of defense.

In any case, we have no choice but to remain very active in politics, and we'll do so in 2008 and the years that follow.

### Happy Holidays

With the holidays upon us, on behalf of the union's executive board, I offer heartfelt best wishes to all Seafarers, retirees and SIU family members for an enjoyable, safe holiday season. I especially want to extend warmest wishes to our SIU brothers and sisters who are spending the holidays at sea, delivering materiel for our armed forces and transporting commercial goods that help sustain America's economy. It's never fun being away from home at this time of year, but sometimes it goes with the territory in this industry. Thank you for your dedication and for a job well done.

Last but not least, my thoughts and prayers go out to our troops who are deployed overseas. I wish you success in your missions and a safe return home.

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## PHC Advisory Board Focuses on Training Needs, Industry Trends

### MSC Approves Paul Hall Center's Helo Course

Members of the Paul Hall Center for Maritime Training and Education's (PHC) deep sea and inland advisory board recently worked through a packed agenda during its 38<sup>th</sup> annual meeting.

Board members converged on the school's Piney Point, Md.-based campus from Oct. 24-25 to exchange ideas and discuss issues that will impact future training requirements in various segments of the maritime industry. They also focused on the possible techniques through which that training will be delivered in view of the fairly constant changes which are taking place in the industry with respect to regulations, laws and equipment.

SIU President Michael Sacco welcomed the meeting participants and encouraged them to take advantage of the storehouse of information and opportunities that would be presented during the conference. He described the gathering as an opportunity for SIU-contracted companies to take a look at what the school currently is teaching, scrutinize curriculum contents and methods of presentation and then make recommendations on any needed changes that ultimately would translate into better service to the companies.

"If you need a special program for your company to meet its requirements, let the school know," he said. "The school will be able to sit down with you and work something out that will be fair and equitable to you and to the people who are on your boats."

Commenting on the constant changes to regulations that govern the maritime industry, Sacco emphasized the critical importance of knowing not only what these regulations are but also the ability for one to interpret them correctly. He noted that in addition to the board members, other meeting participants included representatives from the U.S. Maritime Administration, U.S. Military Sealift Command and U.S. Coast Guard.

The SIU president also recognized the PHC staff and commended staff members for the job they have done over the years in helping fulfill the training needs of the maritime industry in general and the operators specifically. "There is a great staff here and



Capt. David Stalfort  
NMC Commanding Officer



Cole Cosgrove  
Crowley General Manager

I'm proud of what this staff has done putting programs together to meet your needs and the industry's needs," he said. "They have done a wonderful job addressing the needs of operators while complying with the regulations of government agencies."

Focusing on the future, Sacco told those present that the SIU and its affiliated school would continue to be trailblazers and models for the maritime industry.

SIU Executive Vice President Augie Tellez discussed the meeting's agenda and goals. He noted that the maritime industry as a whole is undergoing a period of change. To keep pace with that change, Tellez said, we have to be prepared to take bold actions based on sound and well thought out solutions. "Our industry is in transition," he said. "And I think the theme of this meeting is how we as a group meet and deal with that transition."

John Mason, director, ASTI, and J.C. Wiegman, PHC director of training, jointly provided meeting participants with an update on the school. Several guest speakers addressed the board. Those making presentations in their respective areas were: Bill Eglinton, SIU advisor, "IMO and U.S. Coast Guard Advisory Committee Updates;" U.S. Coast Guard Capt. David Stalfort, "National Maritime Center Reorganization;" Kyrm Hickman, director of training, MSC, "MSC Courses: Helo Fire Fighting;" and Cole Cosgrove, general manager, Crowley, "TWIC Update." SIU Secretary-Treasurer David Heindel and Bart Rogers, PHC manpower director, headed a panel discussion on "Seafarers Manpower Informa-

tion Systems."

Meeting participants took part in three subcommittee workshops during which a series of ideas were exchanged, explored and recommended for further examination. These three workshops and their respective subcommittee facilitators were: Culinary Subcommittee—SIU Vice President Contracts George Tricker, and John Hetmanski and John Dobson, PHC Vocational Staff; Towboat Scholarship Subcommittee: Wiegman, David Shultz and Stacey Harris of the PHC Vocational Staff; and Engineering Subcommittee—Mason.

In addition to SIU officials, advisory board meeting participants included representatives from some 35 SIU-contracted deep sea, Great Lakes and inland companies and the aforementioned agencies. In a related development, MSC approved the "Shipboard Helicopter Fire Fighting Team Member" course currently offered at the Paul Hall Center. It is believed that the school is the first private institution to receive MSC accreditation for helo fire fighting training.

Kyrm Hickman presented the command's official certificate of approval to Tellez and Wiegman during the advisory board meeting. The course, a one-day curriculum, is intended primarily for merchant mariners (including CIVMARS) sailing aboard military support ships—particularly vessels equipped with flight decks. Like most other courses at the Paul Hall Center, this one emphasizes hands-on training. It also features classroom instruction on a variety of topics including fire chemistry, flight quarters organization, personal protection equipment, helicopter types and firefighting tactics. The course also addresses practical exercises on combating engine fires, cargo fires and more.



MSC Director of Training Kyrm Hickman (right) presents the certificate of approval for the Paul Hall Center's helo fire fighting course. Pictured from left to right are Paul Hall Center Director of Training J.C. Wiegman, SIU Executive VP Augie Tellez and Hickman.





# Union Urges Members to Apply for TWIC

## Adjustments Still Possible, but Deadline for Mariners Is Sept. 25, 2008

With the Transportation Worker Identification Credential (TWIC) program finally moving forward, the SIU is urging 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.

As reported in last month's *LOG*, the U.S. Transportation Security Administration (TSA) began issuing TWICs in mid-October. There is still concern not only in the maritime industry but also in Congress about various aspects of the program. However, with no immediate indication that—where mariners are concerned—the program either will be delayed, modified or even scrapped, the union has no choice other than to advise members to apply.

Mariners will be required by the government to carry a TWIC by Sept. 25, 2008. That requirement comes from a federal law called the Maritime Transportation Security Act of 2002.

Both as an individual organization and jointly with other unions, the SIU repeatedly has testified before Congress about the TWIC dating back to the summer of 2006, shortly after the government issued a notice of proposed rule-making. From day one, the SIU has stated that it supports strong shipboard and port security—but that such measures must be fair to all concerned.

The union also has been one of many to advocate simply adding a biometric identifier to the existing merchant mariner document/z-card and letting it serve as a

### TWIC Quarterly Deployment Plan

(Through March 2008. Visit [www.tsa.gov/twic](http://www.tsa.gov/twic) for the latest schedule.)

#### Oct.-Dec. 2007

Wilmington, Delaware  
Corpus Christi, Texas  
Baton Rouge, Louisiana  
Tacoma, Washington  
Honolulu, Hawaii  
Oakland, California  
Beaumont, Texas  
Houston, Texas  
Providence, Rhode Island  
Chicago, Illinois  
Port Arthur, Texas  
Savannah, Georgia  
Baltimore/Dundalk, Maryland  
Minneapolis, Minnesota  
St. Paul, Minnesota  
Lake Charles, Louisiana  
Kahului Maui, Hawaii  
Boston, Massachusetts  
Charleston, South Carolina  
Cleveland, Ohio  
Detroit, Michigan  
Port Fourchon, Louisiana  
Brownsville, Texas  
Hilo, Hawaii  
Indiana Harbor, Indiana  
Mobile, Alabama  
Albany, New York  
Brunswick, Georgia  
Long Beach, California  
Los Angeles, California

Milwaukee, Wisconsin  
Philadelphia, Pennsylvania  
Seattle, Washington  
Tulsa, Oklahoma  
Joliet, Illinois  
Kansas City, Missouri  
Kauai, Hawaii  
New York/New Jersey #1  
Peoria, Illinois

#### Jan.-March 2008

American Samoa  
Anacortes, Washington  
Ashtabula, Ohio  
Bay City, Michigan  
Bourne, Massachusetts  
Buffalo, New York  
Calcite, Michigan  
Cincinnati, Ohio  
Duluth-Superior, Minnesota  
Escanaba, Michigan  
Everett, Washington  
Green Bay, Wisconsin  
Guam  
Huntington, West Va.  
International Falls, Minnesota  
Jacksonville, Florida  
Key West, Florida  
Port Everglades, Florida  
Portland, Oregon  
Richmond, California

St. Louisiana (La Place, Louisiana)  
Salisbury, Maryland  
Sandusky, Ohio  
Sault Ste. Marie, Michigan  
St. Ignace, Michigan  
St. Louis, Missouri  
Tampa, Florida  
Texas City, Texas  
Toledo, Ohio  
Traverse City, Michigan  
Vicksburg, Mississippi  
Victoria, Texas  
Wilmington, North Carolina  
La Plata, Maryland  
Lorain, Ohio  
Louisville, Kentucky  
Marine City, Michigan  
Marquette, Michigan  
Memphis, Tennessee  
Miami, Florida  
Morehead City, North Carolina  
Morgan City, Louisiana  
Muskegon, Michigan  
Nashville, Tennessee  
New Orleans, Louisiana  
New York/New Jersey #2 and #3  
Newport News, Virginia  
Norfolk, Virginia  
Ontonagon, Michigan  
Oswego, New York  
Palm Beach, Florida  
Panama City, Florida  
Pittsburgh, Pennsylvania  
Port Canaveral, Florida

TWIC. Similar recommendations have been submitted by industry groups whose sole purpose is to advise the government on maritime issues. Congressional hear-

ings have taken place to examine the TWIC program's shortcomings, and the GAO issued a critical report about those deficiencies.

Despite those recommenda-

tions and concerns, the program is unfolding largely without change, albeit after multiple delays and without complete answers about the card readers.

For Seafarers, there is another key component to this situation: the related Merchant Mariner Qualification Credential (MMC). As reported numerous times, the MMC is intended as an eventual replacement for the current MMD/z-card and STCW certificate. The final rulemaking on the MMC isn't expected to be published before summer 2008, and initial issuance of that credential will continue over five years. Therefore, until the proposed MMC regulation is finalized, Seafarers should continue to apply for z-cards/MMDs, licenses, CORs and STCW endorsements under the current regulations in 46 CFR parts 10 and 12.

If the MMC proposed regulation is fully implemented, mariners would be able to apply for original, renewal, duplicate and raise-in-grade MMCs entirely by mail, without having to visit a Coast Guard regional examination center. Most or all of the information currently submitted in person at one of the 17 RECs already would have been submitted at one of the 130 or so TWIC enrollment centers when an individual applied for a TWIC, removing the need (though not eliminating the option) to apply for an MMC in person.

### Getting Started with TWIC

Mariners are encouraged to call the TSA/TWIC customer service line at (866) 347-8942, and visit

the TSA's TWIC web site, located at [www.tsa.gov/twic](http://www.tsa.gov/twic). Step-by-step instructions are available on line and at all SIU halls. They also will be printed in next month's *LOG*.

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

### Schedule

The TSA's TWIC site includes a link to a PDF file—<http://www.tsa.gov/assets/pdf/twicquarterlydeploymentschedule.pdf>—with the latest rollout schedule. As of mid-November, the schedule through March 2008 was listed as indicated in the box at left. Check with the TSA through the TWIC customer service line or TWIC web site for exact locations.

Please note that while the enrollment period for the TWIC is starting, program enforcement hasn't begun. TWIC compliance dates will vary from port to port, and those dates haven't been announced. There is a federal requirement to provide at least 90 days of advance notice before the TWIC regulations are enforced at a given port.

More significantly for mariners, a valid MMD/z-card is considered as meeting any TWIC requirements until Sept. 25, 2008. In other words, up until that date, an MMD/z-card is just as good as a TWIC in the government's eyes.

## Keel Laid for 7<sup>th</sup> T-AKE Ship

### NASSCO Announces Other Milestones in Navy Program

General Dynamics NASSCO last month reported milestones in its U.S. Navy T-AKE ship construction program—a package that means shipboard jobs for members of the SIU Government Services Division.

The San Diego shipyard announced that the keel had been laid for the seventh dry cargo-ammunition ship in the program. Also, construction started on the eighth T-AKE ship. Both vessels are slated for delivery in 2009.



T-AKE 6 (left) and T-AKE 5 are shown under construction at the NASSCO shipyard in San Diego earlier this year.

They will be crewed by SIU CIV-MARS, as are the existing T-AKE ships.

"Laying the keel of T-AKE 7 and starting construction of T-AKE 8 are the latest milestones in the successful Navy auxiliary ship program," said Frederick J. Harris, president of General Dynamics NASSCO and himself a former U.S. Merchant Mariner. "These two events are evidence that the NASSCO team is building and delivering T-AKE ships efficiently. With one ship now

deployed overseas and two other ships in service, the T-AKE class is already contributing to the Navy's forward presence posture."

The keel of T-AKE 7 was laid on November 2, while construction of T-AKE 8 began on October 31.

Also in late October, NASSCO launched the *USNS Robert E. Peary* (T-AKE 5) and successfully completed sea trials for the *USNS Richard E. Byrd* (T-AKE 4). Since June 2006, the yard has delivered three T-AKE ships to the Navy, and will soon deliver the *Richard E. Byrd*. The shipyard has contracts to build the first nine ships of the T-AKE class and

recently reached an agreement to terms for ships 10 through 14.

Designed by NASSCO, the T-AKE class incorporates international marine technologies and commercial ship-design features, including an integrated electric-drive propulsion system, to minimize operating costs over its projected 40-year service life. The primary mission of T-AKE ships is to deliver as much as 10,000 tons of food, ammunition, fuel and other provisions to combat ships at sea.

In addition to the T-AKE program, the shipyard is building the first of nine product carriers for SIU-contracted U.S. Shipping Partners L.P.

### SIU Statement on Delta Queen

The Seafarers International Union recently has been subjected to erroneous attacks in certain newspapers and on the internet concerning renewal of a waiver for operation of the passenger boat *Delta Queen*.

It's time for us to refute those lies.

First, it is ludicrous—and perhaps even slanderous—to suggest that the SIU or any other union either could or would guarantee congressional action on the proposed waiver. That accusation is flat-out false, contrary to what has appeared in print and on line.

We indeed met with Majestic America Line to discuss the *Delta Queen*. However, our position simply was (and remains) that we make every effort to assist our contracted companies, though certainly not at the expense of safety. In this case, we believed we potentially—and we underscore potentially—could help present a persuasive argument concern-

ing the waiver because the SIU has the only viable case for its continuation. This union has the only pool of unlicensed mariners with special training and a long history of meeting the needs specifically associated with the *Delta Queen*. Our role in helping safely operate the vessel is one reason why the waiver had been granted in years past.

That is a far cry from guaranteeing anything.

Additionally and again in contrast to public claims by the company, at no time did the SIU demand or even request recognition for employment aboard all of Majestic's vessels. Our interest centered on the original three "Queens"—*Delta*, *Mississippi* and *American*—that the SIU had crewed for years.

We have remained silent until now, even resisting the easy target that is Majestic's recent safety record, but we cannot in good conscience allow the continued smearing of our names along with those of Senator Inouye and Congressman Oberstar.

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Tuesday, Dec. 25 for the Christmas Day holiday and Tuesday, Jan. 1 for the New Year's Day holiday (unless an emergency arises). Normal business hours will resume the following workday.





# SIU Crews Honored at AOTOS Event

## United Seamen's Service also Recognizes 3 Company Officials

Five SIU crews, top executives from three wSeafarers-contracted companies and a deck officer aboard a union-contracted vessel were honored Nov. 2 during the United Seamen's Service (USS) 2007 Admiral of the Ocean Sea Awards (AOTOS) ceremony in New York.

Hundreds of industry leaders, including SIU President Michael Sacco, attended the outing that has been dubbed the maritime industry's most prestigious honor. The event, which took the form of a dinner and dance, was held at the Sheraton New York Hotel and Towers.

Receiving recognition with the 2007 AOTOS Mariners' Plaque (USS Honored Seafarers Awards) were SIU crew members who on specific dates were aboard Horizon Lines' *Horizon Falcon*, Overseas Shipholding's *Overseas Joyce*, Interocean American Shipping's *Independence* and Military Sealift Command's *USNS Antares* and *USNS Kanawha*. The 2007 USS AOTOS Awards were bestowed on James S. Andrasick, president and CEO of Matson Navigation Company, Inc.; Morten Arntzen, president and CEO of Overseas Shipholding Group, Inc.; and John F. Reinhart, president and CEO of Maersk Line, Limited. Third Mate Victor Manoli III from the SIU-crewed and E-Ships operated *Maersk Maryland* was the recipient of the AOTOS Mariner's Rosette.

U.S. Maritime Administrator Sean Connaughton and Edward R. Morgan, USS president, presented the Mariners' Plaques and Rosettes. The crews honored, the vessels on which they served and their respective contributions were as follows:

### Honored Seafarers

The SIU crews from the *Horizon Falcon*, *Overseas Joyce*,



Recipients of the United Seamen's Service 2007 AOTOS Award are (from left) Morten Arntzen, president and CEO of Overseas Shipholding Group; John F. Reinhart, president and CEO of Maersk Line, Limited; and James S. Andrasick, president and CEO of Matson Navigation Company.

*USNS Antares* and *USNS Kanawha* were recognized for heroism during rescues at sea while those aboard the *Independence* garnered laurels for the professionalism, courage and teamwork they displayed while providing emergency medical care during a chaotic situation.

■ The crew of the *Horizon Falcon* from July 12-13, 2007, braving 30-foot swells and 40 mile-per-hour winds, rescued two Chinese seafarers over a 24-hour period from the Panamanian-flagged log carrier *Hai Tong No. 7*. The 420-foot log carrier with 22 crew members on board sank in the North Pacific Ocean due to a typhoon. After maneuvering the *Falcon* into safe recovery distance, the vessel captain dispatched a lifeboat and three crewmen into 18-20 foot swells to rescue one survivor. The survivor was plucked from the ocean successfully, but as the lifeboat was being recovered, it was knocked into a 45 degree

angle, which damaged its motor. The crew and rescued mariner abandoned the lifeboat and climbed to safety up the 40-foot pilot ladder. A second survivor was rescued by another SIU-crew member—who, while harnessed to the pilot ladder, descended toward the water and attached a grappling hook to the mariner. Both the crew member and rescued mariner were winched to safety. The *Falcon* remained on the scene and continued search operations until it was relieved by a U.S. Coast Guard tender from Guam. Search operations were suspended on July 15 after 13 survivors of the 22-man crew had been rescued.

■ The car carrier *Overseas Joyce*, while en route to Japan on Oct. 18, 2006, experienced treacherous weather conditions which forced the captain to divert toward Dutch Harbor, Alaska. At 6:45 a.m., a may-day distress call was received

from the *Ocean Challenger*, a 58-foot fishing vessel that was located about one mile off the *Joyce's* starboard bow and sinking. All hands were mustered to the *Joyce's* deck, and the Coast Guard was contacted and apprised of the distressed vessel's position. Because of the *Overseas Joyce's* high sides, there was no possibility of launching a lifeboat. A Coast Guard helicopter, at the time located about one hour from the sinking vessel's position, therefore was dispatched to lend assistance. Assuming the role of on-scene command, the *Joyce* made a series of racetrack turns around the site of the *Challenger*. Crew members maintained lookout and during one of these passes, spotted a man in the water holding on to a plastic barrel. The *Joyce* maneuvered into position, and the crew tossed two survival suits and a life ring into the water but the survivor appeared too weak to respond and was not seen again. Another man, who had donned one of the survival suits, was later spotted waving and clinging to a fishing buoy. The *Joyce* moved into a desirable location, and crew members dropped a life ring with a light and smoke canister to act as a marker. Once the helicopter arrived, the crew directed it to the distressed mariner. A Coast Guard diver successfully rescued this sole survivor.

■ While berthed at the Port of Shuaybah, Kuwait on Oct. 24, 2006, the crew and officers of the *Independence* were confronted with an ominous situation. A forklift being operated by a local longshoreman fell into the cargo elevator opening, plunged 10 meters from 5 deck to 8 deck and struck two longshoremen on its way down. An officer who was a trained emergency medical technician (EMT) heard about the incident over the radio and responded to the scene. The EMT and another officer found a seriously injured man underneath the forklift on the 40-ton elevator. After making certain that the scene was safe, she crawled underneath the forklift and provided emergency medical care to the man. The other officer called for medical assistance and alerted the *Independence* crew to take appropriate actions to move the forklift off of the fallen longshoreman. The second injured longshoreman later was found by crew members with a nearly severed leg. He was administered emergency care and placed on backboards until U.S. Navy medical personnel arrived and

took him to a hospital.

■ Crew members aboard the *USNS Antares*, while located some 150 miles offshore near the Gulf of Mexico on May 14, received a distress call indicating that a mariner aboard the fishing boat *Michelle Marie* might have suffered a heart attack. The *Antares'* captain notified the Coast Guard, which dispatched a helicopter and requested the *USNS Antares* stand by to assist if necessary. Upon its arrival, the helicopter hovered over the scene and lowered a rescue swimmer down toward the fishing vessel. During his descent, however, the swimmer struck the side of the fishing vessel and broke his arm, effectively halting operations. At that point, the



SIU President Michael Sacco introduces John Reinhart.

*Antares* came alongside the fishing vessel, and two of its crew members climbed down the ladder to place the distressed mariner in a Stokes Litter. He subsequently was hoisted aboard the *Antares* using a stores crane. Once aboard, the mariner—displaying symptoms of shock, extreme pain and dehydration—received first aid and was monitored in the ship's hospital. He, along with the injured swimmer, later was airlifted to Tampa General Hospital for treatment.

■ Crew members aboard the fleet replenishment oiler *USNS Kanawha* on June 25 in the Arabian Sea were steaming toward the Suez Canal when the ship was directed by the U.S. Navy's 5<sup>th</sup> Fleet Combined Task Force 150 to alter course. The *Kanawha* steamed 35 miles at full speed to reach the Korean-flagged merchant ship *Jai Laxmai*, which was in danger of sinking. It had a disabled diesel engine and was anchored by a weak mooring line in rough seas. No food or water was left aboard the vessel and it was unable to deploy its lifeboats. Once on location, the *Kanawha* crew launched the

*Continued on page 16*

### 3 Honored by New York Port Council



The New York Maritime Port Council, part of the AFL-CIO Maritime Trades Department, recently conducted its annual awards dinner. The port council this year honored U.S. Maritime Administrator Sean Connaughton, American Steamship Company President and CEO Jerry Welsch and American Maritime Officers President Tom Bethel for their respective contributions to the U.S.-flag maritime industry. The event took place Oct. 20 in New York City. Pictured from left to right are SIU VP Great Lakes Tom Orzechowski, SIU Executive VP Augie Tellez, Welsch, Connaughton, Bethel, SIU and MTD President Michael Sacco, SIU VP Atlantic Coast Joseph Soresi (who also serves as president of the port council) and Port Council Executive Secretary-Treasurer Peter Busacca.





# Grassroots Efforts Rewarded on Election Day

## Union Volunteers Spread the Word about Pro-Worker Candidates

Thousands of union volunteers earlier this year took to neighborhoods, worksites and phone banks in Virginia, Kentucky, New Jersey and Pennsylvania to talk with union family voters about hot political issues and off-year elections.

The end results of those efforts reaped huge dividends for working families Nov. 6, according to the AFL-CIO, when labor-friendly candidates walked off with stunning off-year election victories in their respective state and municipal races. In the words of Dan Duncan, "We're seeing presidential year turnout!" Duncan is president of the Northern Virginia Central Labor Council and executive director of the SIU-affiliated Maritime Trades Department, AFL-CIO.

The union movement's week-after-week, get-out-the-vote effort in Virginia, Kentucky, New Jersey, Pennsylvania, Ohio and elsewhere paid off big time for working families. AFL-CIO officials at all levels were not at a loss for words when it came to expressing their satisfaction with the developments.

"Yesterday's elections showed how energized working people are to change the course of our country," AFL-CIO President John Sweeney told reporters following the elections. "Working people are driving a major change in the political landscape that's growing larger every day."

"We're on the cusp of a shift that could redefine American politics for decades to come," the federation president continued.

"Working people want real health care reform that covers every American. They want their freedom to form and join unions restored. They want to stop the hemorrhaging of good, middle-class supporting jobs out of the country, and they want a secure retirement."

In Kentucky, anti-worker incumbent Gov. Ernie Fletcher (R) now is looking for a new job as Bluegrass State union members voted in former Lt. Gov. Steve Beshear. Beshear's support for working family issues contrasts sharply with those of Fletcher, who cancelled collective bargaining rights for state workers, privatized the state's Medicaid program and attacked workers' wages.

Union voters supported Beshear by a margin of 77 percent to 21 percent, according to an independent election night survey. Union household voters were estimated to be one in four voters at the polls. Fifty-eight percent of voters cited the economy, education or health care as their top reason for voting for Beshear.

"Kentuckians were sick and tired of a governor who didn't stand with them," said Kentucky AFL-CIO President Bill Londrigan. "From the beginning, Governor Fletcher stood in opposition to all working family priorities."

Following are some notable facts and figures about the Kentucky volunteer efforts of more than 7,000 union members who took part in the grassroots effort known as Labor 2007:

- Union members distributed more than 465,000 leaflets—including 65,000 on Election Day.

- In the "Final Four" days push to get out the vote, 2,100 union volunteers made 75,000 GOTV phone calls.

- Four hundred-forty union members knocked on the doors of more than 8,000 union homes on Nov. 3 alone. That's in addition to the thousands of other union volunteers who walked the week-ends leading up to the election or took part in the union movement's Bluegrass Express bus tour that crisscrossed the state, with participants distributing 45,000 worksite fliers along the way.

In Virginia, working family voters played an instrumental role in defeating four incumbent state senators and ending more than a decade of control of the state senate by the same party.

"Working families roundly rejected the anti-worker policies pushed by the Republican-controlled state senate today and played a key role in creating a historical shift in Virginia," said Virginia AFL-CIO President Jim Leaman. "The seismic shift in Virginia's political landscape over the last several years is no fluke. Working men and women want better jobs, improved education, increased access to health care and protection of workers' rights for all Virginians. Today, they turned their powerful frustration into an even more powerful political action."

AFL-CIO Political Director Karen Ackerman said the turnout by Virginia union volunteers who distributed leaflets at worksites, spent weekends going door to door to talk with union members and staffing phone banks was instrumental to winning the state senate back for working families and is vitally important going forward. In 2010, the Virginia legislature will draw up congressional redistricting plans.

In New Jersey, not only did nearly 5,000 union members (including more than 1,100 on Nov. 3) take part in weekly labor-to-labor neighborhood walks, thousands more staffed phone banks and made worksite visits. Fifty-one rank-and-file union members were on the ballot for state and local offices, and 33 won their elections.

Iron Worker Steve Sweeney was reelected to his state senate seat, and six other union members won state assembly races. They are Wayne DeAngelo, Electrical Workers (IBEW) Local 269; Joseph Eagan, IBEW Local 456; Tom Giblin, Operating Engineers (IUOE) Local 68; John Amodeo, IUOE Local 825; Paul Moriarty, Screen Actors Guild/Radio and Television Artists (SAG/AFTRA); and Nelson Albano, Food and Commercial Workers Local (UFCW) 152.

New Jersey AFL-CIO President Charles Wowkanech said the efforts of more than 10,000 union volunteers since the summer "proved to be the decisive factor in the election of 33 labor candidates. The electoral

success is vital to our ability to continue to advocate for pro-working family policies at the local, county and state level," Wowkanech said.

In Pennsylvania, union volunteers from the Northeastern Pennsylvania Labor Federation/Schuylkill Central Labor Council helped elect union members Frank McAndrew (Fraternal Order of Police) and Mantura Gallagher (NEA) to the Schuylkill County Commission. Union members also played a key role in putting working family candidates into the mayor's offices in Pittsburgh and Philadelphia.

Union members in Ohio won dozens of local races, with Sheet Metal Worker (SMWIA) Tony Krasienko elected mayor of Lorain; UAW member John Hunter, mayor of Sheffield village; UAW member Mark Stoner, mayor of Northwood; and Graphic Communications (GCIU) member John Augnebrodge, mayor of Springboro.

Elsewhere around the country, several important state initiatives were on the ballot. In Utah, voters overwhelmingly rejected a state-wide school voucher program that would have drained money from public education. Oregon voters approved a measure to help save the state's farms and forests and the jobs that depend on those natural resources. But a \$12 million campaign by tobacco makers helped defeat a ballot measure to raise the tobacco tax to help pay for children's health care.

## Labor-Sponsored Protests Urge Protection of Workers' Rights

A thousand union members and allies—including other workers, labor leaders and a large contingent of students from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.—gathered in Washington, D.C., Nov. 15 for an AFL-CIO-sponsored rally and march calling attention to certain decisions by the National Labor Relations Board (NLRB). The Paul Hall Center students bore the colors and served as marshals during the event.

Braving freezing rain and declining temperatures, the protesters gathered at AFL-CIO headquarters and marched to the NLRB center of operations where they called for the board to be "closed for renovation" until the body becomes more balanced. In making their case, the activists pointed to a recent flood of anti-worker decisions handed down by the NLRB in September as evidence of the current board's continuing assault on workers, and said that the NLRB has abandoned its original mission to uphold workers' rights.

Members of the current NLRB have steamrolled the rights of American workers again and again, according to United Mine Workers of America International President Cecil Roberts. Roberts was one of five individuals who

addressed rally activists. The other speakers were Fred Azcarate, director, Voice@Work Campaign; Rev. Ron Stief, director of organizing, Faith in Public Life; Jonathan Upright, AT&T retail sales consultant, Communications Workers of America; and Jos Williams, president, Metropolitan Washington Council, AFL-CIO.

"This agency is supposed to protect workers' rights and enforce their freedom to improve their lives through unions," Roberts said. "Instead, we have a board that has blatantly promoted a corporate agenda at every turn. I don't know how they can sleep at night. Unions are this country's most successful middle-class support program and it's time for the attack on America's workers to end."

In addition to the Washington event, protest actions also took place in more than 20 other locations around the country on the same day. Included were rallies in St. Louis, Chicago, Los Angeles, Milwaukee, Phoenix, Denver, Tampa, Fla.; Albuquerque, N.M. and Nashville, Tenn. In Nashville, protestors dressed up as chickens for a "fox in the henhouse" themed event.

In late September, according to the AFL-CIO, the NLRB issued more than 60 decisions,

half of which had been pending for four or more years. Many of these decisions strip working people of fundamental workplace rights, the federation said.

The latest set of decisions will make it harder for workers to form a union through majority sign-up—often the only real option workers have now in the broken system for forming unions and bargaining collectively. Under a new rule, if workers choose unions through majority sign-up, employers have to post a sign telling them that 30 percent can petition for an election to undo the recognition—even though a majority has chosen union representation.

On the same day, the board ruled that the same election process is just too burdensome when workers are trying to get rid of their union and that their employer should be able to withdraw recognition from the union on the basis of a signed petition.

"These new rules from the Labor Board undo everything we worked to achieve," said Jonathan Upright, an AT&T retail sales consultant who recently formed a union with the Communications Workers of America (CWA) in Winston-Salem, N.C., and whose employer posted such a sign notifying workers of how they can get rid of the new union.



Demonstrators make their way to the National Labor Relations Board headquarters building in Washington, D.C.

"The Labor Board is supposed to protect our freedom to form unions and bargain for a better life. This September, they stopped doing that and it's just not right!"

Federation officials pointed out that the decisions also make it harder for workers who are illegally fired to recover back pay. For instance, in one case, a company in Florida fired workers for supporting a union. The board refused them back pay because that would "reward idleness" since they weren't out looking for a job soon enough after they'd been illegally fired.

Collectively, the protestors said that the NLRB's recent decisions continue and magnify trends that started in 2002. They said these decisions illustrate how badly broken the nation's labor law system has become and further spotlight the need for the Employee Free Choice Act—

labor law reform legislation supported by a majority in Congress, but stalled by a filibuster in the Senate.

The board's actions have become so egregious that the AFL-CIO last month took the unusual step of filing a complaint with the International Labor Organization (ILO), charging the NLRB with denying workers' rights in violation of international labor standards. In discussing that action, AFL-CIO President John Sweeney said America's labor board has so failed our nation's workers that we must now turn to the world's international watchdogs to monitor and intervene.

"The labor board is kryptonite for America's workers," the federation president said. "There is no historic precedent for such aggressive efforts by the board to curtail workers' rights of freedom of association and collective bargaining."





## SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the SEAFARERS PENSION TRUST, (Employer Identification No. 13-6100329, Plan No. 001) for the period January 1, 2006 to December 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$38,393,480. These expenses included \$7,233,364 in administrative expenses and \$31,160,116 in benefits paid to participants and beneficiaries. A total of 17,411 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$676,260,582 as of December 31, 2006 compared to \$633,159,327 as of January 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$43,101,255. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$81,494,735, including employer contributions of \$4,843,674, losses of \$199,860 from the sale of assets and earnings from investments of \$76,797,657.

### Minimum Funding Standards

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

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or

any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets; and
5. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675.

The charge to cover copying costs will be \$4.05 for the full report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Plan Office, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS SUPPLEMENTARY PENSION PLAN, (Employer Identification No. 51-6097856, Plan No. 001) for the period January 1, 2006 to December 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$602,771. These expenses included \$198,751 in administrative expenses and \$404,020 in benefits paid to participants and beneficiaries. A total of 837 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$8,253,399 as of December 31, 2006 compared to \$8,162,399 as of January 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$91,000. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$693,771, including gains of \$64,608 from the sale of assets and earnings from investments of \$628,605.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675.

The charge to cover copying costs will be \$4.95 for the full report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Plan Office, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for the SEAFARERS MONEY PURCHASE PENSION PLAN, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2006 to December 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,793,559. These expenses included \$554,358 in administrative expenses and \$1,239,201 in benefits paid to participants and beneficiaries. A total of 18,435 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$49,919,701 as of December 31, 2006 compared to \$37,297,661 as of January 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$12,622,040. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$10,306,170, including employer contributions of \$5,993,296, employee contributions of \$91,477, gains of \$974,155 from the sale of assets and earnings from investments of \$3,247,219.

### Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675.

The charge to cover copying costs will be \$2.10 for the full report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Plan Office, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

## BECK NOTICE

# Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD/NMU assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD/NMU about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD/NMU.

**1. Benefits of union membership** — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

**2. Cost of union membership** — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

**3. Agency fee payors** — Employees who choose not to become union members may become agency fee payors. As a condition of

employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

**4. Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2006 calendar year, the fee cost associated with this representation amounts to 82.22 percent of the dues amount. This means that the agency fee based upon the dues would be \$411.10 (four hundred eleven dollars and ten cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2008 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2007 and November 30, 2008 will have this calculation applied to their 2008 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2009, your objection must be received by December 1, 2008.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2006.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year.

Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

**5. Filing of objections** — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

**6. Filing a challenge** — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

**7. Appeal procedure** — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,  
David Heindel, Secretary-Treasurer





# 10 Bosuns Complete Recertification Course

## Seafarers Discuss Opportunities Available Through Union, School

Ten Seafarers graduated Nov. 5 from the bosun recertification course at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

The four-week course is considered the top curriculum available to deck department mariners at the Piney Point, Md. school.

As is customary, each bosun addressed fellow members, unlicensed apprentices and SIU officials upon receiving a graduation certificate. Most talked about how the union and school have helped enable them to earn good livings and support their families. They noted that the recertification class will help them do a better job aboard ship. Finally, they encouraged the apprentices to stick with the program and take advantage of the opportunities available both through the SIU and the Paul Hall Center.

Successfully completing the recertification course were (in the order in which they were introduced at the meeting) **Thomas McGregor**, who ships from the port of Tacoma, Wash.; **Ion Irimia** (New York); **Charles James** (Baltimore); **Kennard Campbell** (Mobile, Ala.); **Ahmed Mihakel** (Wilmington, Calif.); **Darryl Smith** (Tacoma); **Maurice David Hetrick** (Houston); **Albert Brzezinski** (Algonac); **Winston Thompson** (Tacoma and Houston); and **Robert Vazquez** (New York).

The bosun recertification class emphasizes hands-on

training and also includes classroom instruction. The course features training in security awareness, simulators, computers, first aid and CPR, fire fighting, STCW personal safety and survival, small arms and other components. Students reviewed international maritime conventions affecting their livelihoods, and also met with representatives from the union's various departments as well as from the Seafarers Plans office.

McGregor noted that his association with the school dates back to 1983, when he was part of the first trainee class to utilize the then-new training and recreation center. He described his most recent experience at the campus as "excellent," and added, "I will now have better facts to answer questions aboard my ship."

Addressing the apprentices, McGregor stated, "Once you get out there (aboard ship), you're going to get a reputation, like it or not, good or bad. People will either shake their heads or shake your hand. Make sure it's the latter."

Irimia declared that, as SIU members, "we are in good hands. The SIU helps make your dreams come true."

He said the recertification class "was a very good experience. I especially learned more about communication and will share it with others on my ships. We all were treated very well and with great respect."

Turning to the trainees, he concluded, "When you have a



Recertified bosuns and SIU officials pose for the traditional post-graduation photo following last month's membership meeting in Piney Point, Md.

chance to learn, pay attention. This is a great school. You can go from the bottom to the top."

Touching on a theme mentioned by several of his classmates, James said that the union has helped enable him "to support my family. I credit the leadership of (SIU President) Mike Sacco, (Executive Vice President) Augie Tellez and the other officials. This union is very important to me."

James also thanked the Paul Hall Center instructors and encouraged the apprentices to "pay attention here and on the ships. Learn your trade—it's a good trade."

Campbell said he signed on with the SIU during the Persian Gulf War, in 1991. Since then, "With the SIU's support, I've earned a good wage so I can take care of my family."



Students brush up on donning safety gear.

He urged the trainees to "show initiative, work hard and get along with your shipmates. Leave each job better than you found it."

Mihakel continued in that same vein, describing the SIU as "important" and "a big deal" specifically because it presented him "with the opportunity to earn a good living."

Speaking to the apprentices, he stated, "Don't be afraid to ask questions. Your brothers on the ship will teach you."

Smith called the class "an enlightening experience regarding the overall knowledge and camaraderie of fellow seamen. I thank all the membership that has helped me to understand how our union works hard to make a better life for us all."

He also advised the trainees to "stick with it, work hard and listen. You, too, can be up here one day as a recertified bosun or steward or whatever you want to achieve. It's a damn good life."

Hetrick shared that he "stumbled into this (career) while looking for a better way of life, and I found it. The SIU has allowed me opportunities I never had anywhere else. I've sailed all over the world, and it gives me great pleasure to be able to do this."

Reflecting on the course, Hetrick cited small arms training as a highlight along with the

overall interaction with instructors and staff members. He also recommended that his fellow members support SPAD, the union's voluntary political action fund, because "that's what keeps the jobs here."

Speaking to the apprentices, he advised, "Pay attention to your leaders out there and don't get distracted when you're doing a job."

Brzezinski praised multiple aspects of the school, from the instructors to the course content, and from the grounds to the menus. He said the class improved his understanding of the "big picture" in the maritime industry as well as his capacity to relay accurate information aboard ship. He called his first trip to Piney Point "a 10-star experience."

"The SIU has been good for me and my family," Brzezinski added. "I've always had work, always had benefits.... The SIU leadership are the people who know the industry and look out for our jobs."

After describing SPAD as an important "tool to keep the U.S. flag flying" on the high seas, he told the trainees, "Set attainable goals. You can go as far as you desire. Ask questions, listen, work hard and give 100 percent to every job."

Thompson noted that he had served in the U.S. Marine Corps

*Continued on page 8*



The course includes training in fire fighting, small arms, water survival and more.







# 10 Bosuns Complete Recertification Training

Continued from page 7

partly to fulfill a lifelong desire for travel. However, “I wasn’t really happy until someone turned me on to the SIU. The union has been so important to me. It has enhanced my lifestyle, educated me and given me the chance to travel.”

He then recited to the apprentices what he described as “the three Ls: you look, you listen and you will learn. When you work aboard that ship, that’s all you’ve got. That’s your family.”

Wrapping up the graduation remarks, Vazquez said, “I have so much gratitude for the opportunities to enhance my skills and improve my lifestyle for my family. This is a very strong union, and my overall experience at the school was excellent. I encourage everybody to attend.”

Vazquez said to the trainees, “Never waste an opportunity to learn. Always work hard and do your best.”

He concluded, “Fair winds and following seas. I’ll see everybody out there.”



Several bosuns cited small arms training as a course highlight. That component takes place at the Joseph Sacco Fire Fighting and Safety School, part of the Paul Hall Center.



## Monthly Membership Meetings Keep Seafarers in the Loop

Attending monthly membership meetings is an important way in which Seafarers can keep track of all the news that affects their livelihoods.

Held in each SIU hall around the country, the monthly membership meeting is a

forum to keep members abreast of key union and maritime issues.

Below is the schedule of meetings for 2008. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

### Membership Meetings in 2008

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	7	4	3	7	5	2	7	4	8	6	3	8
New York	Tuesday after first Sunday	8	5	4	8	6	3	8	5	9	7	4	9
Philadelphia	Wednesday after first Sunday	9	6	5	9	7	4	9	6	10	8	5	10
Baltimore	Thursday after first Sunday	10	7	6	10	8	5	10	7	11	9	6	11
Norfolk	Thursday after first Sunday	10	7	6	10	8	5	10	7	11	9	6	11
Jacksonville	Thursday after first Sunday	10	7	6	10	8	5	10	7	11	9	6	11
San Juan	Thursday after first Sunday	10	7	6	10	8	5	10	7	11	9	6	11
Algonac	Friday after first Sunday	11	8	7	11	9	6	11	8	12	10	7	12
Boston	Friday after first Sunday	11	8	7	11	9	6	11	8	12	10	7	12
Houston	Monday after second Sunday	14	11	10	14	12	9	14	11	15	14*	10	15
New Orleans	Tuesday after second Sunday	15	12	11	15	13	10	15	12	16	14	12*	16
Mobile	Wednesday after second Sunday	16	13	12	16	14	11	16	13	17	15	12	17
Oakland	Thursday after second Sunday	17	14	13	17	15	12	17	14	18	16	13	18
Port Everglades	Thursday after second Sunday	17	14	13	17	15	12	17	14	18	16	13	18
Joliet	Thursday after second Sunday	17	14	13	17	15	12	17	14	18	16	13	18
St. Louis	Friday after second Sunday	18	15	14	18	16	13	18	15	19	17	14	19
Honolulu	Friday after second Sunday	18	15	14	18	16	13	18	15	19	17	14	19
Wilmington	Monday after third Sunday	22*	19*	17	21	19	16	21	18	22	20	17	22
Guam	Thursday after third Sunday	24	21	20	24	22	19	24	21	25	23	20	26*
Tacoma	Friday after third Sunday	25	22	21	25	23	20	25	22	26	24	21	26

\*Houston change created by Columbus Day holiday; New Orleans change created by Veterans Day holiday; Wilmington changes created by Martin Luther King’s birthday and Presidents’ Day holidays; Guam change created by Christmas Day holiday.





# CIVMAR Says SIU Membership Is 'My Most Important Asset'

## Bosun's Mate Encourages Fellow Mariners to Join

*Editor's note: This article was written by Bosun's Mate Billy Bushey, a member of the SIU Government Services Division.*

It's an interesting time to be a mariner in the Government Services Division and working for Military Sealift Fleet Support Command. The latest statistics show that the number of unlicensed mariners manning Naval Fleet Auxiliary Force ships continues to grow. What's more, we have many more ships coming. Sub-tenders and even more of the new Lewis and Clark class T-AKE multi-product UnRep ships on the horizon mean that our unit will grow to even greater numbers over the next few years.

New ships, new employees,

new missions and new technology don't come without a few growing pains. That's why I believe my most important asset in these times is my membership in the Seafarers International Union.

During my eight years of service, I have both witnessed and participated in situations and events that have proven beyond a shadow of a doubt that the SIU Government Services Division has one goal: Looking out for me! I've seen firsthand the assertive, aggressive representation, and oversight of my pay, working conditions, safety and dignity in the workplace. The union dues I pay are the most cost-effective insurance policy in my portfolio. After all, we are a bargaining

unit, tied to private sector practices. Many important issues and working conditions are negotiated by the union to protect all CIVMARS.

As I write this piece for the *Seafarers LOG*, the SIU Government Services Division is wrapping up resolution of CIVMAR lodging while in the pool, training or hiring. More than two years of hard work has resulted in the implementation of a "Triple-A 3-Diamond" standard for all shoreside mariner lodging and retroactive compensation of over \$300,000 to affected mariners staying in the hotel between October 2006 and Jan. 17, 2007. Next in line are the T-ARS (Salvage ship) habitability issues, a continual review of safety and health issues, S+Q, premium pay for cooks when ships get augment personnel, penalty meal payments, and helping CIVMARS face disciplinary matters, just to name a few of the issues being addressed.

None of this is free, or even cheap. When negotiation fails, research, communication, paperwork processing, arbitration costs and legal costs add up to significant outlays to obtain results. Costs for these efforts come out of dues. That's why it is so important that we all carry our share of the weight necessary to keep our jobs safe and financially secure. MSFSC is a federal workplace and, therefore, an open shop. That means that even though we are all part of the bargaining unit and receive union protection, not all of us have chosen to pay dues.

If you lived in a neighborhood with 500 families that had children in the local school, and 250 of those families announced that they were going to send their children to the school but not pay the taxes necessary to support it, how would you feel? The same analogy can be applied to our workplace. It's not fair to benefit from the outcome without contributing to the effort. How do you feel when a brother or sister mariner spends a pay raise, benefits from new safety rules, working conditions or premium pay and hasn't paid one nickel toward the cost of getting those benefits?

In an upcoming issue of the *LOG*, I'll dispel a number of "urban legends" about SIU mem-



Bosun's Mate Billy Bushey

bership at MSFSC and explain in detail how our representation works from the deckplate to the courthouse steps. In the meantime, I'd like to ask every mariner in the unit to think long and hard about your membership and what it means. If you're already carrying your share of the weight, good for you. If you're not, please think about what's fair and what's right.

*Bosun's Mate Billy Bushey is an eight-year veteran of MSFSC with 26 years of commercial, government and naval sea time. He has been chairman on 13 MSFSC vessels. He can be reached at either billybushey@yahoo.com or billbushey@gimail.af.mil*

## New Seafarers 401(k) Plan on Schedule

### Former NMU Plan to Transfer Assets Mid-January

The new Seafarers 401(k) Plan, secured as a result of the most recent standard freightship and tanker agreements, is on schedule to begin Jan. 1, 2008.

As previously reported, this new benefit for eligible Seafarers does not involve employer contributions. Instead, it relies on voluntary contributions from individual participants via payroll deduction through their employer. Several employers already have agreed to implement this system. Seafarers should check with their port agents for up-to-date information on participating employers.

An introduction letter and "welcome kit" is slated to be mailed to prospective participants no later than mid-December.

Also, the Seafarers Plans office last month provided an update on the existing Seafarers 401(k) Plan, which formerly was known as the NMU 401(k) Plan. That plan had been scheduled to roll over into the new one as of Jan. 1, 2008. Due to a slight delay in processing, the official transfer of those assets will take place Jan. 15, 2008. A letter to plan participants is scheduled to be mailed in early December. That letter notes that while the old plan is transitioning from ING to Mass Mutual, there will be a short period of time when account activity will be frozen. This is standard procedure, and it means that during the transitional period, account holders will be unable to exercise certain rights otherwise available under the plan.

As the letter points out, accounts will continue to be invested, and contributions will continue to be allocated during this "blackout" period. However, individuals may not request withdrawals, make changes to investment selections or transfer monies until the move is completed and balances are reconciled.

Again, this situation applies only to participants in the existing Seafarers 401(k) Plan which used to be called the NMU 401(k) Plan. Once the transition is complete, those participants will find an enhanced selection of mutual fund investment options along with state-of-the-art internet and interactive telephone systems allowing unlimited access to account information and the ability to carry out investment transactions.

During the November membership meetings, Seafarers Plans Administrator Maggie Bowen noted that for 2008, Seafarers 401(k) participants may contribute up to \$15,500 apiece (\$20,500 for those age 50 or older) to their respective accounts. She also cited the following components as "just a few of the great benefits the plan will include":

- Tax advantages—specifically, the opportunity to make contributions on a pre-tax basis, which "will reduce your current taxes and have your wealth accumulate on a tax-deferred basis." Additionally, ROTH after-tax contributions are an option.

- Twenty different investment options from a wide variety of leading money managers, including Mass Mutual, American Funds, Baron, Oppenheimer, T. Rowe Price and others.

- Pre-designed asset allocation model portfolios with risk/return characteristics ranging from conservative to aggressive.

- Direct access to personalized investment guidance and comprehensive financial planning from the team of Smith Barney financial consultants via a toll-free SIU phone number.

Additional information on the new Seafarers 401(k) Plan will be published in upcoming issues of the *LOG* and reported at the monthly membership meetings.

### NOTICE TO SIU CIVMAR MEMBERS SAILING ABOARD ACOE, MARAD, MSC AND NOAA VESSELS

As a result of a rule adopted by the U.S. Department of Labor in June 2006, all unions that represent employees who work for the federal government (which includes CIVMARS) are now required to send out a notice to their government employee/members containing certain information.

As you know, your union is constantly working to protect your safety, health and employment rights and there are many benefits and advantages for all CIVMARS who join the Seafarers International Union. The summary noted below is intended to make sure that all SIU members understand the rights and privileges of union membership and the responsibilities of the union officers they elect.

#### Union Member Rights

**Bill of Rights**—Union members have:

- equal rights to participate in union activities
- freedom of speech and assembly
- voice in setting rates of dues, fees, and assessments
- protection of the right to sue
- safeguards against improper discipline

**Collective Bargaining Agreements**—As an SIU member, you have the right to have input into collective bargaining negotiations. Members and certain nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Constitutions, Bylaws, and Reports**—Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make these documents available to members and permit members to examine the records necessary to verify the financial reports for just cause. The documents are public information and copies of reports are available from OLMS and on the Internet at [www.union-reports.dol.gov](http://www.union-reports.dol.gov).

**Officer Elections**—In accordance with the union's constitution, union members have the right to:

- nominate candidates for office
- run for office
- cast a secret ballot
- protest the conduct of an election

**Officer Removal**—Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

**Trusteeships**—A union may not be placed in trusteeship by a parent body except for those reasons specified in the standards of conduct regulations.

**Protection for Exercising CSRA Rights**—A union or any of its officials may not fine, expel or otherwise discipline a member for exercising any CSRA right.

**Prohibition Against Violence**—No one may use or threaten to use force or violence to interfere with a union member in the exercise of his or her CSRA rights.

#### Union Officer Responsibilities

**Financial Safeguards**—Union officers have a duty to manage the funds and property of the union solely for the

benefit of the union and its members in accordance with the union's constitution and bylaws. The union must provide accounting and financial controls necessary to assure fiscal integrity.

**Prohibition of Conflicts of Interest**—A union officer or employee may not (1) have any monetary or personal interest or (2) engage in any business or financial transaction that would conflict with his or her fiduciary obligation to the union.

**Bonding**—Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts that exceed \$5,000.

**Labor Organization Reports**—Union officers must:

- file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS
- retain the records necessary to verify the reports for at least five years

**Officer Elections**—Unions must:

- hold elections of officers of local unions by secret ballot at least every three years
- conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year
- mail a notice of election to every member at least 15 days prior to the election
- comply with a candidate's request to distribute campaign material
- not use union funds or resources to promote any candidate (nor may employer funds or resources be used)
- permit candidates to have election observers

**Restrictions on Holding Office**—A person convicted of certain crimes may not serve as a union officer, employee, or other representative of a union for up to 13 years.

**Loans**—A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

The union also works to make sure that CIVMARS understand their shipboard rights and responsibilities and receive fair treatment from their agency. Additional benefits for union members include life insurance coverage which may be purchased for a nominal fee and access to many other benefits through the AFL-CIO's Union Privilege program. For more information about how the SIU can better serve you please contact:

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AB Abdulsalam Ahmed works aboard Interocean American Shipping's *Great Land* in support of U.S. troops in Kuwait.



# Sailing with the SIU



Left: Chief Carpenter Dennis V. Remetio (far right, standing) is proud of the teamwork of his carpentry department on board NCL America's *Pride of Aloha*. Included on his team are Assistant Carpenters Julee Quiapos, Leopoldo Malolos, Brice Ilao, Leonard Ajoste, José Dizon, Jeffer Baguio, Brayon Drew and Luis Reyes. (Note: not all are pictured.)

In photo below: Remetio and Quiapos redo some of the tiles in the Hukilau Café.



Left: Steward department member Shantay Medley receives her full B book from Philadelphia Port Agent Joe Mieluchowski.



Philadelphia Port Agent Joe Mieluchowski (left) and VP Joe Soresi (right) present Ben Stanley with his full B book. Brother Stanley works in the engine department.



Capt. Jan Kummernes (left) receives a model of the motor vessel *Honor*, which was made by AB Robert V. Bakeman. Bakeman donated the model to the ship Aug. 17, 2007. He started working on the piece in his spare time at the beginning of the voyage, which began June 26. The *Honor* is operated for American Roll-On/Roll-Off Carriers by Interocean American Shipping. It is one of seven SIU-crewed car carriers in the Maritime Security Program fleet.



## ABOARD THE USNS GORDON

These photos were taken last August when the *USNS Gordon*, a 3PSC vessel, was in Norfolk, Va.

Right: AB Jerry Stilman and Susan King, vice president, 3PSC.



AB Tim Kacer



Right: Wiper Ruden Perez and SA Nenita Phillips



Chief Cook Roslyn Johnson





# LNG Safety Training Available at Paul Hall Center

## Local Company Cites Instructors, Curriculums as Positives

SIU-contracted companies and Seafarers have a myriad of services, training courses and capabilities at their fingertips. One such benefit for mariners and the companies they work for is the Paul Hall Center for Maritime



Fire fighting instruction and safety training at the Joseph Sacco Fire Fighting and Safety School and Paul Hall Center is world-renowned.

Training and Education, which offers the most U.S. Coast Guard-approved courses of any maritime school in the nation.

A founding principle of the SIU and its affiliated school, located in Piney Point, Md., is to remain at the forefront of change and advancements in the maritime industry. With this in mind, the center offers state-of-the-art coursework and training in numerous maritime trades, one of which is in the growing field of liquefied natural gas (LNG)—its handling, safety and fire fighting.

In these days of rising oil consumption, its surging prices and the search for alternative energy sources, the LNG industry is growing and LNG now accounts for one-fourth of the types of energy products being used in the world.

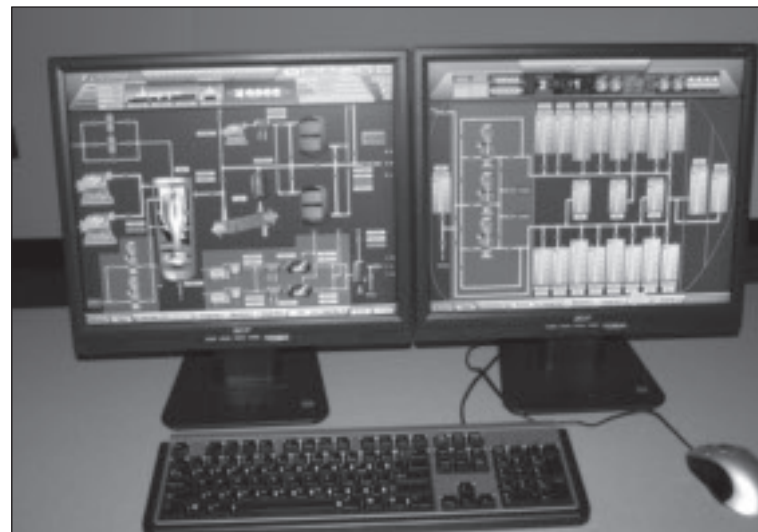
Always working to stay a step ahead of industry trends and needs, the Paul Hall Center started LNG coursework decades ago and resumed it in 2005. One of the most comprehensive training courses available at the school is

Tank Ship Familiarization/LNG. The course provides a basic knowledge of LNG tanker cargoes and operations as required by the Code of Federal Regulations (46 CFR 13.409). It leads to original endorsement as tankerman assistant (LG) and complies with the amended STCW convention. Topics include hazard communication, safety and fire fighting, cargo piping, valves and pumps, watchstanding, ship mooring, confined space entry, cargo characteristics, tankership characteristics, cargo containment systems and repair materials.

Basic and advanced fire fighting are other comprehensive safety courses conducted at the school, and those classes often are tailored to an individual company's specific needs. For instance, the school has developed training scenarios to include LNG flange fires and piping system isolation, among many others. Hands-on training for these classes is provided at the Joseph Sacco Fire Fighting and Safety School—and the school stands ready to train companies and seafarers in the burgeoning field of LNG safety. "We have Coast Guard-qualified instructors at the ready," said school instructor Joe Zienda.

For example, students from nearby Dominion LNG, LP's Cove Point, Md. LNG facility and terminal, have trained at the Joseph Sacco Fire Fighting and Safety School, part of the Paul Hall Center. According to Zienda, "We have an ongoing program to train Dominion's folks about LNG in areas such as extinguishers, hand-lines, CPR, fire safety and more."

From the customer standpoint, Dominion Senior Safety Special-



Part of the Paul Hall Center's in-depth LNG coursework includes safety classes. Pictured is an LNG Tanker Control Console Simulator used in the training.



Dominion's LNG facility in Cove Point, Md. (pictured above) sends safety employees to the SIU's affiliated school for specialized training.

### Safety Gear Donated to School



Students at the SIU-affiliated Paul Hall Center for Maritime Training and Education are utilizing newly donated portable foam applicators during certain safety classes at the Piney Point, Md. school (photos above and below). The equipment was provided by IMSSCO Corporation, for whom retired SIU Assistant VP Don Anderson (standing in photo above) is a consultant. Aboard ship, the portable foam applicators (right) are a requirement of the Safety of Life at Sea (SOLAS) treaty. Specifically, they're required for machinery spaces containing oil-fired boilers and internal combustion machinery. More information about SOLAS may be found on line at [http://www.imo.org/Conventions/contents.asp?topic\\_id=257&doc\\_id=647](http://www.imo.org/Conventions/contents.asp?topic_id=257&doc_id=647). IMSSCO's site is [www.imssco.com](http://www.imssco.com).



### 2 More Apprentices Earn Diplomas



Two more unlicensed apprentices from the Paul Hall Center for Maritime Training and Education last month earned high school diplomas through the school's academic department. Receiving their respective certificates were (top photo, second from left) Sean D. Jones from Class No. 691 and (bottom, left) Caroline Thomas, Class No. 685. Jones is pictured with (from left) SIU Executive VP Augie Tellez, VP Contracts George Tricker, President Michael Sacco and Secretary-Treasurer David Heindel. Standing with Thomas is Peggy Densford from the school's academic department. More than 2,000 students have earned GEDs through the Paul Hall Center.







# Seafarers Answer the Call

## SIU Team Enthusiastically Volunteers to Help Community

### Members of the SIU Tacoma V

2<sup>nd</sup> Cook Ismail Nasser  
GUDE Nagi Nagi  
SB Clark Williams  
AB Abdullatif Ahmed  
SA Abdufatah Abdulla  
GUDE Wilkin Hoehn  
CC Jamie Serrano  
DEU Henry Egaran  
Wiper Rudolf Jordan  
QMED John Day  
SA Khaled Mohamed

Oiler Efen Bacomo  
BREC Richard Barnes  
OS Rick Jones  
Bosun Chris Tizon  
BREC Don Rezendes  
SREC Amanda Suncin  
CC Claudia Mauricio  
DEU Salah Muthana  
AB Gary Jennings  
DEU Larry Ronning  
Port Agent Joe Vincenzo

When country or community calls, Seafarers have always answered. It was no surprise, then, that when the city of Tacoma, Wash. asked for help repairing and painting the exterior of homes of hundreds of elderly and special needs residents earlier this year, more than 30 recertified bosuns, stewards and other members and friends of the Seafarers International Union bonded together to answer the call.

Paint Tacoma-Pierce Beautiful is an annual program through which community members and local organizations pool their resources and volunteer manpower to help those who can't help themselves. Through that program, 32 SIU members, employees, family members and friends in the Tacoma area washed, scraped, sanded, caulked and painted Beatrice Lindsey's home, devoting more than 200 hours of volunteer manpower.

Affectionately known as "Bea," Mrs. Lindsey is an 84-year-old widow.

According to program guidelines, for a homeowner to be selected to get his or her home painted, a group of at least 15 volunteers must be formed per home. Groups aren't limited to just painting, however. When it came to the SIU's Tacoma group, they went well beyond the call of duty. They started organizing in mid-July and finished the project in late August.

"The exterior of the house was in poor shape," recalled Tacoma SIU Port Agent and paint project team leader Joe Vincenzo. "The pigment had faded over the years. Cedar shakes were loose and needed to be nailed back in place. The entire house had to be pressure washed, wire brushed and primed in spots. The gables and fascia on the roof had to be secured with nails, primed and painted. The house also needed caulking and a fairly heavy coat of paint all around. We also prepped, primed and painted the garage."

"As for me, I was looking for an opportunity to volunteer and to continue the work of the SIU through

*"It was a great way to show SIU's face in the community and help someone less fortunate."*

*— Recertified Bosun Richard Barnes*



Tacoma Patrolman Randall Kramer (foreground) and AB Abdullatif Ahmed repair some of the cedar shakes on Bea Lindsey's home.



Recertified Bosun Richard Barnes demonstrates his expert caulking technique.



Patrolman Randall Kramer climbs to new heights to help.

community involvement," added Vincenzo when asked why he volunteered to help a total stranger. "Organized labor and the SIU in particular have always reached out to communities through the United Way and other such organizations. Paint Tacoma was a wonderful opportunity in keeping with a very rich tradition."

"I was very excited when Joe came to the staff asking if we would be interested in doing community work," said Port Secretary Brenda Flesner.



Port Secretary Brenda Flesner knows it takes a newly painted picket fence to make a house a home.





# Call of Those in Need in Tacoma

## Volunteer Team

Safety Director Ryan Palmer  
 Quinten Palmer, son of Ryan Palmer  
 Patrolman Randall Kramer  
 Stevie McCoy, friend of Randall Kramer  
 Administrator Brenda Flesner  
 Nico Delia, son of Brenda  
 Donica Delia, daughter of Brenda  
 Emilia Flesner, daughter of Brenda  
 Administrator James Ott  
 Kathy Jones—next door neighbor



Recertified Bosun Don Rezendes knows how to handle a paintbrush.



SIU Safety Director Ryan Palmer is ready at the trigger of his caulking gun.

“Everyone in the office replied with extreme enthusiasm. I had never painted an outside of a home and thought what fun it would be to learn the procedures. We had to wait about a month before we were assigned to our ‘candidate,’ but I was ready to start the day Joe brought the idea to us.

“I enjoy helping the community,” Flesner continued. “I am so blessed with the family I have, the job that has employed me for so many years, and all the ‘empty’ but fulfilling materials in my life. I feel I need to give something back, and teach my children the importance of helping others without strings attached.”

Flesner mentioned another positive aspect to her family’s participation. “To this day, my children still speak of Bea and the fun they had painting. Even my three-year-old painted, even though she got more on herself than the house. Every time we pass a house that is similar to the color we painted Bea’s, Emilia always says, ‘Look mama, it’s Bea’s house.’ The other great thing I got out of doing Paint Tacoma Beautiful is I have made a friend for life in Bea. I visit her frequently and enjoy all the moments and memories she shares with me. I hope we can do another project like this again.”

So, what did Bea think about the people who worked to revive her 52-year-old home? “They were very fine people. I’m proud to know them and to have such great neighbors. Thanks to them all and especially Joe and Brenda. Brenda kept things organized and helped me through it. I

know they all were busy with their jobs and I’m so grateful they helped me.”

“I was pleased when Joe asked if we would be interested in helping in a community project,” said SIU Tacoma Port Administrator Jim Ott. “I do community and charity work for my parish but had never participated in the Paint Tacoma Beautiful project. I was very excited when they assigned our house and the staff went ‘full speed ahead’ to organize what was needed for our project. I was quite surprised at the amount of work needed to get the work started.”

Ott said that the planning included putting together supply lists and then ordering paint along with related items such as rollers, pans, drop cloths, rags, brushes, paint remover, a pressure washer and more. Following a meeting of Bea and a project representative (Tim Gappa), the SIU team surveyed the house one final time before beginning its work.

“What was most rewarding for me was the companionship that developed between staff and members during this time,” added Ott, who took the photos accompanying this story. “Another highlight was Brenda’s three children



Some of the members of the Tacoma team (front row, from left): Brenda Flesner, Jim Ott (back row) AB Abdullatif Ahmed, Tacoma Patrolman Randall Kramer, Ismail Nasser, Chief Steward Clark Williams, QMED John Day, SA Abdufatah Abdulla, GUDE Nagi Nagi and Tacoma Port Agent Joe Vincenzo.



Program Technical Advisor Tim Gappa (left) and Joe Vincenzo discuss the way forward to repair and paint Bea Lindsey’s home.



Efren Bacomo and Henry Egaran are old hats at making the old look new.

*“God, the union and the community have been very good to me. It’s an honor and privilege to give something back this way.”*

— Recertified Steward Amanda Suncin

and (Safety Director) Ryan Palmer’s son helping with the project.”

Chief Steward and volunteer **Clark Williams** summed up his feelings about the Tacoma project when he said, “I worked over four days over four weekends. I’d never done anything like this before but I always wanted to. It’s great to give something back to the community. The way it brought folks together, it was a great example of the brotherhood we really have here. When you do something like this for a person as special as Bea, it’s a joy. I’m going to try to make this a part of my vacation planning every year.”



QMED John Day does some of the much-needed prep work before painting.





2008

# Scholarship Season

START THE APPLICATION  
PROCESS TODAY!

**S**eafarers, their spouses and dependent children who plan to attend college next year have a benefit unique to them. For in addition to any other grants or stipends they may be awarded, they also are eligible to apply for one of eight scholarships from the Seafarers Health and Benefits Plan.

Three of the scholarships are reserved for SIU members. One is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

The first step in the application process is sending away for the Seafarers Scholarship Program booklet. To receive a copy of this guide, fill out the coupon at the bottom of this page and return it to the address listed on the form.

Once the scholarship booklet has been received, applicants should then check the eligibility information and, if they are eligible, should start collecting some of the other paperwork which must be submitted along with the full application by the April 15, 2008 deadline.

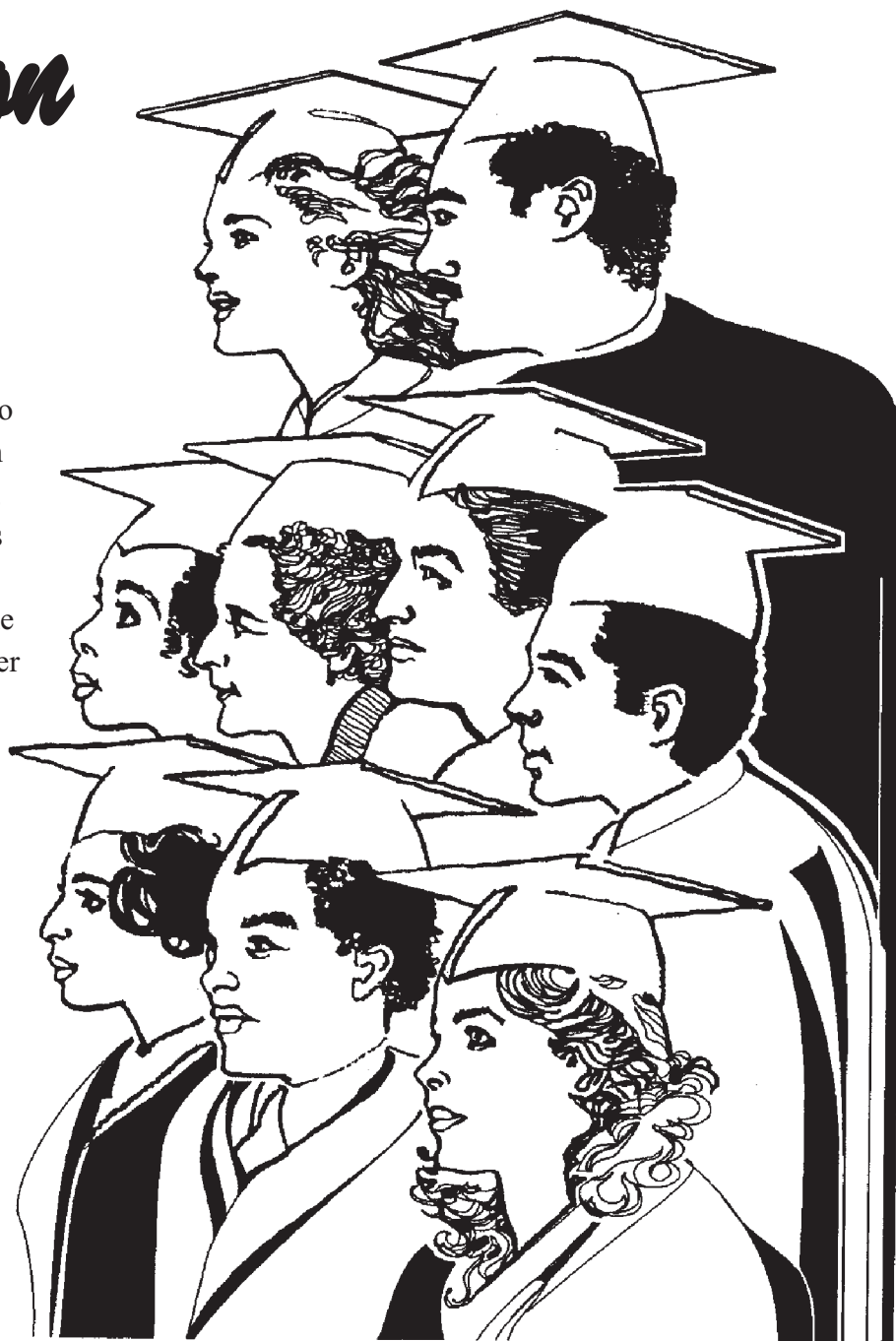
These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the requests are made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals. A photograph of the applicant as well as a certified copy of his or her birth certificate also need to be included.

The selection committee looks at the high school grades of all applicants and also checks the scores of either their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2008 to ensure the results reach the committee in time to be evaluated.

Those Seafarers and dependents who previously applied for a Seafarers scholarship and were not selected are encouraged to apply again this year, provided they still meet all the eligibility requirements.

Don't let the steadily increasing costs of a college education stop you from reaching your goals. The Seafarers Scholarship Program can make a difference!



## SIU Families Eligible for Union Plus Scholarship Program

Since 1992, the Union Plus Scholarship Program has awarded more than \$2.4 million to students of working families who want to begin or continue their post-secondary education. More than 1,700 families have benefited from this commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation.

The students selected for university, college, trade school or technical scholarships represent a wide sampling of backgrounds, union affiliations, goals and accomplishments.

**Eligibility for Scholarships:** Because the SIU participates in Union Plus, current and retired SIU members, their spouses and their dependent children (including foster children, step children, and any other child for whom the individual member provides greater than 50 percent of his or her support) can apply for a Union Plus Scholarship. (Participating union members from the U.S., Puerto Rico, Guam and the U.S. Virgin Islands and Canada are eligible.) Members do not have to purchase any Union Plus program product or participate in any Union Plus programs to apply for the scholarships, and scholarship awards are not based upon participation in a Union Plus program.

The individual must be accepted into an accredited college or university, community college or recognized technical or trade school at the time the award is issued. Note: Graduate students are now eligible.

**Evaluation criteria:** The scholarship program is open to students attending or planning to attend a college or university, a community college, or a technical college or trade school. Applicants for scholarships are evaluated according to academic ability, social awareness, financial need and appreciation of labor.

Scholarship applications are judged by a committee of impartial post-secondary educators. Applications are first reviewed by a panel of independent career professionals. Semi-finalists are chosen based on a point scale, and their applications are then provided to judges for further review and selection of finalists and awards. Program judges include representatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities and the National Association of Independent Colleges and Universities.

**Scholarship award amounts:** The amount of the award ranges from \$500-\$4,000. This is a one-time cash award sent to individual winners for study beginning in the fall of the same year.

**How to apply:** For information about obtaining the Union Plus Scholarship application, visit the Union Plus web site at [www.unionprivilege.org/benefits/custom.cfm](http://www.unionprivilege.org/benefits/custom.cfm)—and click the education services button. The application deadline is Jan. 31, 2008. Selected scholarship recipients' names will be announced May 31. Due to the high volume of applications, only winners receive notification.

**Deadline:** All applications must be postmarked by Jan. 31, 2008.

Please send me the 2008 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name \_\_\_\_\_

Mariner's Social Security Number \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number (\_\_\_\_) \_\_\_\_\_

This application is for: ☐ Self ☐ Dependent

Mail this completed form to Scholarship Program, Seafarers Health and Benefits Plan,  
5201 Auth Way, Camp Springs, MD 20746.

12/07





# Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 2007

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	4	4	2	2	2	0	0	6	5	4
Anchorage	1	5	1	1	0	0	0	1	14	3
Baltimore	4	6	1	7	3	1	2	8	10	0
Fort Lauderdale	8	17	7	10	13	2	12	20	23	9
Guam	4	4	3	4	4	1	0	3	7	5
Honolulu	7	5	3	6	1	1	0	14	16	4
Houston	35	31	9	30	15	2	18	70	52	13
Jacksonville	33	20	2	29	11	0	18	55	45	5
Joliet	1	4	0	0	0	0	0	2	9	1
Mobile	14	15	2	14	8	0	7	18	18	2
New Orleans	17	8	1	15	5	0	6	25	24	4
New York	41	23	2	26	11	2	15	74	41	5
Norfolk	16	18	6	11	19	6	7	28	21	9
Oakland	24	16	1	18	9	1	6	34	27	0
Philadelphia	4	4	1	0	0	3	0	6	10	4
Piney Point	0	13	0	2	5	0	0	0	11	0
Puerto Rico	8	6	0	7	7	0	6	9	15	0
St. Louis	2	4	1	2	4	0	0	5	10	2
Tacoma	36	27	9	28	23	1	19	66	46	13
Wilmington	31	19	7	19	14	2	13	47	31	9
Totals	290	249	58	231	154	22	129	491	435	92
ENGINE DEPARTMENT										
Algonac	0	2	0	0	2	0	0	2	2	0
Anchorage	0	1	2	0	1	1	0	0	1	1
Baltimore	2	5	0	2	6	0	2	2	6	0
Fort Lauderdale	9	6	4	4	4	1	4	12	8	6
Guam	1	1	0	0	0	1	0	3	2	1
Honolulu	8	4	2	4	4	1	0	15	3	2
Houston	13	19	5	12	11	2	10	21	24	5
Jacksonville	17	17	0	12	6	3	9	29	37	1
Joliet	1	0	1	0	0	0	1	1	0	2
Mobile	7	4	1	8	2	1	4	13	10	1
New Orleans	9	5	0	4	1	0	3	8	9	1
New York	14	9	3	12	8	2	10	26	13	5
Norfolk	14	11	0	7	9	1	5	15	23	6
Oakland	9	6	1	9	6	1	3	14	10	3
Philadelphia	4	1	1	1	2	0	1	3	3	1
Piney Point	1	3	0	0	1	0	0	2	2	0
Puerto Rico	1	6	0	3	2	0	1	3	5	1
St. Louis	0	5	2	0	2	0	1	1	6	2
Tacoma	14	20	0	14	12	1	17	23	25	2
Wilmington	13	10	7	4	6	4	1	21	18	11
Totals	137	135	29	96	85	19	72	214	207	51
STEWARD DEPARTMENT										
Algonac	0	1	0	0	2	0	0	2	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	0	0	0	1	0	1	7	0	0
Fort Lauderdale	5	7	0	4	8	1	3	8	13	1
Guam	4	1	0	2	0	0	0	5	1	0
Honolulu	9	6	0	6	3	0	6	12	10	0
Houston	20	8	1	13	6	1	6	35	13	2
Jacksonville	15	7	0	9	6	0	6	25	13	1
Joliet	2	0	0	2	0	0	0	0	0	0
Mobile	5	5	0	3	3	0	1	11	8	1
New Orleans	5	1	1	5	3	0	2	8	6	1
New York	19	2	2	14	8	3	6	30	6	1
Norfolk	13	15	4	7	11	2	4	17	17	4
Oakland	24	4	0	24	2	0	8	41	9	0
Philadelphia	2	3	0	0	1	0	1	2	2	1
Piney Point	2	1	1	1	1	1	0	6	2	0
Puerto Rico	1	4	0	3	1	0	1	2	4	0
St. Louis	2	1	0	1	0	0	0	4	2	0
Tacoma	19	8	3	7	4	2	3	30	15	3
Wilmington	21	6	1	9	6	0	5	35	8	3
Totals	170	80	13	110	66	10	53	280	129	18
ENTRY DEPARTMENT										
Algonac	0	1	4	0	0	0	0	0	4	10
Alchorage	0	2	0	0	1	0	0	0	4	1
Baltimore	1	4	0	1	4	0	0	0	3	2
Fort Lauderdale	0	7	5	0	3	2	0	0	9	13
Guam	0	3	1	0	2	0	0	0	3	2
Honolulu	6	7	12	3	4	5	0	5	11	20
Houston	6	18	3	3	6	2	0	8	51	7
Jacksonville	3	14	21	1	7	5	0	3	28	28
Joliet	0	1	0	0	1	0	0	0	0	2
Mobile	1	3	2	0	2	1	0	1	5	4
New Orleans	2	6	3	1	2	1	0	4	15	8
New York	8	28	9	3	10	2	0	15	55	25
Norfolk	0	11	14	1	7	7	0	1	24	28
Oakland	3	12	8	3	6	3	0	6	21	19
Philadelphia	0	2	1	0	0	0	0	0	2	1
Piney Point	0	19	28	0	10	17	0	0	17	22
Puerto Rico	0	2	1	0	1	0	0	1	4	4
St. Louis	0	4	0	0	1	1	0	0	3	1
Tacoma	5	18	8	4	10	4	0	7	32	20
Wilmington	2	15	8	2	3	3	0	2	28	15
Totals	37	177	128	22	80	53	0	53	319	232
Totals All Departments	634	641	228	459	385	104	254	1,038	1,090	393

\*“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.

## January & February 2008 Membership Meetings

Piney Point .....Monday: January 7, February 4

Algonac .....Friday: January 11, February 8

Baltimore.....Thursday: January 10, February 7

Boston .....Friday: January 11, February 8

Guam .....Thursday: January 24, February 21

Honolulu.....Friday: January 18, February 15

Houston .....Monday: January 14, February 11

Jacksonville .....Thursday: January 10, February 7

Joliet .....Thursday: January 17, February 14

Mobile .....Wednesday: January 16, February 13

New Orleans.....Tuesday: January 15, February 12

New York .....Tuesday: January 8, February 5

Norfolk .....Thursday: January 10, February 7

Oakland .....Thursday: January 17, February 14

Philadelphia.....Wednesday: January 9, February 6

Port Everglades ....Thursday: January 17, February 14

San Juan .....Thursday: January 10, February 7

St. Louis .....Friday: January 18, February 15

Tacoma .....Friday: January 25, February 22

Wilmington.....Tuesday: January 22\*, February 19\*

*(\*changes created by Martin Luther King's birthday  
and Presidents 'Day holidays)*

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

### Coast Guard Email Lists Offer Updates On Mariner Licensing, Documentation

The U.S. Coast Guard recently circulated the following announcement in a National Maritime Center newsletter and via e-mail. It is reprinted here with permission.

#### Subscribe to Mariner Licensing and Documentation Information Updates

To improve how information is distributed to the maritime community, the National Maritime Center and the Mariner Licensing and Documentation program now have a presence on the Coast Guard's List Server (CGLS). To automatically receive up-to-date information via e-mail, simply subscribe to one or more of the available lists, and messages will be delivered to your e-mail inbox. Please share this with other contacts to spread word about this new service.

To subscribe to a list, follow the instructions below:

- 1) Go to the CGLS web site at <http://cglis.uscg.mil/groups.php?ID=10>
- 2) Review the lists to find the information you would like to have sent to you.

3) Under each list are the Subscribe/Unsubscribe/Archive links. To subscribe, click that link and provide your e-mail address, name (optional), pick a password and confirm it in the window provided. Then hit the subscribe button, and you have subscribed to that topics e-mail list.

As new or updated NMC/MLD information is generated, you will receive an e-mail with a brief description of the content and a link to the site where the content is located.

There are 6 lists under Mariner Licensing and Documentation (MLD) program, as described below:

#### National Maritime Center Updates

Information concerning the National Maritime Center's (NMC) operations, process improvements, and important information on merchant mariner credentials.

#### NMC Performance Reports

Information from the National Maritime Center on credential production performance statistics, including processing time, application inventory and customer satisfaction. These reports will communicate the results of improvements to credential production processes and customer services.

#### MLD Program Policy Updates

Information from the Mariner Licensing and Documentation program manager at Coast Guard headquarters on changes to regulations, Navigation and Vessel Inspection Circulars (NVICs) and other policy guidance.

#### REC News/Announcements

Announcements concerning Regional Examination Center (REC) locations, hours of operation, contact information and other pertinent REC operations information.

#### Mariner Information/News

Information for individual mariners seeking licenses and/or Merchant Mariner Documents, including changes to the credential application, medical physical and other forms, revisions to checklist, information packets, instruction guides, information for healthcare professionals, selected Frequently Asked Questions (FAQ's), NMC Point of Contact (POCs) and other pertinent information.

#### Coast Guard-Approved Courses

Information on Coast Guard-approved training, courses, examinations, course audits and other pertinent information.

If you have questions or need assistance with subscribing to a list, please contact LT Hilary Stickle at (304) 724-9557 or via e-mail at [Hilary.Stickle@uscg.mil](mailto:Hilary.Stickle@uscg.mil).





## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**  
*Vice President Lakes and Inland Waters*

**Dean Corgey, Vice President Gulf Coast**

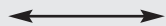
**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**  
*Vice President Government Services*

**René Lioeanjie, Vice President at Large**

**Charles Stewart, Vice President at Large**



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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

## USS Recognizes SIU Crews, Company Officials

*Continued from page 4*

vessel's rigid-hull inflatable boats to aid in rescue operations. Braving 10-foot waves and 27 knot winds, the *Kanawha* crew made two trips to transfer the stranded mariners from the *Jai Laxmai* to the *Dupleix*, a French warship that also assisted in the rescue. Sixteen distressed mariners were rescued.

John Bowers, chairman of the USS AOTOS Committee and recently retired president of the International Longshoremen's Association, announced the AOTOS Award recipients and offered comments which delineated their respective accomplishments. "These three men represent the very best of the U.S.-flag industry," he said of Andrasick, Arntzen and Reinhart. "Our recipients have been selected by those who know them best: international transportation leaders who understand very well the challenges and issues which confront United States shipping and the American seafarers and recognize their leadership in this area."

### James S. Andrasick

Andrasick was named president and chief executive officer of Matson Navigation Company, Inc. on July 18, 2003. He joined Alexander & Baldwin, Inc., the parent company of Matson, in June 2000 as senior vice president, chief financial officer and treasurer. On April 25, 2002, Andrasick was appointed to additional duties as president and chief executive officer of Matson on an interim basis. He is a graduate of the U.S. Coast Guard Academy, where he received a bachelor's degree in engineering. Andrasick also holds a master's degree in management science from the Massachusetts Institute of Technology. Vice Admiral Vivien S. Crea, vice commandant, U.S. Coast Guard, presented Andrasick with his award.

Celebrating its 125<sup>th</sup> anniversary, Matson Navigation is the principal carrier of containerized freight and automobiles between the West Coast and Hawaii, Guam and Mid-Pacific, and is the largest subsidiary of Honolulu-based Alexander & Baldwin, Inc.

### Morten Arntzen

Arntzen was appointed president and chief executive officer of Overseas Shipholding Group, Inc. (OSG) in January 2004. He has been an OSG Board member

since 2004. Prior to joining OSG, Arntzen was chief executive officer of American Marine Advisors Inc., a U.S.-based merchant banking firm specializing in maritime industry merger and acquisition advisory work and corporate restructuring for a global client base. He holds a bachelor degree from Ohio Wesleyan University and a master of international affairs degree from Columbia University. Arntzen received his award from The Honorable Sean Connaughton, U.S. maritime administrator.

Overseas Shipholding Group bills itself as the only large tanker company with a significant presence in both the international flag and U.S.-flag markets. Additionally, the company has an established position in the Jones Act product tanker and crude tanker segments.

### John F. Reinhart

Reinhart was named chief executive officer, Maersk Line, Limited on Aug. 1, 2000 and president in April 2004. He joined Maersk Inc. in 1991 in human resources. In 1992, Reinhart began his career in universal maritime services working his way up to president. He returned to Maersk in 1996 as a regional director and then as senior vice president. Reinhart received his B.A. in political science from Ohio University and completed the executive MBA program at the University of Michigan in 1997.

SIU President Michael Sacco introduced Reinhart and presented him with his award. "Over the years, John has proven himself as someone who clearly recognizes that the continued revitalization of the U.S. Merchant Marine depends on cooperation throughout our industry," Sacco told those in attendance about Reinhart. "John has built a great team at Maersk. The company has grown under his leadership, and they deserve credit for supporting our troops in operations Enduring Freedom and Iraqi Freedom, as do the other U.S.-flag companies being honored tonight."

Maersk Line, Limited operates 19 U.S.-flag liner vessels that are enrolled in the Maritime Security Program. The company is a long-term trusted partner with the U.S. Department of Defense providing support services and operating 29 vessels under vessel management contracts.

### AOTOS Mariner's Rosette Winner

Third Mate Victor Manoli III, while aboard the SIU-crewed *Maersk Maryland*

on Oct. 25, 2006 contained a potentially deadly fire aboard the vessel in the port of Gioia Tauro, Italy.

Shortly after the vessel had tied up, the captain over the radio announced that there was a fire alarm on B deck. Manoli, who was coming from the stern, made his way to B deck with two SIU crew members. After finding smoke coming from one of the rooms, he radioed the deck and informed those on duty that he had found the source and that he and the other two crew members were going to enter the room.

Armed with a dry chemical extinguisher, the trio opened the door. They could feel the heat from the blaze and heard popping noises. Manoli took one step into the door and discharged the extinguisher in the direction of the blaze. They then evacuated the room as smoke began to fill the passageway.

Crew members then brought fire suits and self contained breathing apparatus (SCBA) to the location, and Manoli donned an SCBA. While staying in radio contact with the bridge, he entered the space again to find even larger flames than before. This time he used the entire contents of the dry extinguisher and headed back out of the room. He then checked to see if he had enough air and went back inside with another extinguisher. Upon his return, the fire was headed up the bulkhead so he blasted the entire area until the fire was out.

Senator Daniel K. Inouye was general chairman for this year's event and sent a video message as well, congratulating the three AOTOS recipients and recognizing the mission of USS, which has been dedicated to meeting the needs of seafarers in foreign ports for 65 years.

Captain Robert Hart, USN (ret.) and Samuel B. Nemirow served as National Committee co-chairmen. SIU President Sacco was dinner chairman.

The USS continues to provide community services for the U.S. Merchant Marine, the American Armed Forces, and seafarers of the world. The USS, a non-profit agency, was established in 1942. It operates centers in ports in Europe, Asia, Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

## PIC-FROM-THE-PAST

This photograph was sent to the *Seafarers LOG* by Pensioner **Trinidad Sanchez** of Carolina, P.R.

"It was taken ashore in Rio Haina, Santo Domingo in 1972 at the home of a friend," he wrote in a note accompanying the photo.

Sanchez (far left, back row) was sailing as an SA at the time. Also pictured are Wiper Frank Torres and Chief Cook Greg Johnson as well as the chief steward. All were crew members aboard the *Sea-Land Crusader*.



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

*Photographs will be returned, if so requested.*





## DEEP SEA



**DENNIS BROWN**, 65, joined the union in 1969. He first sailed on the *USNS Maury*.

Brother Brown was born in Long Beach, Calif. He shipped in the deck department. Brother Brown most recently worked aboard the *Tacoma*. He attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Brown makes his home in Everett, Wash.

**GARY DOYEN**, 65, became an SIU member in 1967. Brother Doyen's first trip to sea was on the *Commander*. The engine department member was born in California. In 1967 and 2000, Brother Doyen upgraded his skills at the Piney Point school. His most recent voyage was aboard the *Horizon Consumer*. Brother Doyen lives in Bellflower, Calif.

**ERNEST DUHON JR.**, 61, joined the SIU in 1965. Brother



Duhon first sailed on the *Del Norte* as a member of the deck department. He was a frequent upgrader at the SIU-affiliated school in Piney Point, Md. Brother Duhon was born in New Orleans. Prior to his retirement, he shipped aboard the *Horizon Fairbanks*. Brother Duhon calls Longview, Wash. home.



**WALTER FITZGERALD III**, 65, began his seafaring career in 1966. Brother Fitzgerald first sailed aboard a

Wall Street Traders vessel. He upgraded his skills in 1988 at the maritime training center in Piney Point, Md. Brother Fitzgerald, who was born in Massachusetts, most recently sailed aboard the *Carolina*, where he worked in the engine department. He is a resident of Omaha, Ga.

**JIMMIE GRAYDON**, 64, donned the SIU colors in 1964. Brother Graydon was born in



Georgia and sailed in the engine department. He attended the Piney Point school on three occasions to upgrade his seafaring skills. Brother Graydon's first ship was the *Detroit*; his last was the *El Yunque*. He resides in Jacksonville, Fla.

**JAMES JOWERS**, 65, joined the SIU ranks in 1986. Brother Jowers' first voyage was on the *USNS Desteiguer*. A native of Texas, he shipped in the deck

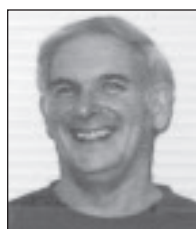


department. Brother Jowers upgraded his skills in 1992, 1996 and 2000 at the Seafarers-affiliated school. He last sailed aboard the *Seabulk Pride*. Brother Jowers settled in Liberty Hill, Texas.

**LUIS LOPEZ**, 51, embarked on his seafaring career in 1973. Brother Lopez first worked aboard the *Bradford Island*. He upgraded his skills



often at the Paul Hall Center. Brother Lopez worked in the steward department, most recently aboard the *Courage*. He makes his home in Naguabo, P.R.



**JAMES MCKNIGHT**, 65, began sailing in 1969 on the *Choctaw*. Brother McKnight, who was born in Washing-

ton, worked in the steward department. In 1975 and 1978, he attended the Piney Point school to upgrade his seafaring skills. Brother McKnight's most recent voyage was aboard the *Horizon Tacoma*. He makes his home in Stanwood, Wash.

**FADEL MOHAMED**, 53, began his SIU career in 1979. Brother Mohamed's first ship was the *Cove Navigator*. He



upgraded his skills in 2000 at the maritime training center in Piney Point, Md. Brother Mohamed, who was born in Yemen, most recently sailed aboard the *Comet* as a member of the steward department. He calls Garden Grove, Calif. home.

**WILLIAM MUNIZ**, 68, was born in Puerto Rico and joined the SIU in 1968 in the port of New York. His first voyage was on the *Robin Hood*, where he shipped in the steward department. Brother Muniz upgraded his skills on numerous occasions at the Paul Hall Center. His last trip to sea was aboard the *Atlantic*. Brother Muniz is a resident of Hamilton, N.J.



**ALI MUTANIA**, 65, joined the SIU in 1979. Brother Mutania's first ship was the *Westward Venture*. He

sailed as a member of both the engine and steward departments. Brother Mutania, who was born in Yemen, upgraded his skills on two occasions at the union-affiliated school. Brother Mutania's

most recent voyage was aboard the *Midnight Sun*. He resides in Oak Lawn, Ill.

**GENE POPE**, 65, began his seafaring career in 1992 in the port of Mobile, Ala. Brother



Pope's first ship was the *USNS Titan*. The steward department member, who was born in Georgia, attended classes on two occasions at the Piney Point training center. His last trip to sea was on the *USNS Invincible*. Brother Pope lives in Montgomery, Ala.



**JOSE RIVERA III**, 67, joined the SIU in 1965. Brother Rivera first sailed aboard a United

Shipping Company vessel. He attended the Paul Hall Center on numerous occasions to improve his seafaring skills. Born in San Juan, P.R., Brother Rivera shipped in the steward department. He most recently worked aboard the *Sirius*. Brother Rivera is a resident of Houston.

**JOHN RYAN**, 65, started sailing with the SIU in 1967. Brother Ryan, who was born in New

York, worked in the engine department. He first sailed aboard the *Seatrail New York*. Brother Ryan most recently worked on the *San Juan*. He calls Toms River, N.J. home.



**IVAN SALIS**, 46, became an SIU member in 1980, first sailing aboard the *LNG Virgo*. Brother Salis upgraded frequently at

the Piney Point school. The Louisiana native shipped in the steward department. Brother Salis last worked on the *Cleveland*. He makes his home in Callahan, Fla.

## INLAND

**JOHN COLOMBO**, 55, joined the union in 1975, first working aboard a Whiteman Towing Company vessel. He was born in Louisiana. Before retiring, Boatman Colombo worked aboard a Crescent Towing & Salvage Company vessel. He lives in Pearl River, La.

**WALTER EVANS**, 62, started his SIU career in 1992 in the port of Houston. Boatman Evans worked primarily aboard vessels operated

by Higman Barge Lines. He is a resident of Lexington, Texas.

**BILLY HINES**, 62, joined the SIU in 1972. Boatman Hines first worked on the *Dravo Gulf*. In 1976, he attended the Paul Hall Center to upgrade his seafaring skills. Boatman Hines' most recent voyage was aboard a National Marine Service vessel. He makes his home in Milton, Fla.

**RICHARD WARD**, 62, became a union member in 1981. Boatman Ward worked primarily aboard Willis Inc. ves-



sels. He makes his home in Jacksonville, Fla.

## GREAT LAKES



**AHMED NASER**, 60, joined the ranks of the SIU in 1972 in Detroit, Mich. Brother Naser upgraded at the union-

affiliated school in 2003. The steward department member, who was born in Saudi Arabia, first sailed on the *Consumers Power*. His last ship was his last the *Walter J. McCarthy*. Brother Naser calls Dearborn, Mich. home.

Reprinted from past issues of the Seafarers LOG.

**1945**

In a move to appease calls for increased wages for stewards aboard Liberty and Victory ships converted to troop carriers, the War Labor Board granted a nominal wage increase to some of the ratings in the steward classification. In a hearing with the WLB, Seafarers International Union representatives described working and living conditions for stewards and the fact that the WLB's increase did nothing to raise wages to a fair and "livable" wage.

After months of considerable discussions on SIU's part, wages were increased an average of \$12.50 a month and raises were made retroactive three months prior to this final agreement. By 1945 standards, this was a considerable increase that helped raise the standard of living for stewards.

**1958**

A federal court judge refused to issue an injunction against SIU demonstrations against American owners of "runaway" tonnage. The action opened the doors for SIU to call for action of the National Labor Relations Board. Runaways are vessels flying foreign flags that were actually owned by American companies. According to the LOG, "Up until now, the runaways have been able to evade jurisdiction of U.S. labor law by claiming that they were actually foreign businesses. It is the opinion in the industry that the runaway operators would be very reluctant to go near the NLRB for the simple fact that it would acknowledge that they

are essentially American businesses. In turn, that would mean their crews could be organized by the SIU and other maritime unions."

**1976**

A Washington, D.C., research organization, the American Enterprise Institute for Public Policy Research, has just published an in-depth study of the nation's transportation system, concluding that the private transportation sector can meet most, if not all, of the needs of DOD at a significant savings, and

without impairing overall defense readiness. The study maintains that "the United States can no longer maintain parallel military transportation capabilities when the private sector can do the job."

**1995**

Representatives of Congress, American maritime labor, U.S. flag carriers, domestic shipyards and pro-national defense coalitions reaffirmed their total support of the nation's cabotage laws when they introduced the formation of a group to keep the Jones Act and other cabotage laws in place.

"The basic need for enacting the Jones Act—namely, national and economic security—is as valid today as it was 75 years ago," said SIU President Michael Sacco in a meeting with members of Congress and industry representatives. "Simply put, this law has worked!" Sacco noted that because of the Jones Act, "120,000 American citizens—employed on the domestic waterways of the United States, in domestic shipyards, and in related industries—are able to earn a decent living."

## THIS MONTH IN SIU HISTORY

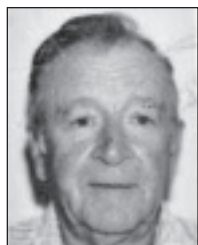




# Final Departures

## DEEP SEA

### CHARLES CALLAHAN



Pensioner Charles Callahan, 79, passed away April 13. Brother Callahan began his seafaring career in 1953. He was born in

New York and sailed in the deck department. Brother Callahan first worked aboard a Waterman Steamship vessel. His most recent voyage was on the *Horizon Enterprise*. Brother Callahan was a resident of Sun City, Ariz. He retired in 1992.

### JOSE CALO



Pensioner Jose Calo, 71, died April 13. Brother Calo, who was born in Spain, joined the SIU in 1967. He first sailed aboard the *Gateway* as

a member of the engine department. Before retiring in 2002, Brother Calo went to sea on the *Houston*. He made his home in the Bronx, N.Y.

### RICHARD DOUGLAS

Brother Richard Douglas, 46, passed away April 20. He became a Seafarer in 1999 in the port of Mobile, Ala. Brother Douglas first sailed aboard the *USNS Invincible*. The steward department member, who was born in Alabama, last worked on a Maersk Line Limited vessel. He continued to live in Alabama.

### ALBERTO FALCON



Pensioner Alberto Falcon, 66, died April 27. Brother Falcon joined the SIU in 1960. His first ship was the *Council*; his last was the *USNS*

*Potomac*. Brother Falcon sailed in the steward department. He resided in his native state of Texas and went on pension in 2005.

### ROSCOE HONEYCUTT



Pensioner Roscoe Honeycutt, 79, passed away April 26. Brother Honeycutt began sailing with the Seafarers in

1956. His first voyage was aboard a vessel operated by Maritime Operations Inc. Brother Honeycutt was a member of the engine department. Born in Cabarrus County, N.C., he last worked aboard the *Seabulk Power*. Brother Honeycutt called Candor, N.C. home. He became a pensioner in 1989.

### WANDA KELLY

Sister Wanda Kelly, 44, died April 16. Sister Kelly joined the SIU ranks in 2004 in the port of New Orleans. She first sailed aboard a Patriot Contract Services vessel. Sister Kelly, who was a native of Maben, Miss., most recently worked in the steward department on the *USNS Altair*. She was a resident of New Orleans.

## HAROLD PITILLO



Pensioner Harold Pittillo, 74, passed away April 10. Brother Pittillo started sailing with the Marine Cooks & Stewards (MC&S) in

1965 in the port of San Francisco. He first sailed aboard a States Steamship Company vessel as a member of the steward department. Brother Pittillo was born in Texas. His most recent voyage was aboard the *Manukai*. Brother Pittillo settled in Oregon and began receiving compensation for his retirement in 1997.

### HASAN RAHMAN



Pensioner Hasan Rahman, 66, died Aug. 18. Brother Rahman donned the SIU colors in 1979 in the port of New York. The steward department

member, who was born in Egypt, first sailed aboard the *Puerto Rican*. He most recently shipped on the *USNS Bob Hope*. Brother Rahman made his home in Jacksonville, Fla. He started collecting his pension in 2006.

### SAMUEL SOTOMAYOR



Pensioner Samuel Sotomayor, 69, passed away April 16. Brother Sotomayor began his seafaring career in 1966. His first

voyage was aboard the *Fairland*. Brother Sotomayor, who was born in Puerto Rico, worked in the steward department. Prior to retiring in 2002, he sailed on the *Humacao*. Brother Sotomayor made his home in Puerto Rico.

### JACK TAYLOR



Pensioner Jack Taylor, 79, died April 17. Brother Taylor was born in Maryland. He joined the SIU in 1966 in the port of Baltimore.

Brother Taylor's first voyage was aboard the *Alcoa Marketer*. He sailed in the deck department, most recently on the *Cape Orlando*. He continued to live in Maryland.

### JOSE VAZQUEZ

Pensioner Jose Vazquez, 83, passed away April 14. Brother Vazquez joined the Seafarers in 1952. His first ship was the *Wanda*; his last was the *Overseas Natalie*. Brother Vazquez, who was born in Puerto Rico, sailed in the steward department. He became a pensioner in 1984. Brother Vazquez was a resident of Puerto Rico.

## INLAND

### CLIFTON BLACKBURN

Pensioner Clifton Blackburn, 84, died April 27. Boatman Blackburn embarked on his SIU career in 1962. He first sailed aboard a Stone Towing Line vessel. Boatman Blackburn was born in Sampson, N.C. Before retiring in 1985, he was employed aboard a Cape Fear

Towing Company vessel. Boatman Blackburn called Wilmington, N.C. home.

### JAMES HARDIN

Boatman James Hardin, 55, passed away April 25. He donned the SIU colors in 1970 in the port of Houston. Boatman Hardin first sailed aboard a G&H Towing Company vessel and last worked on a Moran Towing Company vessel. Boatman Hardin resided in League City, Texas.

### ELWOOD KITTRELL



Pensioner Elwood Kittrell, 79, died April 9. Boatman Kittrell joined the union in 1956. His first voyage was aboard the *Coe Victory*.

Boatman Kittrell, who was an Alabama native, most recently sailed on a vessel operated by Crescent Towing of New Orleans. Boatman Kittrell lived in Mobile, Ala.

### EUGENE McCULLOUGH

Pensioner Eugene McCullough, 78, passed away March 11. Boatman McCullough became an SIU member in 1961. He first shipped aboard a Moran Towing of Philadelphia vessel. Boatman McCullough was born in New Jersey. His most recent voyage was on a Turecamo Maritime vessel. In 1990, Boatman McCullough went on pension. He made his home in Philadelphia.

### WAYNE NICHOLAS



Pensioner Wayne Nicholas, 62, died April 19. Born in Alabama, Boatman Nicholas began his seafaring career in 1962

in the port of Mobile. He sailed primarily on vessels operated by Gulf Atlantic Transport Corporation. Boatman Nicholas was a resident of his native state. He started receiving retirement stipends in 2006.

### NILES PETERSON

Pensioner Niles Peterson, 66, passed away April 3. Boatman Peterson joined the SIU ranks in 1986. He shipped primarily aboard boats operated by Delta Queen Steamship Company. Boatman Peterson was born in New Orleans. He became a pensioner in 2004. Boatman Peterson made his home in Kerrville, Texas.

### PETER SCHAEFER



Pensioner Peter Schaeffer, 80, died April 29. Boatman Schaeffer launched his seafaring career in 1961 in the port of Philadelphia.

He first shipped aboard a Taylor Marine Towing Company vessel. Boatman Schaefer, who was born in Pennsylvania, last worked on a Turecamo Maritime vessel. He began collecting his retirement pay in 1992. Boatman Schaefer called Bristol, Pa. home.

### IVAN STEFFEY

Pensioner Ivan Steffey, 83, passed away April 10. Boatman Steffey was born in Virginia and joined the union



in 1968. Boatman Steffey first worked aboard a Moran Towing of Virginia vessel. Before retiring in 1988, he sailed on Steuart Transportation Company vessels. Boatman Steffey resided in Virginia Beach, Va.

## GREAT LAKES

### HADDI AHMED



Pensioner Haddi Ahmed, 72, died April 6. Brother Ahmed joined the SIU in 1969. The Arabian-born mariner shipped in the steward department,

first working on a Tomlinson Fleet Corporation vessel. His most recent voyage was aboard an American Steamship Company vessel. Brother Ahmed went on pension in 2001. He lived in Yemen.

## MANEH AHMED



Pensioner Maneh Ahmed, 78, passed away April 18. Brother Ahmed joined the SIU in 1961 in the port of Fort Lauderdale. He was a member

of the steward department. Brother Ahmed first sailed on an American Steamship Company vessel. Born in Arabia, his most recent voyage was on the *St. Mary's Challenger*. Brother Ahmed retired in 1993. He was a resident of Yemen.

### ANTHONY MENKAVITCH



Pensioner Anthony Menkavitch, 92, died March 16. Brother Menkavitch was born in Connecticut and joined the union in 1951. The

deck department member last sailed aboard the *George Goble*. He began receiving his pension in 1977. Brother Menkavitch made his home in Edwardsville, Pa.

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

NAME	AGE	DOD
Amin, Ishmael	83	March 24
Atkins, Thomas	84	March 31
Bastidas, Victor	84	March 10
Boone, James	82	March 10
Brittain, John	79	March 24
Coleman, Mills	89	March 6
Correya, Eduardo	92	March 28
Cumbaa, Jean	78	March 1
Figuroa, Alfredo	78	March 3
Garner, Marian	81	March 15
Greenidge, Nathaniel	93	March 27
Hall, Charles	78	March 5
Harrison, Herman	80	March 9
Holmes, Wilson	59	March 1
Hughley, James	80	March 26
Johnson, George	78	March 8
Knighten, Christopher	83	March 1
Lehman, Beatrice	93	March 30
Lemus, Ponpilio	92	March 14
Long, Felix	82	March 4
Lueck, Oliver	83	March 23
Macaya, Santos	90	March 6
McAnelly, Robert	86	March 1
Moreno, Rene	79	March 28
Morris, Bobby	69	March 4
Nieves, Victor	85	March 23
Perez, Manuel	83	March 28
Plummer, Raymond	75	March 30
Rawls, Jean	79	March 11
Rivera, Luis	89	March 2
Rodriguez, Francisco	72	March 2
Saybe, Peter	78	March 25
Stukes, Clarence	78	March 6
Thomsen, Vernon	82	March 24
Trotta, Pasquale	94	March 5
Trujillo, Basilio	77	March 8
Valeriano, Alejandro	85	March 20
Vaselakos, Peter	90	March 2
Vazquez, Raul	78	March 29
Velez, Jose	86	March 1
Vizcaino, John	90	March 11
Walker, Robert	84	March 10
Wing, Issac	90	March 27



# Digest of Shipboard Union Meetings

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

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

**AMERICAN SPIRIT** (American Steamship Company), Oct. 16—Chairman **James V. Darden**, Secretary **Joyce A. Sufak**, Educational Director **Michael L. Kruse**. Chairman thanked crew for their cooperation in developing smooth and safe shipboard operations. He encouraged SIU members to upgrade seafaring skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. and attend shoreside union meetings when not at sea. Secretary agreed that members worked well together and displayed great teamwork. Educational director urged mariners to keep all documents current. He reminded them that basic safety training and STCW courses have to be completed before fit-out 2008. It was noted that cold weather is approaching and everyone should take necessary precautions to work safely on deck. No beefs or disputed OT reported. Crew requested information pertaining to future 401(k) or retirement plans for Great Lakes members. Galley crew was given vote of thanks for outstanding food.

**BUFFALO** (American Steamship Company), Oct. 4—Chairman **John D. Cedeno Jr.**, Secretary **Harry W. Peterson**, Educational Director **Kevin M. McCardell**, Deck Delegate **Alan Maury**. Chairman discussed health care plan and Union Plus benefits. He advised members with further questions to contact their union hall. No beefs or disputed OT reported. Departing crew members were asked to leave rooms clean and supplied with fresh linen for reliefs. Mariners also were encouraged to renew MMDs and well as physicals and drug screens early. They also were encouraged to contribute to SPAD and MDL. Winter on the Great Lakes is a good time for members to upgrade at Piney Point due to layup of vessels. Next port: Waukegan, Mich.

**COMMITMENT** (Maersk Line Limited), Oct. 10—Chairman **Edward J. O'Conner**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Edwin Ortega**, Engine Delegate **Stephen J. Riccobene**. Chairman announced Oct. 11 sanitary inspection.

Seafarers were reminded to return movies after use. There has been no word about replacement of DVD players. Secretary reported new microwave has been purchased for delivery in Houston Oct. 22. Educational director posted TWIC information in crew lounge. No beefs or disputed OT reported. Suggestion made to increase pension benefits and lower retirement age. Bosun thanked crew for great trip. Next ports: Newark, N.J.; Charleston, S.C.; Houston.

**COURAGE** (Interocean American Shipping), Oct. 27—Chairman **Laurentis D. Colbert**, Secretary **Susanne Cake**, Educational Director **Patrick D. Tucker**, Engine Delegate **Theodore Wallace**, Steward Delegate **Sherman Harper**. Chairman discussed rules and regulations pertaining to holding union meetings. He thanked crew members for safe, smooth trip. Educational director encouraged all mariners to upgrade seafaring skills at the SIU-affiliated school. No beefs or disputed OT reported. Bosun read and discussed president's report from the September 2007 *Seafarers LOG*. Next ports: New York; Baltimore; Charleston, S.C.; Brunswick, Ga.

**HORIZON ANCHORAGE** (Horizon Lines), Oct. 14—Chairman **Dan P. Fleehearty**, Secretary **Amanda F. Suncin**, Educational Director **Kevin T. McCagh**, Deck Delegate **Basil D. Stolen**, Engine Delegate **John R. Day**. Chairman announced Oct. 15 payoff at sea. He noted new upholstery in crew mess and crew lounge and asked for help keeping it clean and rip-free. Secretary urged members to upgrade at Paul Hall Center when their schedules allow. Educational director reminded crew to check all document expiration dates and renew in plenty of time. No beefs or disputed OT reported. Chairman thanked everyone for helping keep ship clean and in working order. Next ports: Tacoma, Wash.; Anchorage, Alaska.

**HORIZON ENTERPRISE** (Horizon Lines), Oct. 25—Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **Matthew R. Redlinger**,

Engine Delegate **James B. Spranza**, Steward Delegate **Michael D. Miller**. Bosun announced Oct. 27 payoff at sea before arrival in Tacoma, Wash. Secretary thanked members for good housekeeping and reminded departing crew to leave fresh linen for next person. Educational director reminded everyone to keep documents current and renew early—up to six months in advance. He also stressed the importance of upgrading as often as possible to stay abreast of current requirements in the maritime industry, as well as to increase earning power. No beefs reported; OT problems discussed. Chief engineer stopped by and talked about changes made at most recent monthly safety meeting. Everybody aboard vessel thanked Chief Cook Miller for good chow during voyage. Next ports: Tacoma; Oakland, Calif.; Honolulu.

**HORIZON NAVIGATOR** (Horizon Lines), Oct. 31—Chairman **Anton T. Sulic**, Secretary **Richard W. Paulson**, Educational Director **David S. Goodpaster**, Deck Delegate **Feliciano M. Gimutao**, Engine Delegate **Ely R. Hermano**. Chairman advised members to keep track of all documents and when they expire. He also stated that everyone should be helpful toward fellow shipmates. Secretary reminded crew to keep receipts from dues payments. Educational director spoke about upgrading opportunities available at Piney Point to better one's skills. "Never settle for average; always look to be more productive in life." Treasurer stated \$650 in ship's fund. No beefs or disputed OT reported. Request made for new chairs in galley, crew lounge and unlicensed rooms. New mattresses still are needed in rooms. Recommendations were made to improve pension plan benefits. Next ports: Los Angeles; Honolulu.

**HOUSTON** (USS Transport), Oct. 21—Chairman **Richard A. Szabo**, Secretary **Robert E. Wilcox**, Educational Director **Scott S. Fuller**, Deck Delegate **Sunday Nwankwo**, Engine Delegate **Jeffery T. Fields**, Steward Delegate **Saleh M. Saleh**. Chairman thanked Seafarers for working hard and in professional manner. He reported new gear working well on mooring lines. Secretary thanked everyone for their cooperation in keeping common areas clean. He reminded crew to clean lint trap in dryer when clothes are finished. Educational director urged members to upgrade often and read *Seafarers LOG* to stay abreast of latest information on TWIC. He also suggested that everyone should check expiration dates on all documents. No beefs; disputed OT reported in deck and

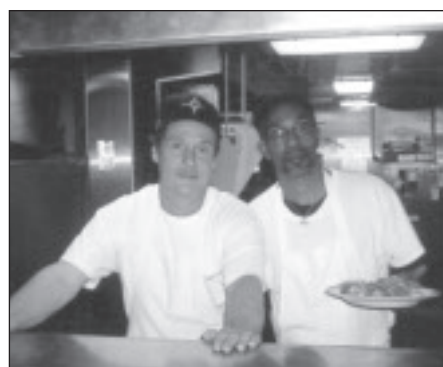
engine departments. Mariners discussed need for additional dryer for crew laundry. Suggestion made to increase steward department to include additional billet. Crew was asked to keep noise down in passageways, especially while others are sleeping. Next port: Port Everglades, Fla.

**JOHN BOLAND** (American Steamship Company), Oct. 21—Chairman **Paul S. Gohs**, Secretary **Solomon B. Darku**, Educational Director **Donald R. Jaegle**. Chairman read all information in ship's packet and posted it in

**Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **John E. Conn**, Deck Delegate **Roberto Flores**. Bosun reported good crew and safe trip. He announced Oct. 30 payoff in Newark, N.J. Educational director urged Seafarers to apply for TWIC card soon and upgrade at Paul Hall Center whenever possible. Treasurer stated \$1,273 in ship's movie fund. No beefs or disputed OT reported. Motion made for future contract negotiations to include an increase for engine department entry-level/wiper.

## "Good Feeder" Watkins Arrives in Norfolk

The *USNS Watkins* is known as a "good feeder," thanks to Steward/Baker Mark Simpson and Chief Cook Frank Washington (in photo at right). Four of the recipients of the good food are (below) BREC James Walker, QMED Edwin Simene, CSKS Gary Bruber and SA Wayne Shindler.



recreation room. Any crew members claiming unpaid first day's wage should check discharge date in question and inform bosun of findings. Educational director advised members to obtain basic safety training as soon as possible. Two crew members who had already obtained that training informed others about the classes involved and accommodations available to upgraders. Treasurer stated \$800 remaining in satellite TV fund. No beefs or disputed OT reported. President's report and vice president's report were read and discussed. Crew members reminded to be careful when filing taxes. Vacation applications were distributed, and everyone was asked to help in training of new apprentice aboard ship. Deck department members were asked to blow out deck line to prevent freezing; gloves and helmet liners are available upon request.

**MAERSK CAROLINA** (Maersk Line Limited), Oct. 14—Chairman **Brian K. Fountain**, Educational Director **Kevin M. Cooper**, Engine Delegate **Eddie Almodovar**. Chairman announced Oct. 22 payoff in Newark, N.J. He thanked everyone for another safe voyage. Secretary reported that ship would be taking on 90-day stores in Portsmouth, Va. since it will not be returning to the States until Jan. 28. Educational director encouraged crew members to take advantage of educational opportunities available at Piney Point school. Treasurer stated \$500 in ship's fund from Maersk Line Limited for safety award. No beefs or disputed OT reported. Suggestions made regarding vacation and pension benefits. Vote of thanks given to steward department for job well done. Next ports: Newark; Portsmouth; Charleston, S.C.

**MAERSK VIRGINIA** (Maersk Line Limited), Oct. 21—Chairman

**OVERSEAS NEW ORLEANS** (OSG Ship Management), Oct. 28—Chairman **Samuel Duah**, Secretary **Louins Johnson**, Educational Director **William P. Stone**, Deck Delegate **Virgilio E. Rosalas**, Engine Delegate **Edgar G. Pacana**, Steward Delegate **John A. Stephen**. Chairman reminded crew members that one washer is for work clothes while the other is for good clothes. He asked them clean out lint traps after each use due to fire hazard. Secretary advised crew members to have cash on hand to pay dues when agent comes aboard. He also urged them to check expiration dates on z-cards and passports and apply for TWIC cards. Educational director urged mariners to upgrade skills at Paul Hall Center to qualify for better jobs aboard vessel. No beefs or disputed OT reported. Request made to have satellite TV and refrigerators in all crew rooms. Thanks given to steward department for great menus and meals. Next port: Lakes Charles, La.

**USNS SAMUEL COBB** (Ocean Ships), Oct. 6—Chairman **Aristeo M. Padua**, Secretary **Cesar C. Dela Cruz**, Educational Director **Charles L. Jensen**. Chairman and educational director expressed their gratitude to all departments for working well together. Crew discussed new gym equipment and the possibility of using the spare room for weight lifting and other fitness activities. They also expressed interest in having internet access. Secretary talked about completion of voyage with no reported injuries or illness aboard vessel. Treasurer stated \$300 in ship's fund. Educational director urged Seafarers to check out what the union-affiliated school has to offer. No beefs or disputed OT reported. Next port: Houston.

## Three New Full Book Members Are Ready to Sail



Congratulations to Oiler Richard Murray, Chief Cook Alphonzo Berry and Junior Engineer James Hudson. All three received their full books at the November membership meeting at the hall in Norfolk, Va.





## SUMMARY ANNUAL REPORT FOR SEAFARERS HEALTH AND BENEFITS PLAN

This is a summary of the annual report for the SEAFARERS HEALTH AND BENEFITS PLAN, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2006 to December 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$65,464,095 as of December 31, 2006 compared to \$22,124,202 as of January 1, 2006. During the plan year, the plan experienced an increase in its net assets of \$43,339,893. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$92,882,492. This income included employer contributions of \$88,479,423, realized gains of \$371,278 from the sale of assets, and earnings from investments of \$3,267,823. Plan expenses were \$49,553,985. These expenses included \$10,106,688 in administrative expenses and \$39,447,297 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investment; and
3. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746; or telephone (301) 899-0675.

The charge to cover copying costs will be \$2.70 for the full report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Plan Office, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION PLAN

This is a summary of the annual report for the SEAFARERS VACATION PLAN, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2006 to December 31, 2006. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$17,901,704 as of December 31, 2006 compared to \$18,293,835 as of January 1, 2006. During the plan year, the plan experienced a decrease in its net assets of \$392,131. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$58,135,971. This income included employer contributions of \$55,598,540, realized gains of \$1,001,868 from the sale of assets and earnings from investments of \$1,426,387. Plan expenses were \$61,235,484. These expenses included \$6,491,216 in administrative expenses and \$54,744,268 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

1. An accountant's report; and
2. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746; or telephone (301) 899-0675.

The charge to cover copying costs will be \$3.60 for the full report, or 15 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Plan Office, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

# Know Your Rights

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

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

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

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

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

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

**EDITORIAL POLICY — THE SEAFARERS LOG.** The *Seafarers LOG* traditionally has refrained from publishing any article serving the political pur-

poses 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.

**MEMBER RIGHTS/LMRDA.** The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

### Union Member Rights

**Bill of Rights:** Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safe-

guards against improper discipline.

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Reports:** Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

**Officer Elections:** Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

**Officer Removal:** Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

**Trusteeships:** Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

**Prohibition Against Violence:** No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

### Union Officer Responsibilities

**Financial Safeguards:** Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

**Bonding:** Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

**Labor Organization Reports:** Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

**Officer Reports:** Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources

be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

**Restrictions on Holding Office:** A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

**Loans:** A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

**Fines:** A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at [www.dol.gov](http://www.dol.gov).)

### 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 improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 21 March 3	February 15 March 28
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 14	April 18
Celestial Navigation	January 7	February 1
Lifeboatman/Water Survival	January 7	January 18
Specially Trained Ordinary Seaman (STOS)	March 3	March 14

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Dec. 10, 2007.

## Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	February 25	March 21
Welding	January 7	January 25



# 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 \_\_\_\_\_

## Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Fire Fighting	February 18	February 22
Advanced Fire Fighting	January 14	January 25
Basic Safety Training/STCW	December 10	December 14
	February 25	February 29
	March 24	March 28
Medical Care Provider	January 28	February 1

## Academic Department Courses

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

## The School Wants Your Input

The Paul Hall Center for Maritime Training and Education wants to know what courses interest you and when you would like to see them scheduled, if possible. If you are a prospective student/upgrader, please complete this form and mail it to: Paul Hall Center, Attn: Admissions, P.O. Box 75, Piney Point, MD 20674—or email the information to vocational@seafarers.org.

A complete course listing appears in the Paul Hall Center section of the web site [www.seafarers.org](http://www.seafarers.org) and also is scheduled for publication in the January 2008 issue of the *Seafarers LOG*.

Feedback from this informal survey will be used to help shape the school’s curriculums and schedules. Please keep in mind that not all suggestions may be acted upon.

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

Your Rating (if applicable): \_\_\_\_\_

Your Contact Information (optional): \_\_\_\_\_

Today’s Date: \_\_\_\_\_

Please list the courses you would most like to see the Paul Hall Center offer (either existing ones or new ones): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If you have a preference as to when those classes would be offered, please note the date range or general time of year: \_\_\_\_\_

Your feedback is appreciated.

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

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

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

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

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

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

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

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





# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 695** — Graduating from the water survival course are unlicensed apprentices from class 695. They include (in alphabetical order) Zoran Barich, Rasheen Breathwaite, Kevin Copeland, Michael Cruz, Shantaz Harper, Anthony Irizarry, Emmanuel Korsah, Theodore Lampke, Jose Layz, Demetrius Madison, William Redinger, Cieara Rogers, Darwin Rondon, George Santiago-Cordero, Joangel Sierra, Chancellor Staley, David Upsher and Earl Wood. (Note: not all are pictured.)



**Basic Auxiliary Plant Operations** — On Oct. 5, the following Phase III unlicensed apprentices (in alphabetical order) completed this course: Bryan Boyle, Erik Brown, Juan Castillo, Moriah Collier, Christian Cordova, Drake Corpus, German Cortes, Anthony DelloRusso, Jose Encarnacion, Ian Ferrer, John Fraley, Rupert Henry, Thomas Jones, Thaddeus Kilgore, Donnetta McLee, Reina Mendez, Joshua Montgomery, Christopher Sheppard, Danielle Smith, Thomas Tebow, Todd Williams, Kerry Wilson and Joshua Zelinsky. Their instructor, Tim Achorn, is at far right.



**Lifeboatman/Water Survival** — Under the instruction of Bernabe Pelingon (far left) are Sept. 28 graduates of the lifeboatman/water survival course. They are (in alphabetical order) Mike Andrucovici, Anthony Clemons, Abdul Muhammad, Justino Sanchez and Jarrell Vick.



**Medical Care Provider** — Upgrading Seafarers who took the week-long medical care provider class that ended Oct. 12 are (in no specific order) James Larkin Jr., Noland Earl, Karim Elgallad, Chris Kibodeaux, Wayne Henry, Philip Ayotte, Jordan Cuddy, Neil Warren, Jeffery Bull and Pete Gerber. Their instructor, Mark Cates, is at far right.



**AB** — With instructor Bernabe Pelingon (far right) are upgraders who completed the AB course Oct. 26. They are (in no specific order) Ernest Frank III, Sherwin Jones, Jarrell Vick, Daryl Spicer, William Cruz, Billy Hill Jr., James Luttrell Jr. and Desir Donald. (Note: not all are pictured.)



**Towboat Scholarship Program** — These students recently completed a number of courses in the towboat scholarship program including GMDSS, Search and Rescue, Cargo Handling and Emergency Procedures. They are (in alphabetical order) Richard Axelsson, Denis Dubro, William Dunney, Russell Horton, Kenneth Johnson and Kervin Velazquez. (Note: not all are pictured.)



**Refrigeration Engineer** — With Calvin Beal (center) as their instructor, Moses Mickens Jr. (left) and Donald Christian completed the refrigeration engineer course Nov. 9.



**Advanced Fire Fighting** — Graduating from the advanced fire fighting course Oct. 5 are (in no specific order) Harold Gerber, Noland Earl, Clifford Taylor, Karim Elgallad, David Campbell, Horace Rains, Michael Shappo, Neil Warren, Patrick David, Paul Voisin, Jimmy Willis Jr., Michael Willis and James Larkin Jr. (Note: not all are pictured.)





# Paul Hall Center Classes



**Chief Cook** — Working their way up the culinary ladder are upgrading students who completed one of the class modules Oct. 11. From the left are Mark Newbold, Tanya Bradley, James Alibad, Domingo Barraga, Alex Cordero and Chef/Instructor John Dobson.



**Tanker Familiarization/Assistant Cargo (DL)** — Completing this course Oct. 5 are (in no specific order) Nathaniel Jennings, Anthony Wrencher, Sammuel Yazzie, Joseph Noach, Marco Galliano, Adam Hansen, Daniel Coffee, Donald Bernard Jr., Christopher Hunnings, Joe Mieluchowski, Brian Jones, Charles Buckley, Kenji Hoffman, Prashanta Barua, DeAnthony Owens, H. Cliff Page Jr. and James Singer. (Note: not all are pictured.) Their instructor, Jim Shaffer, is at far right.

**Radar Observer** — Successfully completing the radar observer course ending Oct. 18 are (in alphabetical order) Prashanta Barua, Timothy Fogg, Gerald Freeman, Frank Guido and Michael Willis. Their instructor, Mike Smith, is at far left.



**ARPA** — With a radar course already behind them, these five students completed the Automatic Radar Plotting Aids (ARPA) course Oct. 26. They are (from left) Kipling Wise II, Michael Willis, James Larkin Jr., Timothy Fogg and Frank Guido. Their instructor, Mike Smith, is third from left.



**STCW** — NCL, Oct. 12: Ursula Baskett, Michael Beatty, Amanda Brill, John Cally, Donnel Cherry, Matthew Cross, Michelle Curry, Nichole DeRoche, Jessica Dunney, Kathleen Ford, Michael Gretch, RyAnn Hueners, Jeffrey Ingalls, John Jackson, Danyelle Jefferson, Roland Johnson and Ariana Jordan. Their instructor, Mike Daras, is at far left.



Pacheco, Neiman Pettis, Robert Raymond, Joey Roberts, Tommy Rodgers, Terry Thomas and Josean Villanueva.

**Specially Trained OS** — Upgrading Seafarers and Phase III unlicensed apprentices completed the STOS course Oct. 5. They are (in alphabetic order) upgraders Albert Beneman, Larry Bradley, Terry Hester and Wilfredo Lansangan, and apprentices David Bernstein, Bryan Brady, Prymus Buckholtz, Steven Dalton, DeMond Lindsey, Wade McClennan, John McCormick, Juan Ortega Jr., David



**STCW** — NCL, Oct. 5: Phouvilay Louangaphay, Sherrard Lowe, Amarilys Machado, Amanda Mize, Eric Montalvo, Kathleen Nolis, Patrick O'Donnell, Jacqueline Obrofta, José Quinones Jr., José Ramos Rodriguez, Ramon Santos Berrios, Alexei Simonov, Dadrien Stiskal, Anthony Torres-Alvarado, Burton Trageser, Brandy Underwood, Angelica Vega Rodriguez and SIU upgrader Jerry Willis.



**STCW** — NCL, Oct. 12: Magdala Laguerre, Molly Lamb, Stephanie Layou, Katelyn Marshall, Tony Menges, Jeffery Moore, Deborah Morgan, Michael Murn, Kimber Murray, José Pacheco Martinez, Ronald Peebles, Lance Post, Thomas Robinson Jr., Steven Severs, Ashley Stammer, Joshua Thompson, Erin Trainor, Daniel Wilson, Euron Wright and Kelley Zogopoulos.





The

www.seafarers.org

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# Seafarers Log

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## Summary Annual Reports

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## CONTRIBUTE TO SPAD

The Seafarers Political Action Donation helps us help you!



**ATTENTION, SEAFARERS:** Check upcoming editions of the LOG for information on new T-shirts sporting the SPAD artwork shown on this page. The shirts will be available for a limited time to individuals who contribute to the Seafarers Political Action Donation fund.

### Seafarers International Union/SPAD



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